

Appendix B

2050 RTP Project Call Submittal Instructions and Evaluation Criteria



Capital Area Metropolitan Planning Organization

2050 Regional Transportation Plan Project Call

(there is no funding available for this call)

Project Submittal Instructions

and

Evaluation Criteria

Spring/Summer 2024

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Overview

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for the development and maintenance of the long-range regional transportation plan (RTP) for the six-county region. The RTP, with a forecast year of at least 20-years, is reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and land use conditions and trends.

CAMPO is currently developing the 2050 RTP, the next five-year update of the long-range regional transportation plan. In addition to providing goals, policies, and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that will be developed and implemented over the next 25 years. In order to create the project list, CAMPO has developed a submission process through which sponsors can submit their regionally significant projects for inclusion in the RTP. Any projects in the Transportation Improvement Program (TIP) window, i.e. the first four years of the RTP, should have dedicated funding.

In the CAMPO region, the Metropolitan Transportation Plan (MTP) as it is described in the Code of Federal Regulations (CFR) is referred to as the Regional Transportation Plan (RTP).

Schedule

Date	Item
May 20, 2024	TAC Information Item – project call process
June 7, 2025	Local Government webinar regarding RTP project call
June 17, 2024 – August 9, 2024	RTP Call for Projects application intake; all applications are due by 5 PM CST on August 9
August 19, 2024	TAC Information Item – summary of projects received and revenue estimation for fiscal constraint
September 9, 2024	TPB Information Item – summary of projects received and revenue estimation for fiscal constraint
Fall 2024	1 st round of public outreach
September – December 2024	Develop Draft Plan with constrained project list
January 27, 2025	TAC Information Item – Draft Plan
February 10, 2025	TPB Information Item – Draft Plan
Winter/Spring 2025	2 nd round of public outreach
March 24, 2025	TAC Information Item – Final Plan
April 14, 2025	TPB Information Item – Final Plan
April 28, 2025	TAC Recommendation – Final Plan
May 12, 2025	TPB Action – Final Plan (2050 RTP Adoption)

Note: This schedule is subject to change.

Application and Submittal Process

The project listing in the Regional Transportation Plan (RTP) outlines the implementation of the vision and goals of the Transportation Policy Board (TPB) and guides and facilitates the expenditure of federal and state transportation funds.

The listing is comprised of regionally significant projects that are sponsored by federal, state and local transportation agencies and governments. These sponsors may submit projects during the submission period for consideration using the 2050 RTP Application workbook (spreadsheet). CAMPO will review the submittals and will coordinate as needed with sponsors. Additional instructions are provided in the following sections and in the application workbook.

Applicants are required to include a GIS map package or shapefile as part of their submittals, as many of the criteria can be answered via GIS analysis.¹ Please let the CAMPO team know ahead of submission if you have any issues producing a map package or shapefiles (i.e., your agency lacks GIS capabilities). All Shapefile projections must be NAD 1983 State Plane Texas Central FIPS 4203 Feet.

CAMPO has GIS map package (.mpk) and map exchange document (.mxd) files available on the ShareFile folder for use by local governments with relevant geospatial data. An online map viewer with the same data can also be found at [the following link](#). This data may be useful for completing the evaluation criteria required for the application process.

All regionally significant transportation projects with anticipated year of implementation or construction from 2030 to 2050 should be submitted for inclusion in the RTP. Unfunded projects that are expected to be funded in the near future (before 2030) should be rolled into year 2030 of the RTP. When the project is funded, it can then be included in the TIP through the amendment process.

All submittals must be uploaded to CAMPO's FTP site. Project sponsors are required to contact Jay Keaveny, Regional Planner, at jay.keaveny@campotexas.org to receive a link to a folder on the FTP site where they may upload their submittal application, back-up documentation, and GIS data. **All applications materials (including associated GIS data and back-up documentation) are due by 5 PM central time on August 9.**

Please send any questions about the process to Will Lisska, Regional Planning Manager, at william.lisska@campotexas.org. A list of questions and answers will be maintained on the CAMPO ShareFile page. Questions related to the project call application process and materials are due by July 26 at 12 PM CST. Questions specific to a sponsor application will be accepted until 5 PM CST on August 7.

¹ CAMPO will accept static maps in lieu of shapefiles only from small entities without GIS capabilities. All other entities should submit a GIS map package with individual project shapefiles with their application.

Application Workbook

The 2050 RTP project application is how project sponsors will submit projects to be considered for the fiscally constrained project listing. The application workbook (Excel-based) is divided by project type: Roadway, Transit, Intelligent Transportation System (ITS), Active Transportation, Transportation Demand Management (TDM) and Other. Sponsors should select the appropriate project tab and fill out the required fields detailed below. Please note that any projects being submitted in the TIP window (before 2030) must have proof of dedicated funding. Any projects submitted with a let year before 2030 (must have proof of funding), as illustrative, or as 100% locally-funded only need to fill out the project information worksheet.

Application Workbook Information

Instructions	This tab contains detailed instructions on how to use to Application Workbook and how to submit projects for consideration. This tab also contains the sponsor certification field, which must be completed prior to submitting the Workbook to CAMPO.
Definitions and Resources	CAMPO has included a list of definitions and resources for completing the application. Near the bottom, this tab features tables that explain how to best access information to support the answers that sponsors provide for their projects. Please refer to these tables while filling out the project scoring tabs. These tables are also provided in Appendix D of this document.
Project Information	This tab asks for basic information of the project sponsor, such as address, contact information, and organization type. Please list each project here and the project score will be automatically populated from the criteria tabs when sponsors self-score projects.
Roadway Scoring	For all Roadway Projects, please use this tab to complete each scoring criteria questions.
Transit Scoring	For all Transit Projects, please use this tab to complete each scoring criteria questions.
ITS Scoring	For all ITS/Operational Projects, please use this tab to complete each scoring criteria questions.
Active Scoring	For all Active Transportation Projects, please use this tab to complete each scoring criteria questions.
TDM Scoring	For all TDM Projects, please use this tab to complete each scoring criteria questions.
Other Scoring	For all Other Projects, please use this tab to complete each scoring criteria questions.

Workbook Instructions

1. Complete all columns for each project within the Project Information worksheet. Sponsors can use the Project Information Definitions as a guide. Many cells in the top row have upper right corners highlighted in purple (notes) to signify additional information.
2. Number the projects in ascending order and ensure they correspond to those listed in the Project Type Scoring Tabs (Roadway, Transit, ITS, Active, TDM, or Other) as you work your way through the application.
3. Optional: Complete the Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional project details.
4. Answer each performance measure question by using the drop-down function (Yes/No/Both).
5. The Narrative Answer column will be used to further explain how a project addresses a given performance measure.
6. Use the drop-down function to answer the Data Type (Shapefile, Narrative, or Both) that best addresses the performance measure. Both are encouraged to provide clarity of the project. Guidance on which type of data to provide to respond to each performance measure is provided in Appendix D.
7. Input where you obtained your data (CAMPO, Local/State Plan, or Other).
8. If the sponsor is using a data source other than one provided by CAMPO, explain where data was obtained to answer the Performance Measure. The relevant pages should be included in backup material sent in with the application and should denote (through highlights or other) where to find relevant graphics and text.
9. Objectively self-score how the project addresses each performance measure (total available points are in parentheses).
10. The Project Self-Score Total column will auto-populate based on all the performance measure scores.
11. Ensure projects are on the appropriate tab (Roadway, Transit, ITS, Active Transportation, TDM, Other).
12. As a final step, sign the Sponsor Certification found in the Instructions Tab.

Project Information

Column	Title	Information
A	Project Number	This is the number assigned to each project within the worksheet. Use this number throughout when scoring projects. This number should be the same as the associated Shapefile.
B-H	Sponsor Information	Primary sponsor of the project. A Primary sponsor is a jurisdiction or agency that has the authority to implement the project. <i>(Sometimes referred to as submitter)</i>
I-P	Sponsor Project Manager Information	Contact information for day-to-day manager of project. If project manager information is the same as sponsor information only include the name, position, and email under this section (columns I-P). Please make sure the contact information is the most direct way of reaching the manager, such as a direct telephone number.
Q-AD	Co-Sponsor Information	Secondary sponsor of the project as applicable. Ensure that any needed documentation demonstrating concurrence is included in column AY and in backup documentation.
AE	Project Type	Roadway, Transit, Active, ITS, TDM, or Other
AF	County(s)	County where the project is located. If the project is in multiple counties than please list all the counties in the next column
AG	If Multiple counties, please list	Only use if in multiple counties
AH	Roadway/Facility Name	Name of roadway or facility where the project will occur. Include both local name and state designation, if applicable.
AI	Limits (From)	Indicates the physical location of the start of the project

AJ	Limits (To)	Indicates the physical location of the end of the project
AK	Limits (At)	Indicates point of project (intersection, interchange, or other point specific projects only)
AL	Description (Short)	The description of the project should include a brief one to two sentence description that includes the current facility and anticipated facility upon completion of the project. Examples: <i>Upgrade current two-lane undivided facility to a four-lane divided facility with bike lanes</i> or <i>New location two-lane facility with shoulders.</i>
AM	Estimated Project Cost (year of expenditure)	Estimated cost should be given at the anticipated year of expenditure. It can include any high-level estimate of construction, principal engineering, and other costs, as well as ROW and utility costs, if available. A 4% per year rate of inflation should be used to calculate costs at the year of expenditure. CAMPO has developed a spreadsheet tool for developing planning-level cost estimates for roadway extension and capacity improvement projects. This tool is optional to use, and applicants may still develop their own independent cost estimates for these project types.
AN	Funding Source(s)	Anticipated funding source if readily identifiable. Reference to back up material can be provided along with items in cell AY. Local funding includes all funding that comes from inside the region such as from cities, counties, CTRMA tolls, transit, etc. <i>If source is private, please show as local.</i>

AO	Explain Combination of Sources	Explain any combination of anticipated funding sources (local, state, or federal).
AP	Let Year	Anticipated year of project implementation or construction (from 2030 to 2050). **Note: Unfunded projects that are expected to be funded in the near future (before 2030) should be rolled into year 2030 of the RTP. When the project is funded, it can then be included in the TIP through the amendment process.
AQ	Existing Facility (Yes, No, or Both)	Indicate if project is on an existing facility.
AR	Current Functional Classification	Current functional classification of the facility as defined by FHWA, if applicable
AS	Anticipated Functional Classification	Anticipated functional classification of the facility. Please use FHWA methodology for determining what the anticipated functional class may be. See Regional Significance definition found in next section for additional details.
AT	Regional Significance	Drop down box to select the regional significance definition that best represents the project. See pages 13 – 15 of this document for a description of regional significance definitions for each project type (e.g., roadway, transit, active, ITS, TDM, or other).
AU	Explanation of Regional Significance	Explain in one or two sentences how the project meets regional significance criteria for inclusion in the RTP.

AV	TxDOT On-System	Identify if project is on the TxDOT system <i>(Project submittals with on-system projects must have written State concurrence via letter or email correspondence from TXDOT correspondence. The sponsor must initiate this conversation with the TxDOT Austin District via email prior to submittal. Following submittal of the application, TxDOT will provide final concurrence.)</i>
AW	Illustrative Project <i>(only fill out the project information tab)</i>	If the project is considered illustrative, sponsors will include the project here and will not need to score the project. Illustrative projects are not part of the constrained RTP project list but are still listed in the RTP for informational purposes.
AX	100% Locally Funded <i>(only fill out the project information tab)</i>	If the project is regionally significant and will be 100% locally funded, sponsors will identify the project here and will not need to score the project or answer the associated planning factors spreadsheet. If project needs change at some point in the future and federal funding is sought, the project will need to be submitted for amendment and the evaluation criteria/scoring completed.
AY	Back-up Documentation of Planning Process and Public Outreach	Please list all relevant back-up documentation, which could include pages from local plans to support performance measure scoring, minutes showing plan adoption, or any additional public outreach documentation or materials for the project. These documents will be uploaded with the application and used to validate or show projects submitted meet the various performance measures. It is okay to include multiples of documentation from other projects if projects overlap. Maps and text can be highlighted to show relevant project information if not clear.

AZ	<p>Sponsor Self-Score Total (100 Points Possible)</p> <p><i>This cell is locked as it auto-populates.</i></p>	<p>This is an automated score from the project's worksheet and will auto-populate based on the total of all the sponsor's self-scores. Scores will not be generated for projects that are illustrative or 100% locally funded.</p>
BA	<p>MPO Score Total (100 Points Possible)</p> <p><i>This cell is locked as it auto-populates.</i></p>	<p>This cell will be populated by MPO staff following our review of the submitted application. Please leave blank when submitting your application to CAMPO.</p>

Regionally Significant Projects

Regionally significant project means a transportation project (other than an exempt project) on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all minor and principal arterial highways and regional high-capacity transit services.

Roadway Regional Significance definition:

- Roadways and intermodal connectors included in the federally adopted National Highway System (NHS).
- Roadways identified as minor arterials or higher in the Federal Functional Classification System or are expected to be re-classified as an arterial or higher when open for public use.
- Grade-separated interchange projects on regionally significant roadways.
- Frontage and backage roads (up to ¼ mile from the primary corridor).
- Roadways that serve as a connection to/or between existing or planned regional activity centers and corridors. See Appendix C for further discussion on activity centers.

Simplified Classification	Typical Spacing	FHWA Classification Table	
Limited Access	5 – 10 miles	Interstate	Interstates are the highest level of roadway and designed for long-distance travel offering limited access.
		Freeway	These roads have directional travel lanes and are separated by some type of physical barriers. Access is purely controlled by interchanges and on-and off-ramps to maximize their mobility function.
		Toll Road	Roadways (either public or private) where passengers pay a usage fee to use the roadway.
Principal/Major/Regional Connector	3 – 5 miles	Expressway	Roadways with directional travel lanes that are typically separated with controlled access to maximize mobility.
		Principal Arterials	Roads serve major centers and provide a high level of mobility but abutting land uses can be served directly.
Minor Arterials	1 – 3 miles	Minor Arterials	Provide service for trips of moderate length and offer connectivity to the higher arterial system.

For a detailed guide on how FHWA determines functional class, please reference the following report: <https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf>

Transit Regionally Significance definition:

- Rail transit
- Commuter routes
- Bus rapid transit
- Other limited or skip stop routes
- Park and ride infrastructure
- Vanpool and demand response programs

Active Transportation Regionally Significance definition:

- Connections illustrated in the Tier I, Tier II, or Vision Network of the 2045 Regional Active Transportation Plan
- Projects that connect or serve regional activity centers and corridors
- Long-distance corridors that connect multiple communities and jurisdictions
- Safe Routes to School
- Safety and operations projects for active transportation
- Other projects that allow active transportation connectivity to other regional modes

Please note: Transportation Demand Management (TDM), Intelligent Transportation System (ITS) and Operations Projects, and projects submitted in the Other category will be considered on a case-by-case basis. Applicants desiring to submit projects in any of these categories may contact CAMPO staff to discuss.

Roadway Project Selection Criteria

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Goal Area ¹	Objective ¹	Value	Performance Measure
Safety	C. G. J.	10	The project connects to an existing evacuation route or forms a new hurricane or wildfire evacuation route.
	A. B.	10	The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others.
	A. B. H. P.	10	The project includes access management features such as raised medians, turning movement improvements, driveway consolidations, and other operational/safety features.
Mobility	C. E.	10	The project fills in a gap by creating a new continuously connected or improved facility.
	C. E.	5	The project provides parallel capacity on corridors with higher-than-average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways.
	C. E.	10	The project crosses physical barriers and enhances network connectivity. One (1) point will be awarded for each barrier traversed. Types of barriers include (up to 10 points): <ul style="list-style-type: none"> - Railroads (including grade separations) - Limited Access Roads - Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers)
	C. E. M.	5	The project connects to one or more roadways of a high functional class (principal arterial or limited access).
	B. E. J. N. P. I.	10	The project improves person throughput by including transit elements, service routes, or other multimodal improvements identified as part of the 2045 Regional Active Transportation Plan, CapMetro Project Connect, Regional Transit Coordinating Committee, or another local or regional transportation plan.

Stewardship	K. P.	5	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources. See Appendix A for full list of environmental factors and cultural resources.
Economy	M.	5	The project is located along a major freight or hazardous materials route.
	L.	5	The project supports local, regional, or state development plans and strategies.
	L. M.	5	The project connects to or serves a regional activity center(s) or corridors. See Appendix C for additional detail.
Equity	N. O.	5	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	Q. R.	5	The project is adaptable to operational improvements (including TDM strategies) and new technologies such as connected/autonomous vehicles.
Total Points		100	

¹See Appendix B for a table describing the 2050 RTP goals and objectives

Transit Project Selection Criteria

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria ¹	Objectives ¹	Value	Performance Measure
Safety	E. A. O.	20	The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities.
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan
	E. D. J. M. N. O. R.	10	The project provides connections to other transit services and/or modes of transportation.
	C. D. E. M. N. O. P.	15	The project fills a service gap, expands coverage, or increases the frequency of a route.
	D. E. H. J. M. N. O. P. R.	5	The project has documentation showing ridership potential. This can be a planning level estimate.
Stewardship	D. E. H. I.	10	The project addresses maintenance needs to maintain state of good repair.
Economy	E. N. O. P.	5	The project integrates with existing or planned transit-supportive land use and infrastructure.
	L.	5	The project supports local, regional, or state economic development plans and strategies.
Equity	N. O. P.	15	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	E. Q. R.	5	The project demonstrates innovative design, technology, or service.
Total Points		100	

¹See Appendix B for a table describing the 2050 RTP goals and objectives

ITS/Operations Project Selection Criteria

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria ¹	Objectives ¹	Value	Performance Measure
Safety	D. H. M.	15	The project contributes to improvements in incident management.
	D. E. H. L. M. Q. R.	15	The project can be used for management of special events or emergencies.
Mobility	F.	10	The project is a part of an overall concept identified through a comprehensive local or regional transportation planning process
	C. E. M.	10	The project will provide system and network redundancy to ensure continuity in operations.
Stewardship	D. I. M. Q.	5	The project lifecycle is greater than five years.
	D. I. Q.	5	The project has a formal maintenance program in place.
Economy	D. M.	5	The project will help reduce delays and travel time in the network.
Equity	O.	15	The project will positively impact vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	D. H. Q. M.	5	The project will improve or expand the regional transportation ITS network.
	D. H. Q. R. M.	5	The project will utilize technology compatible with other relevant systems.
	D. H. Q. M	5	The project will tie into a centralized operations center.
	D. H. Q. M.	5	The project will collect and provide publicly accessible data.
Total Points		100	

¹See Appendix B for a table describing the 2050 RTP goals and objectives

Active Transportation Project Selection Criteria

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria ¹	Objective ¹	Value	Performance Measure
Safety	A. B.	25	The project will enhance pedestrian and bicyclist safety.
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan
	A. B. C. D.	5	Project removes a barrier or provides a connection that did not exist previously.
	A. B. C. E. J. M. N. O. P.	10	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.
	A. B. C. J. M. N. O. P.	15	The project directly links to a transit connection or is within: <i>15 points</i> , if .25 miles or less or <i>10 points</i> , if .26 to .5 miles or <i>5 points</i> , if the project demonstrates a potential for future connection to a transit system.
Stewardship	A. B. J.	15	The project improves public health through the provision of active transportation facilities that are safe and accessible.
	K. O.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. See Appendix A.
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	A. B. C. D. E. H. I. J. M. N. O. P. R.	5	The project is innovative in design to address safety or has other unique elements such as designing around transit, innovative intersection designs, or a pilot project.
Total Points		100	

¹ See Appendix B for a table describing the 2050 RTP goals and objectives

Transportation Demand Management Selection Criteria

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria ¹	Objectives ¹	Value	Performance Measure
Mobility	F.	15	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	G. P.	10	The planning process or document had an outreach component addressing commuting patterns and traveler engagement.
	A. D. E. G. L. M. N.	10	The project has a regional scope, impacts regional congested roadways, or impacts activity centers and key employment centers.
	A. D. E. K. M. N.	15	The project reduces vehicle miles traveled, single-occupant vehicle travel, or congested peak period travel.
	A. B. C. D. E. M.	15	The project or activity reduces vehicle trips or manages demand through strategies such as carpools, vanpools, managed lanes, corridor improvements, ITS installation, signal optimization, or park and rides.
	G.	10	The project or activity includes the direct participation of other federal, state, and/or local jurisdictions.
	G. L. M.	10	The project or activity includes participation from regional employers and other trip generators impacting commuting/travel patterns.
Equity	M. N. O. P.	15	The project has a positive impact (e.g. reduction in transportation costs and emissions, improvements to public health) on underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
Total Points		100	

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Other Projects Selection Criteria

Criteria	Performance Measure
Sponsor Selected	The project sponsor demonstrates how the selected criteria apply to the project and provides supporting documentation. See Appendix A for additional guidance.

Appendix A: Additional Planning Factor Information

Roadway Projects

Safety – Describe how the project would be expected to improve safety. Include information on multimodal safety and proven safety countermeasures like access management and operational improvements that will be included in the project. Furthermore, include materials showing how the project connects to hurricane or wildfire evacuation routes.

Mobility – Provide detail on the current and forecast levels of congestion in the corridor and how this project will improve or manage congestion by filling gaps, crossing barriers, and connecting multiple functional classifications of roadways. Projects should be identified in locally or regionally adopted plans and should note if the project is designated on the National Highway System. Include documentation of the multijurisdictional nature of the project, the proposed design section, and its context in the corridor and region in addressing bottlenecks, gaps, or redundancy. If the roadway corridor serves existing or proposed transit or active transportation routes, include information on the route(s) from the transit provider or managing jurisdiction.

Stewardship – Describe how the project will incorporate context sensitive measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. Environmental factors include soil plasticity, aquifers, flood plains, protected lands, and urban-wildfire interface. Cultural resources include parks (state and local), cemeteries, schools, hospitals/health care offices, historic buildings, museums, and civic centers. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

Economy – Describe how the project relates to economic development plans. Include information on new developments, redevelopments, key industries, or commercial and freight interests that the roadway would be expected to serve.

Equity – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. Provide information from the corridor's study that details how the project will minimize environmental impacts or improve current conditions. The [Transportation Insecurity Analysis tool](#) maintained by USDOT may be used as a supplemental source of information to develop the narrative.

Innovation – Describe how the project leverages innovative technologies, designs, or operations to improve transportation efficiency and safety. Include information about how the project can facilitate and incorporate future technological developments such as platooning of vehicles and connected/autonomous vehicles.

ITS/Operations Projects

Safety – Describe how the project would be expected to improve safety. Include information on how the project will be used for the management of incidents, special events, and emergencies.

Mobility – Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, Regional ITS Architecture plans, and city, county or state ITS master or implementation plans. Provide information on how the project will provide system redundancy and identify conformity to the Regional ITS Architecture. Provide data on current operational deficiencies, including delays and crashes and describe how the project will address these.

Stewardship – Identify the expected lifecycle of the project including the technology and equipment proposed. Provide information that supports the expected lifecycle and identify when updates, if required, may be needed. Identify if a formal ITS maintenance plan exists and provide a brief explanation of the plan and how the project will be included and whether current maintenance funds can support the project or new funds will be required. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

Economy – Describe how the project relates to economic development plans. Include information on how the project can serve new developments, redevelopments, key industries, or commercial and freight interests in the region.

Equity – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. The [Transportation Insecurity Analysis tool](#) maintained by USDOT may be used as a supplemental source of information to develop the narrative.

Innovation – Describe how the project will adapt to and expand the regional transportation ITS network as defined in the Regional ITS Architecture Update (June 2015) or other ITS master plan document that references the regional architecture. Describe how the project will integrate with existing and proposed equipment and technology including field devices, communications, and traffic management center(s). Provide information on how data collected will provide benefit and how it will be shared with the public.

Transit Projects

Safety – Note specific safety enhancements that the project will include to reduce the potential for crashes and create a safer, more secure experience for customers. If specific safety deficiencies exist on the corridor today, provide documentation to describe how they will be addressed.

Mobility – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan. Provide information on how the project has been coordinated with agencies maintaining roadways and how it provides connections to other transit services or modes of transportation. Projects should improve gaps in service, expand coverage, or increase frequency of a route to improve the overall operation of transit.

Stewardship – Provide documentation of anticipated ridership and potential growth due to the project. Include references to studies or analyses used to determine ridership figures and a description of the method or model used to forecast ridership. Refer to the life expectancy thresholds and state of good repair guidelines established by the Federal Transit Administration. Document how the project is expected to meet or exceed all relevant guidelines and make the most efficient use of the existing transit system through robust maintenance procedures.

Economy – Describe how the project relates to economic development plans. Include information on how the project provides new access to employment and integrates existing or planned transit-supportive lane use and infrastructure.

Equity – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. Provide information from that details how the project will minimize environmental impacts or improve current conditions. The [Transportation Insecurity Analysis tool](#) maintained by USDOT may be used as a supplemental source of information to develop the narrative.

Innovation – If the project provides a new kind of service through technological advances, new types of vehicles or modes of travel, expansion of transit through pioneering partnerships, or other means, describe this innovation, any supporting studies or analyses, and the expected results.

Active Transportation Projects

Safety – Describe how the project would be expected to improve active transportation safety. Include information on how the project will provide additional separation from travel lanes, illumination, all-weather surface treatment, and other best practice infrastructure design.

Mobility – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan, or CAMPO documents such as the 2017 Regional Active Transportation Plan (RATP) or 2040 Regional Transportation Plan (RTP). Provide information about how the project removes a barrier or provides connections to transit routes and/or existing facilities such as schools, community facilities, residential, residential, activity centers, etc.

Stewardship – Provide information demonstrating how the project improves public health through the provision of active transportation facilities that are safe and accessible. Moreover, describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

Equity – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. The [Transportation Insecurity Analysis tool](#) maintained by USDOT may be used as a supplemental source of information to develop the narrative.

Innovation – Describe how the project is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.

Transportation Demand Management

Safety – Describe how the project would be expected to address and improve safety.

Mobility – Describe how the project has undergone a comprehensive planning process and utilized a formal outreach component to address commuting patterns and traveler engagement. Provide information on how this project will encourage alternative forms of transportation while reducing vehicle miles traveled and single-occupant vehicle travel. Also detail how it will improve or manage congestion by filling gaps in service and providing new service. Include documentation of the multijurisdictional nature of the project and the ways in which the project utilizes the existing roadway network, bicycle network, and transit network.

Stewardship – Provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project. Also describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

Equity – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. The [Transportation Insecurity Analysis tool](#) maintained by USDOT may be used as a supplemental source of information to develop the narrative.

Other Projects

Projects that do not readily fit the five traditional project categories will be provided opportunity to apply, however these projects will not be scored traditionally. The sponsor must detail how the project will benefit the region, how it meets applicable criteria, and provide supporting documentation for all criteria selected. These projects will be presented separately alongside the scored projects during the evaluation and awarding process.

Below is a sample criterion that is mixed and matched from criteria in the five categories above. This example demonstrates how a sponsor can use the criteria that best fits the project.

Example Criteria

Criteria*	Objectives	Performance Measure**
Safety	A. B.	The project addresses transportation safety.
Mobility	D. E. H. L.	The project includes enhancements that improve mobility and congestion.
	G.	The project is multijurisdictional.
	F.	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	E. G.	The project includes multimodal elements.
Stewardship	K. P.	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources.
Economy	L.	The project supports local, regional or state economic development plans and strategies.
Equity	N. O. P.	The project serves traditionally underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
Innovation	E. Q. R.	The project demonstrates innovative design, technology or service.
Total Points		

*Criteria is selected by the project sponsor as appropriate for the project.

**There are no specific performance measures for the other category. The sponsor must demonstrate how the criteria applies to the project and provide supporting documentation.

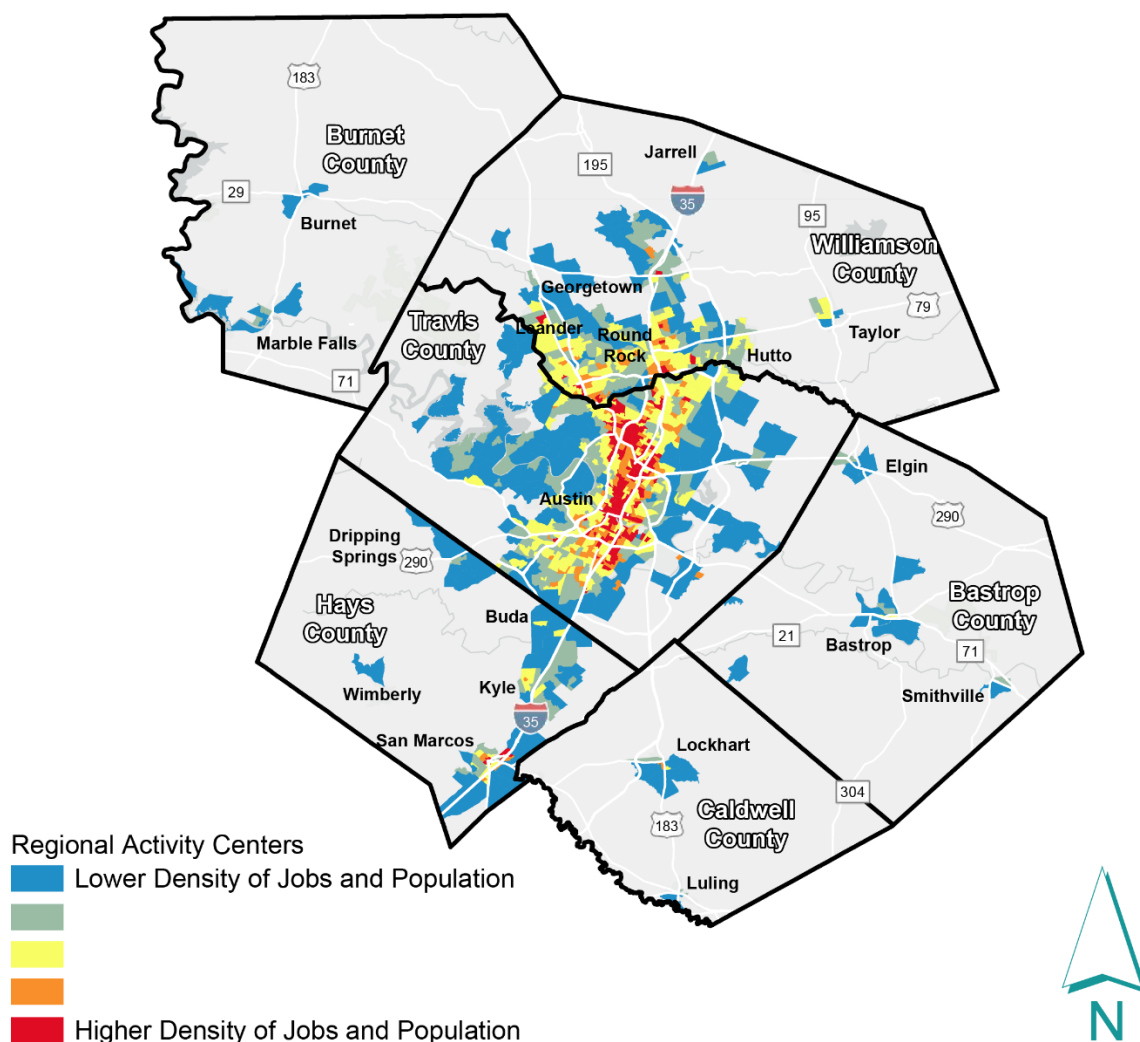
Appendix B: 2050 Regional Transportation Plan Goals and Objectives

2050 Regional Transportation Plan Goals and Objectives	
Goals	Objectives
Safety	A. Crash Reduction – Reduce severity and number of crashes for all modes.
	B. Vision Zero – Support local government and transit agencies reaching vision zero metrics.
Mobility	C. Connectivity – Reduce network gaps to add connectivity, eliminate bottlenecks, create system redundancy, and enhance seamless use across all modes.
	D. Reliability – Improve the reliability of the transportation network through improved incident management, intelligent transportation systems (ITS), transportation demand management (TDM).
	E. Travel Choices – Offer time-competitive, accessible, and integrated transportation options across the region.
	F. Implementation – Plan and deliver networks for all transportation modes, with reduced project delivery delays.
	G. Regional Coordination – Continue interagency collaboration between transportation planning, implementation, and development entities.
Stewardship	H. System Preservation – Use operations, ITS, and optimization techniques to expand the useful lifecycle of the multimodal system elements.
	I. Fiscal Constraint – Strategically prioritize fiscally constrained investments to maximize benefits to the region.
	J. Public Health – Improve public health outcomes through air and water quality protection and active mobility.
	K. Natural Environment – Develop transportation designs that promote system resiliency by avoiding, minimizing, and mitigating negative impacts to water and air quality, as well as habitat.
Economy	L. Economic Development – Enhance economic development potential by increasing opportunities to live, work, and play in proximity for residents and visitors.
	M. Value of Time – Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.
Equity	N. Access to Opportunity – Develop a multimodal transportation system that allows all, including vulnerable populations, to access employment, education, and services.
	O. Impact on Human Environment – Promote transportation investments that have positive impacts and avoid, minimize, and mitigate negative impacts to vulnerable populations.
	P. Valuing Communities – Align system functionality with evolving character and design that is respectful to the community, housing, and environment for current and future generations.
Innovation	Q. Technology – Leverage technological advances to increase efficiency of travel across all modes and for users of the network.
	R. Flexibility – Develop a system that is adaptable and flexible to changing needs, conditions, and emerging technologies.

Note: The above goals and objectives were originally adopted as part of the 2045 RTP.

Appendix C: Major Regional Activity Centers

This map can be used to define activity centers and corridors. This map uses a composite of population and employment density at the Census Block Group level to identify areas where daily activities are concentrated. Centers may range from less intensively developed places such as a rural community like Wimberley to large activity centers like Downtown Austin with a high intensity of uses. We recognize that by 2050 there may be other planned regional activity centers that are in the planning phase now but may be fully developed at that time. If an entity has a future center(s) identified through a planning process, please provide information through backup documentation from the referenced plan or policy.



Source

Employment Data: 2020 LEHD Origin-Destination Employment Statistics

Population Data: 2020 American Community Survey

Appendix D: Project Selection Criteria Guidance Tables

The following guidance tables provide resources that can be used by applicants to respond to the performance measure prompts. Additionally, the tables indicate what sort of information is requested from the applicant to show if/how the project satisfies a given performance measure (shapefile and/or narrative). A table is provided for each of the standard project types (roadway, transit, ITS/operations, active, and TDM). Definitions of the table fields is provided below:

- **Goal Area:** Desirable regional outcomes related to transportation, as defined by the Transportation Policy Board. See Appendix B.
- **Objectives:** Measurable actions to accomplish the goals, as defined by the Transportation Policy Board. See Appendix B.
- **Value:** Number of points assigned to each performance measure.
- **Performance Measure:** Used to quantify how well a project satisfies the goals and objectives.
- **Data Location:** Where the data can be found to answer the performance measure.
- **CAMPO Static Map Location:** Where a useful static map can be found in a CAMPO document. These maps can be used as a reference for responding to the Performance Measure prompts.
- **Data Type Requested:** Defines the type of data that is requested from the applicant to show if/how the project satisfies a given performance measure (shapefile and/or narrative). All Shapefile projections must be NAD 1983 State Plane Texas Central FIPS 4203 Feet.

Roadway Project Selection Criteria						
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested
Safety	C. G. J.	10	The project connects to an existing evacuation route or forms a new hurricane or wildfire evacuation route.	CAMPO Map Package/Viewer - TxDOT Hurricane Evacuation Routes	N/A	Shapefile and Narrative
	A. B.	10	The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others.	TxDOT Crash Query Tool CAMPO CRIS Regional Dashboard	P. 52 (Regional Arterials Concept Inventory): Crash Rates and Dangerous Corridors Map P. 55 (Regional Arterials Concept Inventory): Average Emergency Response Time Service Goal P. 56 (Regional Arterials Concept Inventory): Redundancy/Emergency Management Policy Summary Table	Shapefile and Narrative
	A. B. H. P.	10	The project includes access management features such as raised medians, turning movement improvements, driveway consolidations, and other operational/safety features.	Local Plans and Polices	P. 40 (Regional Arterials Concept Inventory): Network Connectivity Policies P. 43 (Regional Arterials Concept Inventory): Intersection Density Map P. 54 (Regional Arterials Concept Inventory): Traffic Generators Map P.164 (Regional Arterials Concept Inventory): Arterials Concept List Glossary P.165-207 (Regional Arterials Concept Inventory): Arterials Concept List	Narrative
Mobility	C. E.	10	The corridor fills in a gap by creating a new continuously connected or improved facility.	Local Plans and Polices CAMPO Origin-Destination Dashboard 2020	P. 40 (Regional Arterials Concept Inventory): Network Connectivity Policies P. 100 (Regional Arterials Concept Inventory): Existing and Planned Network with Locally-Identified Needs Map P. 101 (Regional Arterials Concept Inventory) Gaps Analysis Example P. 102 (Regional Arterials Concept Inventory) Regional Corridors	Shapefile and Narrative
	C. E.	5	The project provides parallel capacity on corridors with higher-than-average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways.	CAMPO Map Package/Viewer - AM and PM V/C from 2020 and 2050 CAMPO Travel Model	P. 105 (Regional Arterials Concept Inventory) V/C Ratio Ranges P.164 (Regional Arterials Concept Inventory): Arterials Concept List Glossary P. 165-207 (Regional Arterials Concept Inventory): Arterials Concept List P. 208 (Regional Arterials Concept Inventory): Interchange Map P. 209-212 (Regional Arterials Concept Inventory): Regional Corridor Inventory Interchange Concept Summary	Shapefile
	C. E.	10	The project crosses physical barriers and enhances network connectivity. One (1) point will be awarded for each barrier traversed. Types of barriers include (up to 10 points): - Railroads (including grade separations) - Limited Access Roads - Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers)	CAMPO Map Package/Viewer - TxDOT Roadway Functional Classifications, Railroads, and Major Waterways	P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map P. 63 (Regional Arterials Concept Inventory): Preserved Land Map	Shapefile
	C. E. M.	5	The project connects to one or more roadways of a high functional class (principal arterial or limited access).	CAMPO Map Package/Viewer - TxDOT Roadway Functional Classifications FHWA Highway Functional Classification	N/A	Shapefile
	B. E. J. N. P. I.	10	The project improves person throughput by including transit elements, service routes, or other multimodal improvements identified as part of the 2045 Regional Active Transportation Plan, CapMetro Project Connect, Regional Transit Coordinating Committee, or another local or regional transportation plan.	Regional Transit Coordinating Committee Mapping Resource - Mobility and Access - Transit Desert Analysis Local Plans and Polices	P. 28 (Regional Transit Study): Transit Service Areas and Service Gaps P. 33 (Regional Transit Study): CARTS 2045 Planned Express Routes and Facilities Upgrade P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers	Shapefile and Narrative

Stewardship	K. P.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. See Appendix A for full list of environmental factors and cultural resources.	CAMPO Map Package/Viewer - Land Suitability	P.60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P.61 (Regional Arterials Concept Inventory): Prime Farmland Map P.62 (Regional Arterials Concept Inventory) Soil Plasticity Map P.63 (Regional Arterials Concept Inventory): Preserved Land Map	Narrative
Economy	M.	5	The project is located along a major freight or hazardous materials route.	CAMPO Map Package/Viewer - National Highway Freight Network and Texas Highway Freight Network	P.11 (DRAFT Freight Plan Existing Conditions Report) Figure 3: National Highway Freight Network (NHFN) P.12 (DRAFT Freight Plan Existing Conditions Report) Figure 4: Texas Highway Freight Network (THEN) P.2 (DRAFT Freight Plan Recommendations Report) Figure 1: Capital Area Multimodal Freight Network P.6 (DRAFT Freight Plan Recommendations Report) Figure 2: Key Freight Corridors on the Texas Highway Freight Network P.9 (DRAFT Freight Plan Recommendations Report) Figure 3: Project Gap Analysis	Shapefile
	L.	5	The project supports local, regional, or state development plans and strategies.	Local Plans and Policies	N/A	Narrative
	L. M.	5	The project connects to or serves a regional activity center(s) or corridors.	CAMPO Map Package/Viewer - Regional Activity Centers Local Plans and Policies	Appendix C (2050 RTP Project Call - Project Submittal Instructions and Evaluation Criteria): Regional Activity Centers P.69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers P.30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees	Shapefile
Equity	N. O.	5	The project serves traditionally underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer - Environmental Justice and Vulnerability Justice40 - USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative
Innovation	Q. R.	5	The project is adaptable to operational improvements (including TDM strategies) and new technologies such as connected/autonomous vehicles.	Local Plans and Policies	P.2 (Regional Transportation Demand Management Plan): Figure 1.1 P.20 (Regional Incident Management Study): Figure 11 - Summary of Regional Incident Management Recommendations	Narrative

Transit Project Selection Criteria						
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested
Safety	E. A. O.	20	The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Policies	N/A	Narrative
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	Cap Metro Plans CARTS Plans Local Plans and Policies	N/A	Shapefile and Narrative
	E. D. J. M. N. O. R.	10	The project provides connections to other transit services and/or modes of transportation.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Policies CAMPO Origin-Destination Dashboard 2020	P.2-6 (Regional Active Transportation Plan) Demand for Bicycling and Walking Across the Region P.2-11 (Regional Active Transportation Plan) Tier 1, 2, and 3 Vision Connectors	Shapefile
	C. D. E. M. N. O. P.	15	The project fills a service gap, expands coverage, or increases the frequency of a route.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Policies Regional Transit Coordinating Committee Mapping Resource - Mobility and Access - Transit Desert Analysis CAMPO Origin-Destination Dashboard 2020	P.23 (Regional Transit Study): 2010 Traffic Flows P.24 (Regional Transit Study): 2040 Traffic Flows P.28 (Regional Transit Study): Transit Service Areas and Service Gaps P.33 (Regional Transit Study): CARTS 2045 Planned Express Routes and Facilities Upgrade P.69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers	Shapefile
	D. E. H. J. M. N. O. P. R.	5	The project has documentation showing potential ridership. This can be a planning level estimate.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Policies	N/A	Narrative
Stewardship	D. E. H. I.	10	The project addresses maintenance needs to maintain state of good repair.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Policies	N/A	Narrative
Economy	E. N. O. P.	5	The project integrates with existing or planned transit-supportive land uses and infrastructures.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Policies	N/A	Narrative
	L.	5	The project supports local, regional, or state development plans and strategies.	Local Plans and Policies	N/A	Shapefile and Narrative
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer - Environmental Justice and Vulnerability Justice40 - USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative
Innovation	E. Q. R.	10	The project demonstrates innovative design, technology, or service	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Policies	N/A	Narrative

ITS/Operations Project Selection Criteria						
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested
Safety	D. H. M.	15	The project contributes to improvements in incident management.	Local Plans and Policies Regional Incident Management Study	P. 20 (Regional Incident Management Study): Figure 11 – Summary of Regional Incident Management Recommendations	Shapefile and Narrative
	D. E. H. L. M. Q. R.	15	The project will be used for management of special events or emergencies.	Local Plans and Policies	P. 55 (Regional Arterials Concept Inventory): Average Emergency Response Time Service Goal P. 56 (Regional Arterials Concept Inventory): Redundancy/Emergency Management Policy Summary Table	Narrative
Mobility	F.	10	The project is a part of an overall concept that is identified through a comprehensive local or regional transportation planning process.	Local Plans and Policies	N/A	Narrative
	C. E. M.	10	The project will provide system and redundancy and ensure continuity in operations.	Local Plans and Policies	N/A	Narrative
Stewardship	D. I. M. Q.	5	The project lifecycle is greater than five years.	Local Plans and Policies	N/A	Narrative
	D. I. Q.	5	The project has a formal maintenance program in place.	Local Plans and Policies	N/A	Narrative
Economy	D. M.	5	The project will help reduce delays and travel time in the network.	CAMPO Map Package/Viewer - AM and PM V/C from 2020 and 2050 CAMPO Travel Model	P. 34 (Regional Arterials Concept Inventory) Most Congested Roadways in Capital Area Region	Narrative
Equity	O.	5	The project will positively impact vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer - Environmental Justice and Vulnerability Justice40 - USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative
Innovation	D. H. Q. M.	10	The project will improve or expand the regional transportation ITS network	Local Plans and Policies	N/A	Narrative
	D. H. Q. R. M.	10	The project will utilize technology compatible with other relevant systems.	Local Plans and Policies Austin Regional Intelligent Transportation Systems Architecture	N/A	Narrative
	D. H. Q. M.	5	The project will tie into a centralized operations center.	Local Plans and Policies	N/A	Narrative
	D. H. Q. M.	5	The project will collect and provide publicly accessible data.	Local Plans and Policies	N/A	Narrative

Active Transportation Project Selection Criteria						
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested
Safety	A. B.	25	The project will enhance pedestrian and bicyclist safety.	TxDOT Crash Query Tool	P. 5-10 (Regional Active Transportation Plan) Bicycle and Pedestrian Crash Density	Shapefile and Narrative
				CAMPO CRIS Regional Dashboard	P. 52 (Regional Arterials Concept Inventory): Crash Rates and Dangerous Corridors Map	
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan.	Regional Active Transportation Plan Local Plans and Policies CAMPO Map Package/Viewer - Regional Active Transportation Plan Priority Network Bicycle and Pedestrian Facilities Inventory Update Viewer - Updated Inventory	P. 2-6 (Regional Active Transportation Plan) Demand for Bicycling and Walking Across the Region P. 2-11 (Regional Active Transportation Plan) Tier 1, 2, and 3 Vision Connectors	Shapefile and Narrative
	A. B. C. D.	5	Project removes a barrier or provides a connection that did not exist previously.	Bicycle and Pedestrian Facilities Inventory Update Viewer - Updated Inventory	P. 2-8 (Active): Barriers for Biking and Difficult Biking Routes P. 2-8 (Active): Gaps Identified by CAMPO Staff	Shapefile and Narrative
	A. B. C. E. J. M. N. O. P.	10	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.	CAMPO Map Package/Viewer - Points of Interest	P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees Appendix C (2050 RTP Project Call - Project Submittal Instructions and Evaluation Criteria): Regional Activity Centers	Shapefile and Narrative
	A. B. C. J. M. N. O. P.	15	The project directly links to a transit connection or is within: <i>15 points</i> , if .25 miles or less or <i>10 points</i> , if .26 to .5 miles or <i>5 points</i> , if the project demonstrates a potential for future connection to a transit system	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Policies	N/A	Shapefile and Narrative
Stewardship	A. B. J.	15	The project improves public health through the provision of active transportation facilities that are safe and accessible.	Local Plans and Policies	N/A	Narrative
	K. O.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. See Appendix A.	CAMPO Map Package/Viewer - Land Suitability Local Plans and Policies	P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map P. 63 (Regional Arterials Concept Inventory): Preserved Land Map	Narrative
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer - Environmental Justice and Vulnerability Justice40 - USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative
Innovation	A. B. C. D. E. H. I. J. M. N. O. P. R.	5	The project is innovative in design to address safety or has other unique elements such as designing around transit, innovative intersection designs, or a pilot project.	Local Plans and Policies	N/A	Narrative

Appendix C

Regional Transportation Demand Management Plan

<https://www.campotexas.org/regional-transportation-plans/2045-plan/transportation-demand-management-plan/>

Appendix D

Regional Active Transportation Plan

<https://www.campotexas.org/regional-transportation-plans/2045-plan/regional-active-transportation-plan/>

Appendix E

Regional Incident Management Study

<https://www.campotexas.org/regional-transportation-plans/2045-plan/regional-incident-management-study/>

Appendix F

Regional Transit Study

<https://www.campotexas.org/regional-transportation-plans/2045-plan/regional-transit-study/>

Appendix G

Regionally Coordinated Transportation Plan

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

Appendix H

Congestion Management Process Update

CAMPPO

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

CENTRAL  TEXAS

CONGESTION MANAGEMENT PROCESS UPDATE



AUGUST 2023

The preparation of this document was financed in part through grants from the U.S. Department of Transportation under Section 112 of the 1973 Federal Aid Highway Act and Section 8(d) of the Federal Transit act of 1964, as amended. The contents of this document do not necessarily reflect the official views or policy of the Federal Highway Administration, Federal Transit Administration, U.S. Department of Transportation, Texas Department of Transportation, or the Capital Area Metropolitan Planning Organization. Acceptance of this report does not in any way constitute a commitment on the part of any of the above agencies to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

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INTRODUCTION

The following report is an update to the Congestion Management Process (CMP), which was adopted by the CAMPO Transportation Policy Board in May 2020 as part of the 2045 Regional Transportation Plan. The CMP is a systematic and regionally accepted approach for identifying, implementing, monitoring, and reporting on strategies for addressing congestion. A key focus of the CMP involves the assessment of alternative strategies (other than the provision of additional single-occupancy vehicle (SOV) capacity) for congestion management, to identify their effectiveness and to increase funding and implementation of those strategies found effective.

Federal regulations require metropolitan areas with population exceeding 200,000 (known as Transportation Management Areas (TMAs)), to develop a CMP for implementation and integration into the metropolitan transportation planning process.¹ Since EPA has not declared the Capital Area as a non-attainment area for emissions, the CAMPO's CMP will have fewer requirements than those MPOs located in non-attainment areas. However, with the continued growth of the region, and the looming possibility of the region surpassing allowable emissions levels, this CMP may require future modifications requiring the additional analysis of all projects prior to implementation.

The Congestion Management Process includes the following key components:

- Development of congestion management objectives
- Establishment of measures of multimodal transportation system performance
- Establishment of a congestion management network
- Collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion
- Identification of congestion management strategies
- Implementation activities, including identification of an implementation schedule and possible funding sources for each strategy
- Evaluation of the effectiveness of implemented strategies

Contrary to some MPOs use of the CMP as a plan, which requires updating every few years, the CMP is actually a process used to monitor mobility in the region. The intent of the CMP is to use its results to assist in the planning process. The CMP can help MPOs identify poor-performing roadways needing improvement and recommend solutions that do not necessarily involve road widening and new construction. In addition, the CMP will provide information for implementers, policymakers and the general public about the state of congestion in the region.

REGIONAL CMP GOALS AND OBJECTIVES

Per federal regulation and guidance, the CMP requires a set of congestion management objectives that define what the region wants to achieve in regard to addressing congestion. The overarching intent for managing congestion through this process, expressed in both federal regulation and guidance, involves the implementation of congestion management strategies that can provide benefit without the need of adding capacity. Added capacity should be seen as

¹ US Department of Transportation, Federal Highway Administration, *Congestion Management Process: A Guidebook*, Page 1, April 2011

a last resort, and when implemented, efforts should be undertaken to integrate other strategies to enhance and optimize the effectiveness of the improvement.

In September 2019, CAMPO approved the Regional Transportation Demand Management (TDM) Plan, which identifies a series of strategies designed to reduce automobile trips, roadway congestion, and parking demand by redirecting travel towards other modes, times, and routes. The CMP ties into the TDM Plan, in that federal regulations require an assessment of implemented congestion management strategies, such as TDM, to evaluate their effectiveness. The results of the evaluation will help decision-makers identify which strategies to continue and which to perhaps terminate. Through the use of congestion management objectives and performance measures, the CMP provides a mechanism for ensuring that investment decisions are made with a clear focus on desired outcomes.

Based on the objectives of the TDM plan, and in conjunction with the goals and objectives of the 2045 Long Range Plan, the following objectives have been identified for addressing congestion in the region:

Objectives

- Identify and support TDM projects and strategies before capacity projects when developing corridor studies, long range plans, and other planning documents.
- Incorporate TDM measures into capacity expansion projects to maximize the roadway's effectiveness and extend the lifespan of the roadway.
- Improve the efficient transportation of goods to, from, and through the region to sustain its economic competitiveness.
- Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.
- Improve safety on the region's roadways, not just to reduce fatalities, injuries, and property damage, but to reduce the non-recurring congestion that crashes cause.
- Incorporate technological solutions to enhance the management and operations of the transportation system.
- Implement projects that encourage everyday use of active transportation, such as walking and bicycling, for commuting or other trips.
- Reduce the number of single-occupant vehicles, through the promotion and availability of transit, carpools, and vanpools, to ensure efficient use of the roadway network.
- Educate interested employers and trip generators on options, including flex schedules and teleworking.
- Provide travelers with pre-trip traffic information and alternate route options for travelers to assess their travel options.

2021 UPDATE – A CMP BASELINE DATA RESET

A standard CMP Update would provide several reports reflecting 1) the change in congestion on the CMP network between monitoring years, and 2) an assessment of the change of a roadway's performance where an improvement was implemented between monitoring years. However, between the initial development of the CMP, based on 2017 data, and 2021, two major factors created challenges in conducting an accurate assessment of the state of congestion for the CAMPO region, as well as an assessment of benefits of completed projects.

Changes in INRIX Data Collection

The CMP utilizes traffic data from INRIX, which has been adopted nationally as a source for roadway speed data, utilizing vehicle probe data from GPS units, user apps, and other anonymized data from vehicles. INRIX, which began in 2005, initially used commercial fleet data as its predominant data source. However, in 2019, INRIX significantly increased the number of passenger vehicle probes contributing to its calculations. Passenger vehicles tend to operate at faster speeds than commercial vehicles, especially in slower speeds and stop-and-go conditions due to faster acceleration and stopping times compared to large trucks. In comparing 2017 to 2019 data, peak traffic volumes increased 11.8 percent. However, instead of an expected decrease in speed during congested periods, peak period average speeds improved. This created an issue in assessing project benefit, as it would be unclear if any recorded change was due to the project or the methodology change.

COVID-19 Impacts on Traffic

The second major factor affecting this assessment has been the impacts created by the COVID pandemic on traffic. COVID resulted in a near-shutdown of the economy in 2020, including the temporary shuttering of restaurants and stores, employees working from home, and restrictions on large gatherings. Traffic-wise, this resulted in the temporary disappearance of the commute, fewer vehicles on the road, and minimal congestion. By mid-2021, federal and state governments lifted many of its restrictions on travel and business. While these restraints were removed, and traffic began returning to pre-pandemic levels, many employees and employers did not instantaneously return to the office. The realization that one can be equally productive from home, along with the recognized expense of renting and maintaining office space, has resulted in a reduction in traditional commute-to-work travel. The combined effect of these two impacts resulted in overall fewer vehicle-miles traveled, faster speeds, and less congestion. Comparing traffic changes and attempting to assess project benefits between the 2017 baseline and the COVID-affected 2021 data would result in overall system performance improvements that have little to do with any actual improvement to the transportation system.

Taking these factors into consideration, CAMPO and Texas A&M Transportation Institute (TTI) staff determined that any comparisons conducted would not provide an accurate nor a meaningful understanding of the region's congestion nor the impacts that improvements had on the transportation system. It was decided that the updated information provided in the 2021 update would serve as a baseline reset for the CMP process. The next update should be conducted in 2025, utilizing 2023 data.

CMP DATA AND NETWORK DEVELOPMENT

Federal CMP guidance promotes the development of performance measures to track system performance to both measure that extent of congestion in the region, as well as to measure the benefits of congestion-reduction and mobility-enhancement strategies for people and goods.

The CMP's performance measures serve several key purposes. These measures help quantify the improvement or degradation of the transportation system as a whole over time. They also help MPOs and localities in identifying poorly performing roadways in need of improvement. Finally, and one of the most important reasons, these performance measures help MPOs

measure the benefits of instituted transportation improvements to identify approaches proven to reduce congestion and improve overall network performance.

Data Sources

The CMP revolves around data collection to calculate the level of congestion on the system, as well as the benefits of project implementations. While federal guidance provides a list of potential performance measures for consideration, some of the proposed measures require additional data collection, which may prove costly in terms of money and staff resources. In addition, some of the proposed measure have qualitative factors that may need addressing before their use in the CMP. The proposed performance measures utilize accessible, low-cost datasets that allow the MPO to conduct the required analysis without the time and money required to collect and process data:

- ***Roadway Highway Inventory Network Offload (RHINO)*** - TxDOT annually produces a roadway inventory of public roadways in the state. Key information used include miles, lane miles, daily vehicle miles of travel and daily truck vehicle mileage of travel.
- ***INRIX Speed Data*** - INRIX is a private company that captures and provides speed and travel time information from various sources including GPS, cell phones, and in-car navigation systems. The data includes average speeds in 15 minute increments for each section of its roadway network. INRIX data allow for use of actual speed information instead of estimates and reduce the need for physical travel time runs.
- ***Crash Records Information System (CRIS)*** - TxDOT provides crash record information from CRIS, which includes crash locations and severity, which when integrated in the CMP, can identify roadways in potential need of safety improvements.
- ***Capital Metro Automatic Passenger Counter (APC) data*** - Capital Metro collects ridership information, including boardings, and ridership at each stop. These data allow for the assignment of transit ridership by CMP roadway segment to estimate the percentage of transit usage for each segment.

Network Development

The CMP network consists of roadways within the CAMPO boundaries (Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties) based on the following criteria:

INRIX Data Availability - As mentioned prior, the CMP relies on data collection to calculate congestion levels, measure improvement and degradation of the network, and to estimate the benefits of project implementations. As INRIX was identified as the most comprehensive dataset available for the cost and effort, segments on the CMP network must have corresponding INRIX data available in order to conduct the required calculations. As the geographic availability of INRIX data expands, CAMPO should modify the CMP network to incorporate additional segments.

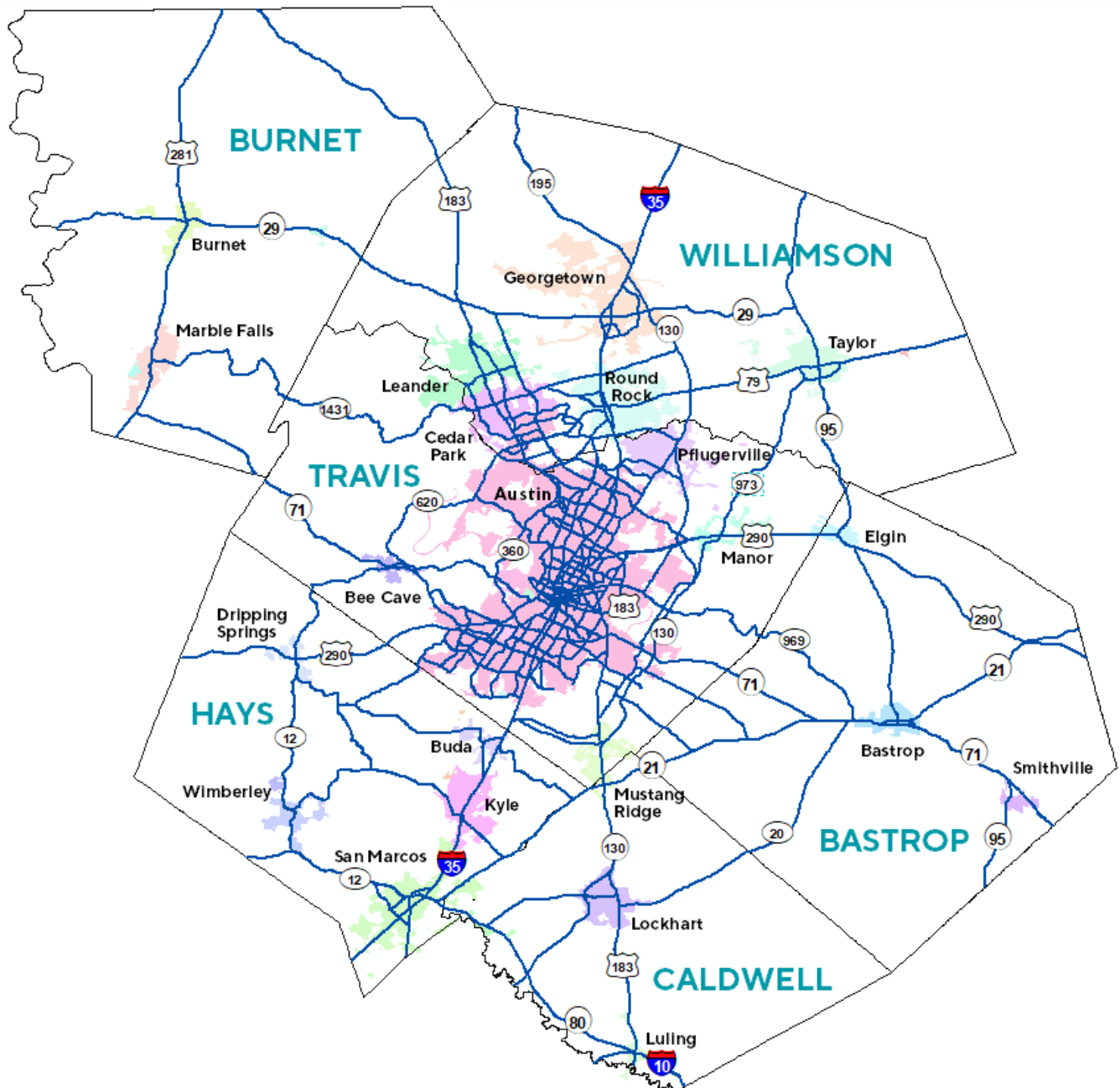
Functional Classification - Within the confines of INRIX data availability, the CMP network utilizes TxDOT's 2021 Roadway inventory, which contains volume information on regional roadways. The CMP network includes urban and rural interstates, freeways, expressways, toll roads, and arterials (both principal and minor). In addition, the CMP network includes major collectors with average annual daily traffic (AADT) of 5,000 vehicles per day, as reported in the Roadway Inventory.

Frontage Roads – While not available in the 2017 CMP network, the 2021 CMP network now includes frontage roads for the freeways and toll facilities within the region.

City of Austin Vehicle and Transit Priority Networks – The City of Austin, as part of its Strategic Mobility Plan, has identified Vehicle and Transit Priority Networks. The Vehicle Priority Network includes streets carrying over 10,000 vehicles per day and represents the higher-traveled streets on the system. The Transit Priority Network reflects Capital Metro’s high-frequency service, along with planned expansions, which carry the larger share of transit riders on the system. The CMP network includes most of these facilities where INRIX data are available.

Based on the Figure 1 provides a map of the current CMP network.

Figure 1: CAMPO CMP Network



While this document identifies the above-mentioned data sources for current use, the MPO will continue to search for more comprehensive datasets, which may replace what is currently available. In addition, the MPO recognizes that datasets may improve and change over time, due to available technologies and improved methodologies. While these improvements might benefit the overall results, the MPO will need to be able to explain these changes in its reporting.

CMP PERFORMANCE MEASUREMENT

With CAMPO's decision to align its performance measures with the State's, this CMP update has been slightly modified to mirror the reporting approach and measures used in the 2022 Texas 100 Most Congested Road Sections Report (reflecting 2021 performance), a report mandated by the Texas Legislature, and developed by TTI to identify the top congested roadways in the State.² These measures provide a picture of system performance in terms of speeds, expected travel times, truck/goods-based travel, transit, and the level of safety. With additional data sources, other aspects of transportation performance can be added to the CMP. The key performance measures identified are as follows:

Segment Speeds

Speed data for this report come from INRIX. The report not only provides an average congested speed for each segment, but also provides breakdowns for average peak AM, PM, and low-volume (free-flow) speeds.

Congestion Index (TCI)

The Congestion Index (TCI) compares peak period (AM/PM) travel time to free-flow travel time, which usually occurs during off-peak nighttime hours. The Congestion Index (formally known as Travel Time Index – renamed to match the Texas Congestion Index nomenclature used by TxDOT and the Texas Legislature) compares the average amount of travel time required during peak travel periods compared to off-peak periods. For example, a TCI value of 1.50 indicates a 20-minute trip in the off-peak will take 30 minutes in the peak.

Planning Time Index (PTI95)

The Planning Time Index reflects how much total time a traveler should allow for ensuring on-time arrival in the event of an unexpected problem on the roadway. To keep consistent with the Top 100 methodology, the CMP update utilizes the 95th percentile travel time divided by the free-flow travel time (PTI95), which represents the average travel times on the worst travel day of the month. These speeds and travel times most likely occur due to a major event, such as extreme weather, a large-scale HAZMAT spill, or a traffic fatality. Responding agencies have minimal control over weather-related impacts. While operational improvements might have some impact in terms of shortening incident time, extreme incidents may still take several hours to clear.

Delay and Delay per Mile

The primary performance value for this CMP is the amount of delay being experienced by roadway users. The CMP separates delay into two variables – Person Delay and Truck Delay.

² Texas A&M Transportation Institute, Texas 100 Most Congested Road Sections, 2022, Released November 2022, <https://mobility.tamu.edu/texas-most-congested-roadways/>

Person delay measures the amount of delay that individual road users experience, including drivers and passengers. This variable is based on vehicle volumes on a facility from the RHINO network and congested travel time information from the INRIX data, combined with average vehicle occupancy estimates (1.5 persons per vehicle). Truck delay specifically looks at the amount of delay experienced by trucks on the system. While calculated similarly to person delay in terms of data sources, truck delay is calculated based on the truck – not on the number of people in the truck.

The primary ranking measure used in the CMP is Delay per Mile, which normalizes the data and provides a better indicator of the severity of the delay and the level of congestion being experienced. A roadway experiencing 100,000 hours of delay over three miles is far more congested than one experiencing 100,000 hours over ten miles.

Congestion Costs

Congestion Costs provide an estimated financial impact of delay on the region. The value of time per person was calculated at \$22.00 per person per hour, based on the 2022 Edition of the Texas 100 Most Congested. Truck congestion costs are calculated to reflect the cost of delay for goods delivery. Unlike passenger vehicle costs, truck congestion costs take a variety of factors into account, including the cost of vehicle purchase/lease costs, insurance, maintenance, and operator wages. The value of truck delay per hour per the 2022 Report equaled \$62.43 per hour.

In addition to the value of time, the Congestion Cost accounts for the estimated amount and value of fuel wasted due to congestion. The process calculates the amount of fuel consumed at congested speeds in comparison with the amount of fuel that would be consumed at free-flow/low-volume speeds. A monetary value can be calculated for wasted fuel by multiplying the amount of wasted fuel with the average cost of fuel for vehicle travel (\$2.90/gallon) and truck travel (\$3.18/gallon-diesel).

Transit Availability and Usage

The CMP should also identify and monitor other modes of transportation if the information is available. For transit usage, Capital Metro provides automated passenger count (APC) datasets on its infrastructure, including routes and stops throughout its system. To report on transit availability, the CMP reports on the number of transit stops per CMP segment, the number of boardings per segment, and the number of routes passengers have access to on the segment. This will allow for assessing of growth of transit usage along each segment.

CARTS provides commuter and local transit services in smaller communities throughout the region, including circulator routes in Georgetown, Bastrop, and San Marcos. CARTS currently does not have automated passenger count systems that allow for segment-based transit calculations. As data become available, they should be integrated into the analysis.

Safety Performance

Crash information comes from TxDOT's Crash Records Information System (CRIS), which provides information about crashes in the region. Crashes were assigned to their respective CMP segment for analysis. To promote alignment with FHWA Safety Performance measures, the CMP reports the following safety information:

- Fatalities (2020-2022)
- Fatality Rates (fatalities per 100 million vehicle miles traveled)

- Serious Injuries (2020-2022)
- Serious Injury Rates (serious injuries per 100 million vehicle miles traveled)
- Non-motorized (bicyclists/pedestrian) fatalities and serious injuries combined (2020-2022)

The use of three years of data helps to smooth out any anomaly years. Injury and fatality rates are calculated by averaging the three years of data (2020-2022) and dividing it by the number of annual vehicle miles traveled (expressed in crashes per 100 million vehicle miles traveled) for the year of analysis (2021).

CMP NETWORK PERFORMANCE

A major change in performance reporting in this report involves the switch from roadway reliability (previously determined by the 80th Percentile Planning Time Index - PTI80) to Delay per Mile. The PTI80 approach was used to identify roadways that have a low level of reliability based on worse-than-normal peak period speeds. While a useful measure, it does not fully show how commuters are impacted by those speeds. Using the Delay per Mile metric, as used in the Texas 100 Most Congested Road Sections, the CMP can better measure not just the level of delay but also the number of travelers impacted by the delay caused by those speeds.

Table 1 identifies the Top 25 most congested CMP segments in the region based on Delay per mile (a complete list of CMP segments and their corresponding delay figures can be found in Appendix A):

Table 1: Top 25 Most Congested Road Segments (Based on Delay per Mile)

Facility Name	Segment Limits	Hours Delay per Mile	Free Flow Speed	Average Speed	AM Speed	PM Speed	Congestion Index	Planning Time Index (PTI95 ≥ 1.50 Unreliable)
IH 35	MLK to Airport	1,466,431	61.1	36.2	52.7	22.3	2.46	4.32
IH 35	MLK to Cesar Chavez	1,253,496	60.3	34.3	50.4	20.9	2.31	3.69
IH 35	Cesar Chavez to Ben White	832,795	62.0	44.9	46.2	43.9	1.69	2.34
IH 35	Airport to US 183	427,920	63.0	46.4	50.2	42.8	1.51	2.17
IH 35	SH 45 to University/RM 1431	417,531	65.0	49.8	56.4	45.0	1.46	1.96
US 290	McCarty Lane to RM 1826	313,002	37.4	27.5	29.7	26.0	1.50	2.00
IH 35	Ben White to Slaughter	282,674	65.0	49.6	52.3	47.0	1.49	2.23
MoPac	Lake Austin Blvd to Northland/2222	220,816	64.9	51.2	63.7	41.8	1.44	2.23
Parmer	IH 35 to MoPac	218,225	34.4	27.8	32.9	25.2	1.32	1.65
Cesar Chavez	S. 1st to IH 35	205,132	21.7	17.2	20.6	15.5	1.31	1.59
Cesar Chavez	S. 1st to Lamar	194,443	26.0	20.6	25.3	18.1	1.32	1.65
IH 35	Slaughter to SH 45	191,588	64.8	53.1	57.2	48.9	1.35	1.89
MoPac	Lake Austin Blvd to Cap. of Texas	185,537	64.4	54.3	63.5	47.9	1.33	1.82
SH 80	IH 35 to SH 21	163,362	32.5	28.1	31.1	26.6	1.21	1.48
Capital of Texas	Lamar to Bee Caves	140,628	49.7	41.6	42.6	40.9	1.25	1.57
S. Lamar	Ben White to Riverside	129,930	32.9	28.0	31.9	26.0	1.19	1.41
US 183	Whitestone to Lakeline Blvd	126,060	37.8	28.9	34.0	26.1	1.36	1.72
Whitestone	Parmer to US 183	125,396	36.5	30.4	34.3	28.3	1.24	1.48
Riverside	IH 35 to Pleasant Valley	117,386	25.2	21.8	24.5	20.4	1.17	1.35
Rundberg	Lamar to Dessau	116,058	22.0	17.8	17.8	17.8	1.25	1.46
US 183	MoPac to Spicewood Springs	111,349	65.0	55.7	61.3	51.6	1.23	1.63
Wonder World	IH 35 to SH 123	110,717	29.0	22.7	26.9	20.5	1.31	1.59
US 290	FM 973 to Parmer	103,688	46.0	36.5	40.1	34.4	1.30	1.62
US 79	IH 35 to FM 685	102,631	42.0	32.9	38.2	30.0	1.33	1.68
Lamar	US 183 to Braker	102,612	29.2	24.5	27.7	22.8	1.21	1.42

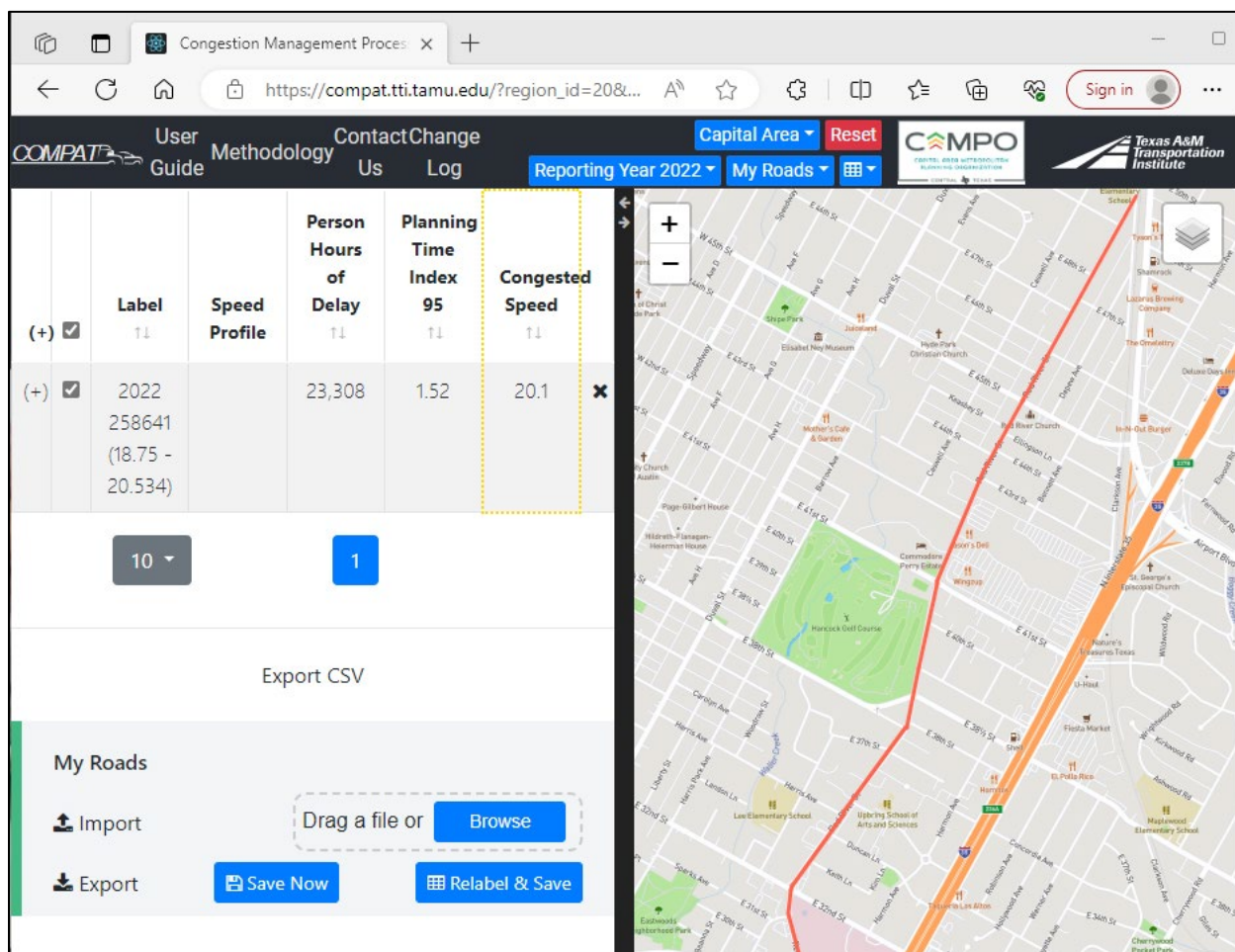
COMPAT TOOL

As part of the development of the CMP, TTI developed the Congestion Management Process Assessment Tool (COMPAT), an online tool to help identify performance of roadway segments specified by the user. While the CMP Network has specific segments that have been identified and are being monitored, a user may want to check the performance based on a larger or shorter segment of the roadway being monitored. This would allow for more exact measurement of a roadway's performance after a project has been completed.

To use COMPAT (Figure 2), users can select multiple roadway segments, that when combined, will provide a congestion performance dataset for the combined segment. For project before-after studies, a user can select the segment for a before construction year and after construction year to estimate the benefit recognized by the implemented project.

COMPAT, while initially developed for CAMPO, now has data for all of the MPOs in Texas. To see how the system works, please visit <https://compat.tti.tamu.edu>.

Figure 2: COMPAT Website



CONGESTION MANAGEMENT STRATEGIES

One of the key purposes of the CMP is to identify a set of recommended activities to effectively manage congestion without the need to build additional capacity. To that end, the CMP identifies a series of congestion management strategies to help reduce congestion. Many of these strategies come from CAMPO's Transportation Demand Management (TDM) Plan approved in September 2019. The list of strategies below has been split into four categories:

- Roadway improvements that include physical roadway modifications, access consolidation and control, intersection improvements, complete street development, and lane management.
- Public transit enhancements to make transit a more attractive and competitive mode for transportation.
- Bicycle and pedestrian improvements to promote active transportation modes and expand connectivity for those without access to motor vehicles.
- Operational and technology-based solutions to maximize the efficiency of the existing infrastructure and allow for better system management.

While this is a comprehensive set of options, the CMP does not restrict options not listed that may show a positive impact on congestion.

Roadway Improvements

Tolled Managed/Express Lanes	Tolled Managed Lanes or Express Lanes are a set of lanes separated from existing non-tolled lanes that are managed through congestion pricing to help ensure a more reliable travel option. These lane have technologies installed to increase tolls when traffic is heavy and lower them when traffic is light. This makes their usage less desirable during congested times and preserves faster speeds during peak travel periods. If desired by the system's operator and policy makers, these lanes can have tolls waived for public transit buses and registered van pools to promote multi-passenger vehicle usage.
High-Occupancy Vehicle/High-Occupancy Traffic (HOV/HOT) Lanes	HOV/HOT lanes are designated lanes primarily for use by transit and vehicles carrying at least two people. These lanes allow multi-passenger vehicles to travel faster and avoid congestion during peak periods. Since these lanes do not experience nearly the congestion of freeway lanes, the HOT component allows for single-occupancy vehicles to use the lanes for a charge.
Hard Shoulder Running	Hard shoulder running allows for the usage of a paved shoulder as a travel lane during peak travel periods. It can help alleviate increased travel demand by providing additional capacity during peak travel times without physically expanding the roadway.
Transit on Shoulder	Transit on Shoulder is a limited form of hard shoulder running, converting the paved shoulder into a dedicated transit lane during peak travel periods. This allows for faster, more reliable transit operability and enhances transit as a commuting option.

Access Management	Access management strategies provide congestion and safety benefits by reducing the number of potential conflict points on a facility. More driveways, intersections, and access points create more opportunities for turning traffic to interfere with the flow of a facility. In addition, more access points create more opportunities for crashes. Strategies include medians, turn lanes, side/rear access points between businesses, and shared access.
Bottleneck Removal	Bottleneck removals address short-distance capacity reductions, which can include main lane interactions with entrance/exit ramps, extreme roadway curves, substandard design elements, and other physical limitations that form a capacity constraint. Examples for addressing bottlenecks include extending acceleration/deceleration lanes, hard shoulder running during peak periods, entrance/exit reconfiguration, and adding lanes within the existing space, if available.
Intersection Reconfiguration	Intersections inherently contribute to congestion as traffic in one set of directions must stop to allow the other directions to flow. In addition, poorly designed intersections can restrict flow through them as traffic waiting to turn can interfere with through traffic. Improvements such as the installation of turn lanes, increasing turn lane bays, improved signal timing, and in some cases, innovative designs such as roundabouts, can reduce restrictions and increase throughput.
Grade Separations	Intersections with a high volume of traffic limit can create both a congestion and a safety problem. Traffic signals create flow interruptions, which can result in severe queueing during peak travel periods. In addition, the amount of traffic increases the opportunity for a crash. Grade-separating these locations allow an uninterrupted flow of traffic at least in one direction while significantly reducing the safety threat posed by trains, pedestrians, or other vehicles.

Transit and Other Multi-Passenger Transportation

Expanded Transit	The provision of expanded service through additional public transit routes, park-and-ride facilities in developing areas, connections to existing service routes and facilities, and additional buses on existing routes for increased frequency.
Bus Rapid Transit (BRT)	A higher-speed bus system using dedicated transit lanes that reduce reliance on congested general purpose lanes. In conjunction with fewer stops, prohibition of vehicles turning across BRT lanes, and signal priority, BRT systems can offer faster, more frequent, and more reliable transit service.

Vanpools	Vanpooling allows for 5-15 individuals with a similar commute trip where the participants share their own driving responsibilities, thereby covering the primary “cost” of operation. Vanpool users share operational costs, which may be partially or fully subsidized by employers, transit authorities, or other governmental entities. Vanpool users can also receive a pre-tax benefit for their share of costs.
Carpools	Carpooling allows for shared vehicle use with at least one additional person, reducing individual travel and fuel costs, as well as overall vehicles on the road. While carpool opportunities may be company-centric, several online carpool matching services, such as Waze Carpool and RideAmigos exist to connect travelers.
Transit Incentives	The provision of transit incentives by companies can give employees a discounted way to work while improving overall mobility in the region. While contributing to the reduction in congestion, promoting transit usage allows for employers to reduce their need and associated costs for parking provision.

Active Transportation

Pedestrian Facility Expansion and Improvement	Assuring a safe and connected pedestrian network allows for the promotion of walking over driving as an active travel option. This includes the addition of new sidewalks or walking paths to connect neighborhoods to workplaces and other commercial opportunities, the maintenance of existing sidewalks to ensure user safety, adding pedestrian accommodations at signalized intersections for all users, and the provision of lighting to add security during night-time use.
Bicycle Facility Expansion and Improvement	Assuring a safe and connected bicycle network allows for the safe use of bicycles for commuting over driving. This includes the construction and maintenance of bike lanes and trails, the connection of non-continuous bike lanes on a facility, and the installation of safety elements to provide a level of protection for bicycle network users.
Bike to Work	Bike to Work programs encourage active transportation usage for commuters by reducing barriers to using bike travel. Examples of implementation include options for transporting bicycles on buses and trains, the installation of onsite bike storage, and the provision of showers and lockers to help accommodate cyclists.
Bike Share	Bike share programs provide rental of a shared bike for a nominal fee, providing access to travelers who would like to utilize active transportation but do not want to pay to own, store, and maintain a personal bike. Bike share programs also offer a last-mile option for transit users who still have a distance to go after their stop.

Operational and Technology-Based Solutions

Dynamic Traveler Information	Dynamic traveler information provide real-time information to travelers to help find information about travel options. These tools, often provided through websites and smart phone apps, as well as on dynamic message signs on roadways, give users up-to-date information about roadway congestion, wait times for various modes, transit delays, and potential route variations and barriers. This helps users make informed decisions on travel including which routes or modes to take, and when is the best time to travel.
ITS Communication Networks	Creating an ITS communication network will allow for the installation of technologies, such as traffic signals, CCTV cameras, dynamic message signs, and traffic detection systems. These communications allow for real-time transmission of information to traffic management personnel and the traveling public. These networks can include fiber-based or wireless communications.
Traffic Signal Coordination and Centralization	Improvements in traffic signal technology has allowed for the communication and coordination of traffic signals along arterials to improve traffic flow. Communications to a centralized computer system can assess flow conditions and modify signal timing along a corridor to improve it. Also, a centralized system can also identify signal malfunctions, which potentially can be quickly addressed remotely from an operation center instead of sending out a maintenance crew to repair the signal.
Traffic Management Centers/System Monitoring Technology	Roadway system monitoring can provide information about system performance in real time. Radar and Bluetooth-detection units provide segment speeds and can identify roadway segments with abnormally low speeds. CCTV cameras allow for traffic management staff to monitor the system for incidents. Loops, radar, and certain camera systems can provide roadway vehicle volumes and classification information. The information from these systems often transmit to a Traffic Management Center (TMC), which houses staff that can initiate efforts to address any system breakdowns identified through these systems, including the dispatch of incident management personnel to address a crash or stall, or maintenance personnel to quickly repair an infrastructure issue contributing to congestion.
Parking Management	Parking management can impact congestion by informing the public about parking availability, influencing when travelers commute, and potentially influencing mode choice. Capturing real-time parking information to users and ensuring the availability of spaces to reduce circling around parking facilities. If parking options appear limited, travelers may choose to take transit or other modes of transportation to get to their destination. In addition, variable pricing of parking, based on demand, may also influence travelers to investigate alternative modes to avoid paying the elevated prices.

Incident Management	Incident management addresses non-recurring congestion stemming from crashes or disabled vehicles, which impede the flow of traffic. Efforts such as service patrols, towing programs, and coordinated response allow for the faster removal of vehicles from incident scenes allow for faster restoration of traffic flow.
Special Event Management	Special events, such as sporting events and festivals, create an increase in travel demand, usually at non-traditional peak travel times. Some events may require road closures, creating additional impacts on the rest of the transportation system. Special event management strategies, including pre-event traveler information, staging of responders, and increased transit operations, can allow for pre-event planning by travelers, quicker response to incidents, and alternatives for getting to the event.
Work Zone Management	While not a strategy to fund as a stand-alone approach, effective work-zone management helps minimize the congestion caused by maintenance and construction activities. It should be considered as a component for construction activities. Examples include pre-zone traveler information and queue warnings to inform travelers to consider other routes, and incident management plans to address crashes and stalls that can exacerbate an already-restrictive roadway.

Other Strategies

Flexible Work Hours	Flexible work schedules involve the shifting of workday start and end times, or the option of compressed work schedules (such as 4-10 hour workdays). This strategy allows for commutes that avoid peak hours of traffic, thus reducing the number of vehicles operating during peak hours.
Telecommuting/Teleworking	Telecommuting/teleworking allows employees to regularly work from home or some alternate location, reducing the number of vehicles in congested traffic or removing vehicles from the transportation system completely during peak travel times.
Flexible Emergency/ Guaranteed Ride Home Programs	Flexible Emergency/Guaranteed Ride Home (GRH) programs provide free rides home in case of emergency, illness, or unexpected circumstances, including unplanned overtime, for regular users of alternative modes of transportation. Providing access to emergency transportation reduces barriers for those interested in switching transportation modes or utilizing shared mobility services but choose to use personal vehicles in the event of an unexpected circumstance.
Car Sharing	Car sharing allows for travelers that might not need a car on a regular basis to share vehicles among multiple users without the cost of ownership. Usually a subscription-based program, subscribers pay a charge with each trip needed. For users of alternative modes, car sharing allows for continued use of those modes and provides a car only when needed.

EVALUATION OF CMP STRATEGIES

While the CMP promotes the usage of alternative strategies to addressing congestion outside of adding capacity, it also recognizes the importance of monitoring and analyzing the effectiveness of these strategies. FHWA guidance strongly promotes the evaluation of alternative strategies to determine the effectiveness of their implementation. Not only does the evaluation highlight the effectiveness of successful strategies, it also identifies strategies that may not provide much improvement in reducing congestion. The MPO, from these analyses, should take into consideration the level of success of each strategy in allocating funding for additional strategy implementation.

Prior to project selection, submitting agencies should have conducted an assessment of a proposed project using one of the many tools available to show potential benefits. These tools model how a project might improve roadway performance if implemented. However, the question that the CMP addresses is whether or not the project did actually improve roadway performance.

As part of the CMP, the MPO will conduct before-after analyses on implementations of alternative strategies to help identify their effectiveness. With the collection of the data that feed this process, the MPO will be able to report historical performance on facilities where projects will be implemented, as well as post-implementation performance with future data utilizing the same process. Questions for consideration include:

- Did congestion and travel reliability improve due to the project?
- Did transit usage increase on a segment with the implementation of a new route?
- Did the new bicycle/pedestrian path increase the number of bicyclists and pedestrians?
- Did fatalities and injuries decrease due to the implementation of the project?

The MPO should provide a report of these projects, on a regular basis, showing the levels of improvement actually recognized and quantified. While the purpose of these reports is to show the benefits of these implementations, they also serve to identify approaches that might not be providing the benefit originally assumed. The MPO and project submitters should look at these projects to see if any improvements could be made to these approaches to achieve the benefits originally proposed.

Appendix I

Regional Freight Plan

<https://www.campotexas.org/regional-transportation-plans/2050-plan/regional-freight-plan/>

Appendix J

Capital-Alamo Connections Study

<https://www.campotexas.org/local-plans-and-studies/capital-alamo-connections-study/>

Appendix K

Regional Traffic Safety Plan



CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

CENTRAL  TEXAS

REGIONAL TRAFFIC SAFETY PLAN



JANUARY 2023

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INTRODUCTION

Over the last ten years, the six-county region of the Capital Area Metropolitan Planning Organization (CAMPO) has experienced significant growth. This rapid growth has increased traffic congestion on the region's roadway system and affected mobility, safety, and reliability for travelers in the region.

The CAMPO region recorded nearly 300,000 significant motor vehicle crashes in the last 10 years, increasing from 23,885 crashes in 2012 to a 10-year high of 34,963 crashes in 2019. While the COVID-19 Pandemic played a role in reducing overall crashes in 2020 and 2021, these two years recorded the highest number of fatalities during this 10-year period. During this time, 2,366 people lost their lives, and 12,509 people were seriously injured. The danger is multi-faceted:

- Nearly one in three traffic fatalities involve the consumption of alcohol or drugs. Between 2012–2021, more people have died in alcohol-related incidents (691 deaths) than were murdered in the region (612 deaths).¹
- Road departure crashes accounted for 21 percent of regional crashes but over 32 percent of the region's fatalities.
- While only 2.2 percent of the region's crashes, and despite Texas reporting over 90-percent seat belt usage, nearly 21 percent of the region's deaths involve someone not wearing a seat belt.
- Vulnerable, non-motorized road users, such as pedestrians and bicyclists, make up one in five traffic deaths, while only 2.6 percent of the region's crashes.
- Motorcyclists, while less than two percent of all registered vehicles and less than one percent of all vehicle miles traveled in Texas², represent 14 percent of the region's traffic fatalities.

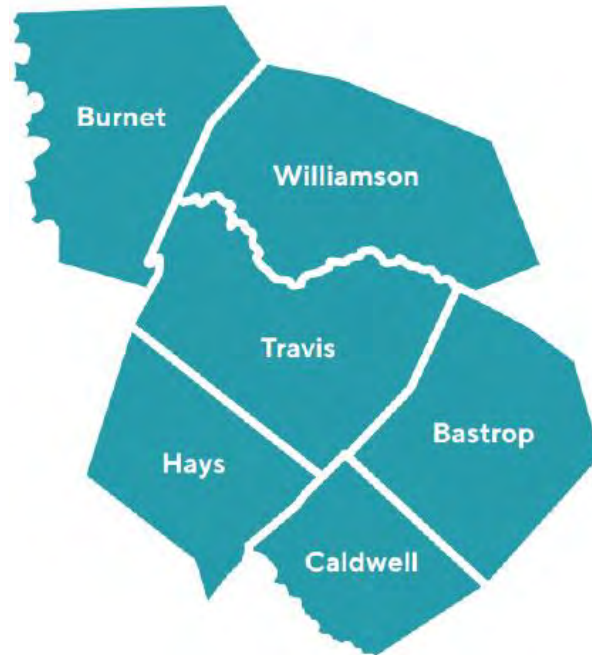
Addressing traffic safety requires a multi-disciplinary effort involving the engineering of safer roads, the enforcement of traffic laws, the education of the users of the roadways, and the assurance that responders can reach and process traffic incidents in a quick and efficient manner. The process looks at the efforts undertaken and evaluates their effectiveness. It also recognizes the needs of all the transportation system's users.

In May 2019, the Texas Transportation Commission adopted a goal to reduce traffic deaths and serious injuries to zero by 2050. In conjunction with this Road to Zero effort and in compliance with MAP-21 and the FAST Act, CAMPO, through this Regional Traffic Safety Plan and its other efforts, will work to reduce traffic-related fatalities and serious injuries to zero by 2050 within the region.

SAFETY PLAN DEVELOPMENT

The Capital Area Metropolitan Planning Organization (CAMPO) is the federally-designated metropolitan planning organization (MPO) for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties (“the region”). CAMPO is responsible for transportation planning efforts that improve the mobility of the region. Its mission is to improve mobility—and ultimately, quality of life—within the six-county region and ensure that the benefits of the transportation system are distributed fairly across all demographics throughout rural, urban, and suburban areas.

Figure 1: Map of the CAMPO Region



With a 46 percent increase in motor vehicle crashes between 2012 and 2019, and nearly 50 percent increase in traffic-related fatalities over the last 10 years, CAMPO and its Transportation Policy Board recognized that more needed to be done to reduce the number of motor vehicle crashes and their resulting fatalities and injuries. In addition, recent federal regulations required that MPOs measure and report not just the levels of traffic fatalities and injuries, but also report their efforts to reduce those fatalities and injuries. CAMPO integrates safety as a component in most of its major programs, including the Transportation Improvement Program (TIP) and its long-range Regional Transportation Plan (RTP).

To that end, CAMPO commissioned the development of a Regional Traffic Safety Plan to identify and fund opportunities for improving traffic safety. This Plan, in conjunction with CAMPO’s State of Safety in the Region, analyzes what contributes to the region’s traffic safety problem, identifies the efforts currently being undertaken to improve traffic safety in the region, and submits a program of projects that CAMPO can implement and fund to help address the problem. This Plan strives to meet the Texas Transportation Commission’s directive to reduce the number of deaths and serious injuries on Texas roadways to zero by the year 2050.

VISION

The creation of a safe regional transportation system that allows users of all modes to travel without fear of injury or death.

GOAL

The overarching goal of this Safety Plan, in alignment with the Texas Department of Transportation's Road to Zero, is to reduce the number of traffic related fatalities and serious injuries in the CAMPO region to **zero** by the year 2050

OBJECTIVES

- To emphasize and promote safety as a critical component in all traffic safety planning and implementation activities
- To measure traffic safety and the performance of regional safety activities
- To identify solutions to address the major contributing factors that contribute to regional fatalities and injuries
- To program funding for those solutions to actively reduce fatalities and injuries.

As MPOs are unique in terms of their activities, authorizations, and prohibitions, this study included a review of other MPOs and how they specifically address traffic safety in their regions. MPOs included:

- Philadelphia, PA/NJ
- Kansas City, MO/KS
- Indianapolis, IN
- Houston, TX
- Eugene, OR
- Denver, CO

In developing this plan, it was decided to primarily focus on what CAMPO *specifically* can do to improve traffic safety in the region. A review of MPO safety plans, in addition to conversations with other MPO staff, allowed for a better understanding of an MPO's authority and limitations for implementing countermeasures.

The developers of this plan were given the opportunity to present twice to the Crossroads Coalition, a group of regional safety practitioners from various disciplines created by the TxDOT-Austin District. From these meetings, outreach was undertaken to identify individuals and groups to participate in identifying needs and opportunities where CAMPO can contribute to improving safety. Special appreciation goes out to the following for their contributions to this effort:

Patrick Oborski, Austin PD
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 Boya Dai, TTI

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 Michael Strawn, TX Dept. of Licensing & Regulation
 Don Rios, Travis County Sheriff's Office
 James Bailey, TxDOT-Austin District
 Ben Ettelman, TTI

THE STATE OF SAFETY IN THE REGION

Motor vehicle crashes impact the CAMPO region daily. They contribute to increased traffic at a minimum. Often, they result in injury, and in some cases, death. For the 10-year period of 2012 to 2021, crashes have claimed the lives of 2,366 people in the region.³ Using the National Safety Council's methodology⁴ for estimating the economic cost of crashes, in 2021 alone, crashes cost the region an estimated \$1.14 billion in travel delay, medical expenses, emergency services, property damage, and lost productivity and wages.

Since 2012, crashes have increased over 46 percent in the region from 23,885 in 2012 to a high of 34,963 in 2019. With the onset of COVID in 2020, regional crashes decreased by 20 percent (compared to 15.6 percent statewide) but increased in 2021 as traffic patterns began their return to pre-pandemic levels. Crash rates (the number of crashes per 100 million vehicle-miles traveled (VMT)) increased 14 percent from 147.7 in 2012 to 168.7 in 2016 and 2017 but have declined 151.1 in 2021. Throughout this period, the regional crash rate has consistently been below the state's rate.

Table 1: Regional Crashes, 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	1,001	1,110	1,296	1,574	1,555	1,570	1,411	1,586	1,427	1,807
Burnet	571	621	680	646	816	723	791	899	834	873
Caldwell	578	643	686	641	769	757	770	801	735	708
Hays	2,356	2,335	2,579	3,074	3,319	3,088	3,147	3,157	2,546	3,115
Travis	16,132	16,059	15,521	17,741	19,915	19,445	19,878	20,461	15,713	16,638
Williamson	3,247	4,437	5,535	6,175	6,923	7,402	7,561	8,059	6,749	8,146
Total Regional Crashes	23,885	25,205	26,297	29,851	33,297	32,985	33,558	34,963	28,004	31,287
Pct. Of Statewide Crashes	5.7%	5.7%	5.5%	5.7%	6.0%	6.1%	6.2%	6.2%	5.9%	5.7%

Table 2: Regional Crash Rate (Per 100 Million VMT), 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	121.4	132.6	150.5	169.7	163.8	166.0	135.5	149.1	155.9	166.7
Burnet	116.3	117.5	130.7	109.5	132.1	119.0	114.7	84.5	118.4	122.6
Caldwell	130.9	121.7	147.7	136.0	155.3	144.6	143.3	144.3	104.3	126.5
Hays	134.3	126.4	137.3	145.7	149.8	139.5	133.7	121.5	123.9	129.3
Travis	172.7	170.8	167.2	166.7	180.6	179.0	173.7	176.4	175.0	156.0
Williamson	97.7	122.9	148.0	146.4	156.3	168.4	159.8	157.4	155.1	154.3
Regional Crash Rate	147.7	150.5	157.1	157.5	168.7	168.7	161.4	158.9	158.1	151.1
Statewide Crash Rate	176.1	182.4	196.6	202.2	204.3	197.1	192.7	195.0	182.6	193.7

From 2012 to 2016, regional annual fatalities increased over 33 percent from 193 deaths to 257 deaths. While deaths fell between 2017-2019, fatalities increased to their 10-year highs in 2020 and 2021, reflecting a statewide trend. The increase in deaths, in relation to the drop in travel, resulted in a spike in the fatality rate from 1.09 deaths per 100 million VMT in 2019 to 1.48 in 2020, in line with the state's fatality rate.

Table 3: Fatalities by County, 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	17	20	14	20	37	26	33	33	28	26
Burnet	10	8	20	11	9	16	7	9	9	11
Caldwell	7	4	14	11	8	13	10	7	11	13
Hays	25	23	19	18	41	28	25	29	30	30
Travis	103	112	92	147	118	118	122	121	141	155
Williamson	31	25	50	42	44	39	40	41	43	52
Total Regional Fatalities	193	192	209	249	257	240	237	240	262	287
Pct. Of Statewide Fatalities	5.6%	5.6%	5.9%	6.9%	6.8%	6.4%	6.5%	6.6%	6.7%	6.4%

Table 4: Regional Fatality Rate (Per100 million VMT), 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	2.1	2.4	1.6	2.2	3.9	2.7	3.2	3.1	3.1	2.4
Burnet	2.0	1.5	3.8	1.9	1.5	2.6	1.0	0.8	1.3	1.5
Caldwell	1.6	0.8	3.0	2.3	1.6	2.5	1.9	1.3	1.6	2.3
Hays	1.4	1.2	1.0	0.9	1.9	1.3	1.1	1.1	1.5	1.2
Travis	1.1	1.2	1.0	1.4	1.1	1.1	1.1	1.0	1.6	1.5
Williamson	0.9	0.7	1.3	1.0	1.0	0.9	0.8	0.8	1.0	1.0
Regional Fatality Rate	1.19	1.15	1.25	1.31	1.30	1.23	1.14	1.09	1.48	1.39
Statewide Fatality Rate	1.44	1.39	1.46	1.39	1.40	1.37	1.29	1.26	1.50	1.56

Serious injuries fluctuated between 2012 and 2019, averaging 1,266 injuries a year. In 2020, while it might be expected that serious injuries would have increased in line with fatalities, the region recorded a 10-year low in serious injuries. However, in 2021, serious injuries, along with fatalities, reached a 10-year high.

Comparing serious injuries to travel, the region's serious injury rate has trended downward over the past ten years. However, in contrast to overall crash and fatality rates, the region has predominantly exceeded the statewide serious injury rate throughout the 10-year period.

Table 5: Suspected Serious Injuries by County, 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	91	111	100	110	104	99	74	65	64	100
Burnet	49	62	59	57	58	48	52	66	50	48
Caldwell	40	38	49	34	42	32	44	33	37	48
Hays	111	139	140	146	156	126	111	150	113	189
Travis	737	748	657	657	750	754	717	737	571	751
Williamson	180	244	249	245	238	224	177	215	177	236
Total Regional Serious Injuries	1,208	1,342	1,254	1,249	1,348	1,283	1,175	1,266	1,012	1,372
Pct. Statewide Serious Injuries	7.5%	8.0%	7.3%	7.3%	7.7%	7.3%	7.9%	8.0%	6.9%	7.1%

Table 6: Regional Serious Injury Rate (Per100 million VMT), 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	11.04	13.26	11.61	11.86	10.95	10.47	7.10	6.11	6.99	9.23
Burnet	9.98	11.73	11.34	9.66	9.39	7.90	7.54	6.20	7.10	6.74
Caldwell	9.06	7.19	10.55	7.22	8.48	6.11	8.19	5.94	5.25	8.57
Hays	6.33	7.52	7.46	6.92	7.04	5.69	4.72	5.78	5.50	7.84
Travis	7.89	7.96	7.08	6.17	6.80	6.94	6.26	6.35	6.36	7.04
Williamson	5.42	6.76	6.66	5.81	5.37	5.10	3.74	4.20	4.07	4.47
Regional Serious Inj. Rate	7.47	8.01	7.49	6.59	6.83	6.56	5.65	5.75	5.71	6.62
Statewide Serious Inj. Rate	6.81	6.85	7.04	6.63	6.50	6.42	5.29	5.50	5.64	6.82

While much attention focuses on single- and multi-vehicle incidents, crashes involving non-motorized, vulnerable road users, such as bicyclists and pedestrians must also be considered as part of the safety improvement process. While these crashes are not as frequent (only 2.6 percent of regional crashes), they more likely result in injury or death. On average, 21 percent of fatalities were either bicyclists or pedestrians, with pedestrians being 90 percent of those deaths. As for serious injuries, bicyclists and pedestrians account for 10 percent of all injuries, with 70 percent of these injuries affecting pedestrians.

Table 7: Bicyclist/Pedestrian Fatalities by County, 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	3	3	3	3	3	3	3	3	3	3
Burnet	0	0	1	1	1	3	1	1	1	1
Caldwell	0	0	2	1	0	1	0	1	1	2
Hays	6	2	0	1	2	2	6	2	5	4
Travis	31	28	13	43	37	29	39	43	47	46
Williamson	3	3	2	4	7	6	4	4	9	11
TOTAL	40	33	19	49	43	38	49	50	57	56
Pct. Of Regional Fatalities	22.3%	17.7%	9.1%	21.7%	20.6%	18.3%	22.8%	22.9%	26.3%	23.0%

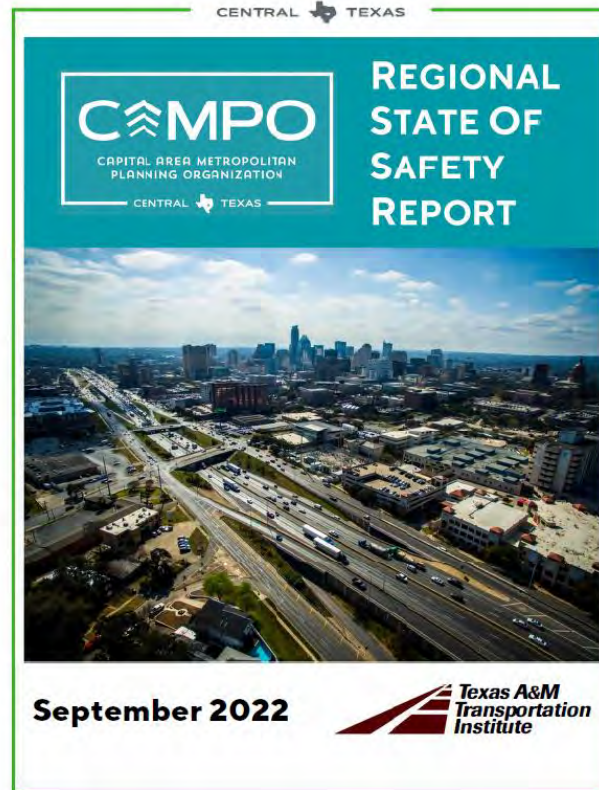
Table 8: Bicyclist/Pedestrian Serious Injuries by County, 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bastrop	0	2	1	2	1	7	4	2	4	4
Burnet	0	2	0	0	3	1	2	5	2	2
Caldwell	0	3	3	2	2	2	1	3	0	1
Hays	11	12	5	12	13	10	9	18	10	9
Travis	78	111	87	92	94	97	85	118	82	107
Williamson	14	13	11	17	15	18	12	16	11	18
TOTAL	103	143	107	125	128	135	113	162	109	141
Pct. Of Regional Type A	8.5%	10.7%	8.5%	10.0%	9.5%	10.5%	9.6%	12.8%	10.8%	10.3%

CAMPO issues a *Regional State of Safety Report* to provide an overview of the traffic safety issues that impact the region.⁵ This report looks at a variety of different factors that impact different types of travelers:

- Alcohol
- Bicycles
- Bus Crashes
- Distracted Driving
- Large Trucks
- Motorcycles
- Older Drivers
- Pedestrians
- Railroad-Grade Crossings
- Road Departures
- Signalized Intersections
- Speeding
- Unrestrained Passengers
- Unsignalized Intersections
- Work Zones
- Young Drivers

Figure 2: Regional State of Safety Report



While the *Regional State of Safety Report* provides a more detailed overview of the problem in these focus areas, the following two graphs provide a synopsis of how these issues contribute to overall traffic fatalities and serious injuries, along with the percent composition of all regional traffic-related fatalities and serious injuries. It must be noted when looking at these graphs that some of these fatalities and injuries may have resulted from multiple factors (e.g. a road departure with an unrestrained drunk driver) and should not be added together.

Chart 1: Regional Fatalities by Focus Area, 2012-2021

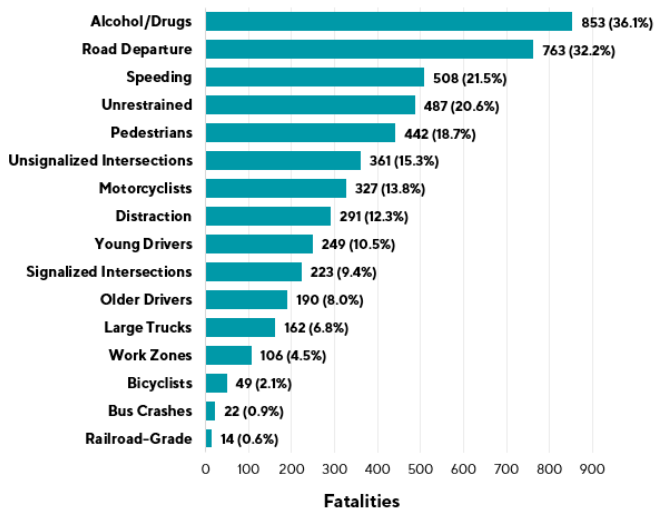
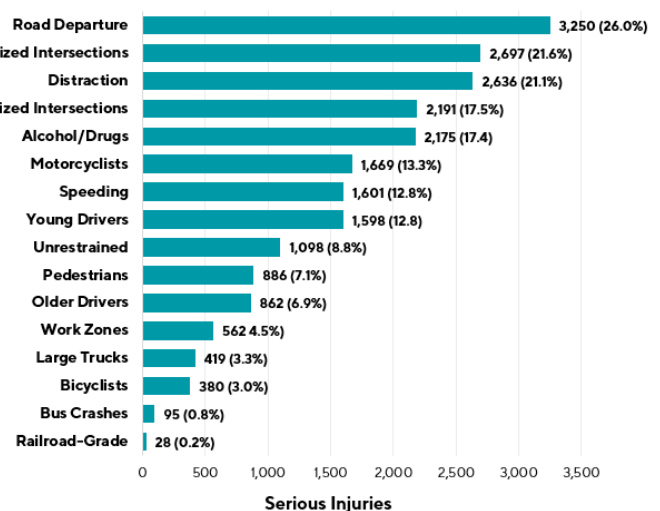


Chart 2: Regional Serious Injuries by Focus Area, 2012-2021



During this period, 36 percent of fatalities (853 deaths) involved alcohol or drugs. Over 34 percent of deaths involved vulnerable road users such as pedestrians (442 deaths), motorcyclists (327 deaths), and bicyclists (49 deaths). Nearly 33 percent of fatalities (763 deaths) involved a road departure, and 21 percent (487 deaths) involved individuals not wearing seat belts.

For serious injuries, road departure crashes registered as the largest cause of serious injuries (26 percent of all serious injuries reported). Distracted driving, while resulting in 12.3 percent of fatalities, contributed to over 21 percent of serious injuries. Vulnerable road users (pedestrians, bicyclists, and motorcyclists) consisted of 23.4 percent of all serious injuries reported, with motorcyclists reporting over half of those injuries.

Outside of informing Policy Board members and the public about the region's traffic safety problem, the *Regional State of Safety Report* provides the data to identify what issues are the primary contributors to traffic-related fatalities and serious injuries in the region. The corresponding expectation is that future safety efforts undertaken should focus on these primary contributors.

FEDERAL REQUIREMENTS OF MPOs FOR IMPROVING SAFETY

With the enactment of the Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation (FAST) Acts, MPOs are now required to establish and track safety-related performance measures to improve traffic safety within their boundaries. Currently, MPOs are required to track the following performance measures:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries (bicycle/pedestrian)

These performance measures are calculated based on a five-year moving average for each of the measures. For the CAMPO region, using crash data from TxDOT's Crash Record Information System (CRIS) and its annual Roadway Inventory reports, the following would be the baseline for these measures:

Table 8: Five-Year Moving Averages for Fatalities, Serious Injuries, and Rates

Year	Fatalities	Serious Injuries	Bike-Ped Fatafs/ Injuries	Fatality Rate (per 100M VMT)	Serious Injury Rate (per 100M VMT)
2012-2016	220	1,280	162	1.24	7.24
2013-2017	229	1,295	168	1.25	7.06
2014-2018	238	1,262	166	1.24	6.59
2015-2019	245	1,264	185	1.21	6.26
2016-2020	247	1,217	184	1.24	6.10
2017-2021	253	1,222	190	1.26	6.06

MPOs have two options for establishing safety targets:

1. The MPO can adopt the State's performance targets
2. The MPO can establish its own set of performance targets, with the assumption they will surpass the State's proposed targets.

In May 2019, the Texas Transportation Commission directed TxDOT to work toward the goal of reducing the number of deaths and serious injuries on Texas roadways by half by the year 2035 and to zero by the year 2050. While a new set of corresponding performance measures have been formally established, CAMPO may consider adopting a set of performance targets to meet the Transportation Commission's directive. The following table displays a set of proposed fatality and serious injury performance targets based on TxDOT's Road to Zero:

Table 9: Proposed CAMPO Safety Performance Measures

	Year	Fatalities	Serious Injuries	Bike-Ped Fatafs/ Injuries	Fatality Rate (per 100M VMT)	Serious Injury Rate (per 100M VMT)
Near Term Targets	2022	230	1,116	172	1.09	5.38
	2023	222	1,081	166	1.06	5.20
	2024	214	1,046	160	1.02	5.02
	2025	206	1,011	154	0.98	4.84
	2026	198	976	148	0.95	4.66
Long Term	2030	166	836	125	0.80	3.95
	2035	127	661	95	0.62	3.05
	2040	85	441	63	0.41	2.03
	2045	42	220	32	0.21	1.02
	2050	0	0	0	0.00	0.00

Whether or not the MPO chooses to support the State's targets or establish its own targets, the MPO is expected to:

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area.
- Integrate safety goals, objectives, performance measures and targets into the Regional Transportation Plan.
- Include a description in the Transportation Improvement Program (TIP) of the anticipated effect of the TIP toward achieving safety targets in the RTP, linking investment priorities in the TIP to those safety targets

CAMPO's ROLE IN TRAFFIC SAFETY

The MPO's role in traffic safety has grown slowly over the last 20 years. Due to statutes and limitations placed, MPOs do not have the same level of authority that state DOTs or municipalities have to make certain improvements. While it provides funding for roadway improvements, CAMPO does not construct or maintain roads. In addition, CAMPO cannot utilize its traditional funding (Planning Funds, STBG), for law enforcement purposes to crack down on offenders. Unlike their other funding sources, which are allocated by the state or federal government via formula and/or statute, MPOs are not allocated any safety-specific funding from the Highway Safety Improvement Program (HSIP) to disburse through the TIP process or other calls for projects.

Despite these restrictions, MPOs can still play a role in improving safety and reducing fatalities and serious injuries to zero. TIP and RTP funding can be identified to address safety-specific issues within the confines of the funding source's restrictions. While some of this funding could be used for specific, physical fixes and improvements, it can also be used for addressing larger-scale regional approaches.

CAMPO's Current Safety Efforts: While it has not established a formal safety program, CAMPO has undertaken efforts to integrate traffic safety into its processes and into its studies. The following are examples of how CAMPO has worked to promote safety improvements:

- **Transportation Improvement Program (TIP):** CAMPO has incorporated safety as a key factor of the TIP selection process. TIP Projects can receive up to 15 of 100 points for Planning Factors if the project can show a safety improvement benefit. In addition, the Cost-Benefit component, which comprises 50 percent of the total score for roadway projects, takes into account the proposed safety modification and the expected benefits in terms of fewer crashes and resulting injuries and fatalities.
- **2045 Regional Transportation Plan (RTP):** CAMPO has incorporated safety in its RTP, highlighting it as a critical goal. For the RTP project selection process, CAMPO assigns up to 30 of 100 total points for safety benefits expected from the proposed project.
- **Regional Active Transportation Plan:** The Regional Active Transportation Plan (RATP) outlines the development of a safe and highly functional active transportation network of pedestrian and bicycle facilities for the region. It includes an inventory of existing and planned active transportation facilities, identifies a priority active transportation network, and provides a series of recommendations on facility design and policy for developing safer pedestrian and bicycle transportation systems.
- **Regional Arterials Concept Inventory:** CAMPO commissioned a Regional Arterials Concept Inventory, which identifies and provides a series of best practices in arterial design, looking at road types, roadway hierarchy, connectivity, and context sensitivity. A major component of the Inventory is the Pattern Book, which looks at a variety of areas ranging from high-rise downtown districts to rural areas and provides a series of proposed design treatments with an emphasis on improving safety for all users.

- **Incident Management Study:** The Incident Management Study identifies issues impacting incident management on the region's roadways and recommends strategies that allow transportation and public safety agencies to identify incidents more quickly, clear travel lanes faster, manage traffic around incident scenes more effectively, and provide advanced notice to travelers to help them avoid congestion.
- **Highway Emergency Response Operator (HERO) Program:** CAMPO, in conjunction with the TxDOT-Austin District, has provided funding through its TIP to co-sponsor the HERO Program, which clears minor crashes from area roadways, assists stranded motorists with gas and minor repairs, and assists with traffic control during larger crash events.
- **Safety Information Dashboard:** CAMPO developed a web-based dashboard to allow for local officials and staff, as well as the general public, to identify traffic safety issues in terms of focus areas, contributing factors, and geography. The Dashboard allows for detailed customization so users can get very specific in searching for crashes.

Future Opportunities for MPO Involvement: While it has included safety as components of its programs, CAMPO can more actively engage in traffic safety activities as a dedicated program. The following are opportunities that CAMPO can undertake to improve traffic safety:

Serve as a Crash Analysis Resource: CAMPO can receive regular downloads of crash data from TxDOT. While crash data are accessible to all communities, some smaller communities may not have the resources to analyze the data. CAMPO can serve as a central repository for crash information, which will allow member communities and regional safety interests to receive tailored and more accurate information for their needs. In addition, CAMPO staff can assist these organizations in their proposals and applications by supplying and analyzing crash data, and ensuring that the data are complete, to improve the proposal.

Provide Regular Reporting of Regional Traffic Safety: With access and the ability to analyze crash data, CAMPO can provide regular reports to its Policy Board, as well as to the public, about regional traffic safety. The State of Safety Report should be a continuing annual report to inform about the specific safety focus areas, including where improvements are being recognized and where deficiencies continue to persist. In addition, CAMPO can conduct interim monthly/quarterly updates for the Policy Board and the public, which will not just provide information, but ensure that the conversation about traffic safety is a continuous one.

Serve as a Safety Information Clearinghouse: CAMPO can serve as a clearinghouse for regional, state, and federal safety information, which can help practitioners access information without a time-consuming search. This Clearinghouse would provide comprehensive safety information including:

- A regularly updated regional safety data site that provides safety-related data for all focus areas, including an annual State of Safety Report and the continual maintenance of the Safety Dashboard.

- A series of proven safety countermeasures, by focus area, that can be considered for crash reduction by municipalities and other organizations.
- A comprehensive list of regional safety organizations and efforts that can serve as resources for information and assistance.

TxDOT/MPO Safety Task Force: In August 2021, the Texas Transportation Commission established a task force with the state’s MPOs to identify and fund safety projects with excess unspent funding from Categories 5, 7, and 8. The Task Force is to establish both a short-term and long-term for identifying immediate investments and to identify future funding opportunities. A key aspect of this effort is the potential for the MPO to receive Category 8 Safety Funding to address safety issues. Prior to this initiative, MPOs had no input into the selection of Category 8 funded projects within their respective regions. The TxDOT/MPO Safety Task Force is an opportunity for CAMPO to advocate for greater regional determination of safety activities that reflect the region’s needs and priorities.

Coordination of Regional Safety Activities:

Similar to some of its other activities, CAMPO can utilize its coordinating capabilities to bring together various traffic safety practitioners to identify potential safety solutions for funding and implementation. This includes the following:

- **Regular Engagement with Safety Practitioners:** CAMPO staff should regularly engage with regional safety partners to better understand regional traffic safety efforts and to receive guidance and feedback on implementing its own efforts. CAMPO should ensure its participation in the Crossroads Coalition, which serves as a forum for regional traffic safety efforts. Not only should CAMPO provide input as a funding source for safety improvements, CAMPO should also work with the Coalition as a whole or appropriate representatives from the Coalition to help design its programs.
- **Coordinated Education Efforts:** CAMPO can bring together organizations to co-develop safety education campaigns, not just in terms of subject matter expertise but also funding. CAMPO can leverage funding from involved groups to access its federal funds to create larger-scale campaigns that individual organizations could not do on their own. This coordination also ensures unified language among the various organizations to engage the traveling public with the same message.
- **Call for Projects for Safety Initiatives:** While the TIP serves as the funding mechanism for most construction and engineering-related safety improvements, CAMPO can set aside funding specifically for other initiatives to improve traffic safety. Traditionally, organizations that address traffic safety have applied for funding through TxDOT’s Section 402 Program. Funding is provided through a statewide call for projects, which can reduce funding for local organizations or leave some organizations out completely. CAMPO, through a separate Call for Projects, can use its set-aside to either enhance funding to Section 402 recipients to increase the local

impacts or fund other programs that can benefit the region but did not qualify for state funding.

Conduct Safety Assessments of High Injury Locations: MPOs have historically commissioned various studies for roadway improvements. CAMPO can play an important role through the identification of high-injury roadways and intersections, as well as the commissioning of studies to identify solutions to reduce injuries and fatalities.

- **Identification of a High-Injury Network** – To help identify where best to implement safety improvements, some municipalities and regions have developed High-Injury Networks, which identify roadways with a high level of fatalities and serious injuries. A High-Injury Network can help MPO policy makers prioritize where funding for safety efforts should be spent.
- **Road Safety Audits** – A Road Safety Audit is a formal safety review of a road or intersection to identify potential safety issues and recommend opportunities for safety improvements. Audits are usually conducted by an independent, multidisciplinary team to address all modes of transportation.
- **In-Depth Safety Studies** – While Road Safety Audits are extremely useful for identifying safety issues on dangerous roadways, more in-depth safety studies may be needed to provide more detailed approaches and recommendations for addressing safety problems. These studies would include additional data collection (traffic volumes, turning counts, signal timing analysis, speed assessments, etc) and provide detailed recommendations for mitigation. Access Management Studies are an example of a safety study, where the key focus is the reduction of conflict points on roadways through the reduction of driveway access points for businesses and the modification of roadways to prevent certain turning movements (e.g. median implementation).
- **Technical Assistance for Local Safety Planning** – Local governments may choose to engage in a comprehensive effort to address traffic safety issues within their communities, similar to the City of Austin’s Vision Zero Plan. CAMPO can provide technical assistance to its member governments to develop local safety plans, which would identify high injury locations, major contributing factors, potential solutions, and internal and external organizations that can play a role in implementing those solutions.

Evaluating and Promoting Best Practices for Improving Safety: It is important that CAMPO’s funding is being spent on countermeasures that have shown benefit in reducing crashes and their resulting fatalities and injuries. Similar to, and perhaps as part of its Congestion Management Process (CMP), CAMPO should evaluate projects funded in its TIP that propose safety-specific countermeasures. Where the CMP process focuses on congestion mitigation strategies to determine if their implementation improved traffic, this safety-specific process will review implemented countermeasures for TIP projects to

determine if the approach reduced crashes, fatalities, and injuries. This process can help to identify lower-cost, quick-implemented strategies that can be proliferated throughout the region for greater reach and impact.

THE E'S OF TRAFFIC SAFETY

Improving traffic safety involves a multi-disciplinary effort to address the various factors that contribute to the problem. The approach most often promoted involves the Four **E**'s of Traffic Safety: **E**nforcement, **E**ngineering, **E**ducation, and **E**mergency Medical Services. Each of these components is essential and, when combined and coordinated, have contributed to a reduction in fatalities over the years. More recently, traffic safety improvement efforts have also addressed the **E**valuation of safety implementations to quantify their effectiveness, as well as **E**quity, to ensure that all road users, including those who may have been previously excluded from improvements receive the same level of benefit. CAMPO's traffic safety efforts should incorporate, where possible, the following "E's" when developing and implementing projects:

Engineering (ENG): Traditionally, one of the first factors reviewed in addressing traffic safety problems is the engineering of the roadway. While safety is a consideration when designing a roadway, factors such as development patterns, traffic levels, prevailing speeds, and infrastructure decay may result in a degradation of safety in the present. Engineering remedies can consist of a variety of options ranging from low-cost fixes (restriping, better signage, signal retiming), moderate-cost improvements (road diets, access restrictions, medians) to higher-cost full roadway reconstruction. Engineering efforts should integrate improvements for all road users, including bicyclists, pedestrians, and transit operations, to promote multimodal usage.

Education (EDU): Education efforts serve to influence behavioral change for road users. Crashes often involve an error committed by a road user ranging from a lapse in judgment (failure to stop in time, merging into an occupied lane, failure to yield right-of way, etc.) to more active, unsafe behaviors (speeding, driving under the influence, texting while driving, etc.). Education efforts can inform the traveling public about the dangers of certain driving behaviors, as well as how to use the roadway system in a safer manner. Education campaigns can take many different forms including behavioral-based approaches (drinking and driving, texting, seat belt usage, speeding) to specific road-user groups (pedestrians, bicyclists, motorcyclists, teen drivers). Education campaigns can also be implemented to inform the public about engineering issues such as a major roadway reconstruction or the implementation of how to use new roadway designs, such as roundabouts or a crossover diamond interchange.

Enforcement (ENF): While engineering can physically improve a road, and education can inform its users on how to use the road safely, these efforts cannot ensure that everyone will behave appropriately. Law Enforcement plays a critical role in improving traffic safety on the system. An engineer can design a roadway to reduce speeds, and a community can engage in a corresponding educational effort about the dangers of speeding to better inform the public. However, this will not guarantee that all users will adhere to the speed

limits. Regional data show that alcohol, speed, distraction, and a failure to wear a seat belt play major contributing factors in traffic injuries and deaths. Enforcement activities can instill the importance of the traffic laws in place by imposing fines or potential arrest as a deterrent to unsafe behavior on the roadway. Enforcement efforts, in conjunction with education campaigns (e.g. Click It or Ticket, holiday DWI enforcement, etc.), not only inform the public of the dangers of unsafe driving but increase police presence to show that there are actual consequences.

Emergency Response (EMS): Emergency response involves activities that occur immediately after a crash. This often includes accessing the crash site by responders, providing primary care to injured users, investigating the incident, and protecting other road users from additional involvement in the crash scene. Responders often include law enforcement (for investigating the incident and controlling traffic), fire departments (for extracting and initial care of injured victims), emergency medical services (for additional treatment of victims and transport to hospitals), and tow truck operators (for removing involved vehicles from the scene). Quick and effective response is critical for all parties, as well as the traveling public. Delays in treatment for the injured can potentially result in death. Ensuring a protected incident scene protects the victims and the emergency responders from oncoming traffic. Finally, backups caused by the initial incident can create secondary incidents upstream, further exacerbating traffic and potentially harming other road users.

Evaluation (EVL): While the previous four “E’s” have been in use for addressing traffic safety over the years, their true value and viability cannot be accounted for without proper evaluation of their effectiveness. MPOs and their member communities will potentially spend millions of dollars annually on projects that address safety. However, without any evaluation of these projects’ impacts, the MPO and its constituents will not know if their money and their decisions have any positive impact. Safety projects should be reviewed to determine whether crashes and resulting injuries decreased due to their implementation. Projects that prove effective should potentially be continued, whereas the MPO and its constituents should potentially stop endorsing and funding approaches that have no impact.

Equity (EQT): Equity, in terms of traffic safety, recognizes that different people have different barriers to the transportation system, which impacts their safety. In addition, Equity acknowledges that certain communities do not have the same, safe level of access to jobs, goods, and services as others. Equity, in terms of traffic safety, looks beyond the crash data in addressing the problem. Which neighborhoods have been neglected in terms of safety improvements in the past? For neighborhoods with low levels of motor vehicle ownership – are investments being made in other modes of transportation? In neighborhoods where English is not the primary language – is traffic safety messaging/signage bilingual? As part of the traffic safety effort, it is important to consider the make-up of the community and its needs in terms of how traffic safety recommendations are implemented.

REGIONAL TRAFFIC SAFETY EFFORTS

Traffic Safety efforts predominantly are handled by cities, counties, and the state through engineering and constructing safer roadways and enforcing traffic laws. However, there are other regional organizations and efforts that play a role in improving traffic safety throughout the CAMPO region.

Crossroads Coalition: The Crossroads Coalition is traffic safety group established by the TxDOT-Austin District to bring stakeholders from all traffic safety disciplines to address the various focus areas of traffic safety. The Coalition meets every other month to share information, identify opportunities for collaboration, and develop approaches to promote safer road use throughout the region. The Coalition also serves as a forum for TxDOT Traffic Safety Program grant recipients to share best practices. The Coalition has created emphasis area teams for impaired driving and for distracted driving to develop strategies that go beyond the limited funding and capacity of existing grant programs. For more information, visit the TxDOT-Austin District website at <https://www.txdot.gov/inside-txdot/district/austin.html>.

City of Austin Vision Zero Program: The City of Austin has implemented a comprehensive Vision Zero strategy to end traffic-related fatalities and serious injuries, while increasing safe, healthy, and equitable mobility for all. The program, headed by the Austin Transportation Department, works in conjunction with the City's Police Department, Municipal Court, Public Health Department, and Public Works to comprehensively address the problem including engineering, enforcement and prosecution, education, urban design, and an overall culture change about traffic safety. For more information, visit the City of Austin's Vision Zero website at <http://austintexas.gov/departments/vision-zero>.

Ghisallo Cycling Initiative: Ghisallo's Cycling Initiative focuses on teaching children a variety of bicycle-related skills and knowledge, including the benefits of bicycling, safe bicycling skills, and bicycle maintenance. The program also facilitates bicycle ownership for those who cannot afford their own bicycles. Ghisallo offers clinics, courses, and bike rodeos to children on safe bicycling, including basic riding and safety skills, helmet fitting, bicycle control and handling skills, hand signal usage, and the rules of the road. For more information, visit the Ghisallo website at <http://ghisallo.org/>.

Teens in the Driver Seat® (TDS): Teens in the Driver Seat, created by the Texas A&M Transportation Institute, is the first peer-to-peer program for teens that focuses solely on traffic safety and addresses all major risks for this age group. The program recognizes that teenagers are more likely to listen to their peers than to adults. Working with a core group of interested students, TDS works through high schools and middle schools to provide information about the most common causes of crashes by teen drivers (distraction, driving at night, speeding, seat belt usage, and alcohol). With the information provided, the students involved in the Program create and actively promote the messaging to their fellow students. For more information, visit the TDS website at <https://www.t-driver.com/>.

Mothers Against Drunk Driving (MADD): Mothers Against Drunk Driving (MADD) is a nonprofit organization engaged in reducing and preventing drunk driving while providing support to those whose relatives and friends were killed by drunk drivers. While predominantly an advocacy group, MADD has implemented the Take the Wheel Initiative, which provides educational resources regarding DWI to law enforcement, prosecutors, judges, parents, children, and the community. In addition, Take the Wheel engages in monitoring court proceedings to provide information about DWI case prosecution and law enforcement. For more information, visit the MADD-Texas Chapter website at <https://www.madd.org/texas/>.

Travis County Attorney's Underage Drinking Prevention Program (UDPP): The mission of the UDPP is to promote the message that underage drinking is illegal, unhealthy, and unacceptable. The task force, which serves Travis, Hays, and Williamson counties, is comprised of social service, law enforcement, and other agencies and individuals, including TxDOT, MADD, Travis County Sheriff's Office, Austin Police Department, the Texas Alcoholic Beverage Commission, area school districts and colleges, and health care providers. The program educates on the linkages of underage drinking and other socially-unacceptable behaviors, creates public education programs geared towards young people, and increases community awareness of the social availability of alcohol through family, friends, and strangers. For more information, visit the Travis County's UDPP website at <https://www.traviscountytexas.gov/county-attorney/underage-drinking-prevention>.

Focus on Reducing Impaired Driving Among Youth (FRIDAY): The purpose of the FRIDAY (Focus on Reducing Impaired Driving Among Youth) program is to provide law enforcement officers with the tools necessary to reduce underage drinking in Texas. The FRIDAY program was developed under the guidance of law enforcement officers, the Texas Alcoholic Beverage Commission, school district officers, TxDOT, and staff from the Texas Municipal Police Association. For more information, visit the FRIDAY website at <http://www.texasfriday.org/>.

Safe Kids Austin/Dell Children's Hospital: Safe Kids Austin, led by Dell Children's Medical Center of Central Texas, is a coalition of over 40 regional organizations focused on reducing child injury primarily by promoting safety in vehicles, in and around water, and while walking and biking. Safe Kids provide a series of programs including child passenger safety seat inspections, bicycle and pedestrian safety events, and the provision of no-cost to lower-cost bicycle helmets. For more information, visit the Safe Kids Austin website at <http://www.safekidsaustin.org>.

LifeSteps (Williamson County Council on Alcohol and Drugs): LifeSteps serves the citizens of Williamson County, providing assistance to those suffering from drug and alcohol abuse and their families. LifeSteps received funding from TxDOT for two DWI-related programs. The *Safe Homes* Program provides parents and students information about the dangers of underage drinking and impaired driving both at home and at school. The *Be Sober On Wheels* Program is a multifaceted approach to reducing impaired driving by

working with alcohol retailers, parents, and other community members, including the development of a DWI Task Force to reduce traffic fatalities throughout the county. For more information, visit LifeSteps website at <https://lifestepsCouncil.org/>.

Safe Riders/Department of State Health Services: Safe Riders is a program out of the Texas Department of State Health Services (DSHS) that provides information about child passenger safety. While the program's information is beneficial to all with small children, one of its major focus areas is the provision of free child safety seats and education to low-income families. Safe Riders works with other organizations and certified Child Passenger Seat Technicians (CPSTs) to help expand the program. For more information, visit the Safe Riders website at <https://www.dshs.texas.gov/saferiders/default.shtm>.

TxDOT Selective Traffic Enforcement Program (STEP): To enhance the enforcement of safe driving laws, TxDOT provides law enforcement agencies grant funding through its Selective Traffic Enforcement Program (STEP). These STEP grants pay law enforcement agencies overtime for traffic law enforcement activities, with a focus on holiday periods (Christmas, Thanksgiving, Spring Break, etc). Agencies are encouraged to focus their efforts on reducing intersection-related violations, driving while intoxicated, seat belt usage, distracted driving/texting while driving, and speeding. In addition to Comprehensive STEP grants, agencies can also apply specifically for Commercial Motor Vehicle (CMV) enforcement grants, where law enforcement ensure that truck drivers are adhering to traffic safety laws. For more information, visit TxDOT's STEP Request for Proposals website at <https://www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html>.

TxDOT General Safety Grants: In addition to law enforcement funding, TxDOT General Traffic Safety grants provide funding to organizations that address one of 14 identified highway safety program areas. Many of the regional organizations listed in this section receive a portion of their funding from these grants. Organizations eligible for these grants include state and local governments, educational institutions, and non-profit organizations. For more information, visit TxDOT's General Safety Grant Request for Proposals website at <https://www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html>.

AARP Driver Safety for Older Drivers: The American Association of Retired Persons (AARP) offers the Smart Driver™ course, the nation's first and largest refresher course designed specifically for drivers age 50 and older. This course provides older drivers proven safe-driving techniques so they can continue driving safely. Course topics include the current rules of the road, defensive driving techniques, and how to operate a vehicle more safely in today's increasingly challenging driving environment. The course also addresses how older drivers can manage and accommodate changes in vision, hearing, and reaction time that decline with age. AARP also provides resources for families to help assess the driving skills of older drivers, provide possible occupational therapy to improve driving, or even work with families in deciding whether to take away the car keys from an older family member. For more information, visit the AARP Smart Driver website at <https://www.aarpdriversafety.org/>.

Motorcycle Safety Courses: Motorcycle crashes, while only three percent of the region's crashes, make up over 15 percent of the region's fatalities and 14 percent of its serious injuries. One potential contributing factor to this over-representation is a lack of motorcycling skills by riders. The Texas Department of Public Safety (TxDPS) requires new motorcyclists to take a Department-certified motorcycle safety course in order to receive a license to operate a motorcycle. While riders only need the Basic Course to receive a license, many providers also offer advanced safety courses for current riders, which enhances basic operating skills while focusing on crash-avoidance skills. For more information about course providers, visit TxDPS's Motorcycle Training Location website at <http://www.dps.texas.gov/msb/map>.

Texas Municipal Courts Education Center (TMCEC) Programs: TMCEC, through TxDOT funding, created two programs that help educate students K-12 about the dangers and consequences of unsafe driving. The Driving on the Right Side of the Road (DRSR) program provides traffic safety storybooks and lessons that it distributes to schools free of charge, with a goal of reaching over 60,000 teachers and students in Texas each year. Efforts include teacher trainings/workshops, setting up information and giveaway booths at school-related conferences, attending other community outreach events, and shipping materials to schools that request them. In addition, TMCEC has Municipal Traffic Safety Initiatives (MTSI) focused on preventing impaired driving through Texas municipal courts. Activities include impaired driving courses at judicial education seminars and through webinars, distribution of free anti-DUI and DWI books and materials, and recognition of municipal courts that demonstrate excellence in impaired driving prevention. For more information, visit the TMCEC website at <https://www.tmcec.com/>.

PROPOSED SAFETY-RELATED ACTIVITIES FOR FUNDING

Based on feedback received by stakeholders, as well as efforts undertaken by other MPOs to address traffic safety, this plan proposes the following program of activities to be implemented in CAMPO's efforts to reduce the number of traffic fatalities and serious injuries. Each of these proposed efforts have been categorized based on the E's of Traffic Safety that they address, including Engineering (**ENG**), Education (**EDU**), Enforcement (**ENF**), Emergency Response (**EMS**), Evaluation (**EVL**), and Equity (**EQT**):

Call for Projects to Support Local/Regional Programs (ENG**, **EDU**, **ENF**, **EQT**):** There are various local, state, and national organizations that conduct activities to improve traffic safety throughout the region. While some of these organizations provide beneficial services, their funding levels might limit the quantity of services provided. CAMPO can provide funding to boost these organizations' efforts throughout the region. However, CAMPO cannot program funding to a specific organization without a formal process to qualify and quantify a program's benefits. CAMPO can conduct a Call for Projects to identify programs and organizations that it can support to address various traffic safety problems in the region. **ESTIMATED COST: \$300,000/year**

Regional Traffic Safety Outreach Effort (EDU, EQT): CAMPO is in a position to fund outreach initiatives to address various traffic safety problems. Currently, several regional entities have engaged in some level of safety outreach individually, but limited funding has reduced its potential impact. TxDOT receives funding for safety outreach statewide, but a fraction of it is used for the Austin area. Both the City of Austin and Capital Metro have previously partnered on distracted driving education, with an expressed interest in future partnering on other safety matters. By working together with CAMPO, both in terms of coordinated messaging and leveraged local funding, a comprehensive, expanded, and united messaging effort can be developed that can reach more people to try to reduce fatalities and injuries. In addition, to address the lack of adequate and available messaging, a portion of this effort should be focused on Spanish-language safety messaging.

ESTIMATED COST: \$1.5 million for initial development, \$500,000/year for future media buys and product production.

Development of a Comprehensive Regional Traffic Safety Clearinghouse (EDU):

CAMPO can set up a one-stop Regional Traffic Safety Clearinghouse to provide information about all aspects of traffic safety in the CAMPO area. The Clearinghouse, which will primarily reside on the Internet, will contain links to resources throughout the region that address traffic safety, sorted by focus area for easier access. This may include:

- Regional crash data dashboard (currently in development), which allows users to identify crashes geographically and by safety focus area
- A Toolkit of safety countermeasures for implementation by communities and other organizations
- Links to studies showing safety implementation benefits
- Links to local, state, and national efforts that address different facets of traffic safety
- Educational materials

In addition, the Clearinghouse can involve the regular collection of crash data from TxDOT by CAMPO staff, to be used for analysis and project development. **ESTIMATED COST: \$75,000 for Clearinghouse Creation**

Commissioning Local Safety Plans (ENG, EDU, ENF, EVL, EQT): To assist communities that wish to address their traffic safety issues, CAMPO may provide funding for the development of two local safety plans for interested cities or counties per year.

ESTIMATED COST: \$125,000 per plan/two plans per year

Road Safety Audits (ENG, EVL): To identify safety deficiencies on high-incident roadways, CAMPO may conduct up to three road safety audits a year. These multidisciplinary audits provide a comprehensive, impartial review of a road's safety condition and propose potential solutions for consideration ranging from low-cost implementations to redesigns (not including engineering). **ESTIMATED COST: \$125,000 per audit/three per year**

Environmental Justice (EJ) Zone Safety Assessments (ENG, EQT): CAMPO may conduct targeted safety assessments within Environmental Justice (EJ) Zones identified in the 2045 Regional Transportation Plan (RTP). EJ zones are areas consisting of predominant minority and lower-income populations, which have traditionally received less attention in terms of infrastructure improvements. Residents of EJ zones tend to be more reliant on other modes of transportation than a personal vehicle, including transit, bicycles, and walking. These assessments will be similar to, but more comprehensive than a standard road safety audit, and will review safety conditions for all transportation modes. **ESTIMATED COST: \$250,000 per assessment**

Study of High-Incident Intersections/Low-Cost Improvements (ENG, EVL): In an effort to maximize safety improvement affordably, CAMPO may study 25 intersections throughout the region per year to implement low-cost improvements, such as improved striping, crosswalk marking improvements, improved signage, signal phasing, installing pedestrian signal -heads, etc. CAMPO will identify locations for the study's consideration and work with the agencies responsible for the intersections identified. This single consolidated study approach will help reduce costs associated with smaller agreements with individual agencies. **ESTIMATED COST: \$400,000 for a 25-intersection study**

Speed Intervention/Traffic Calming Studies (ENG, EVL): CAMPO may conduct studies that identify potential speed interventions/traffic calming measures on two roadways per year. These studies will design and recommend measures that will reduce speeds, especially in high traffic, multimodal neighborhoods (roundabouts, road diets, corner curb extensions, etc.). These studies, while not full engineering efforts, will quantify the problem and propose design elements for implementation on these facilities. **ESTIMATED COST: \$150,000 per study/two studies per year**

Right Turn on Red Prohibition Study (ENG, EVL): An issue that impacts pedestrian safety is the right for vehicles to turn right at a red light. While turning right, drivers will primarily focus to the left to identify oncoming traffic, failing to recognize a pedestrian on the right with right-of-way to cross. The proposed study will look at intersections with past pedestrian crashes or high pedestrian volumes to implement Right Turn on Red Prohibitions and study their effectiveness. **ESTIMATED COST: \$100,000**

E-Scooter Study (EVL, EDU, ENF): E-Scooters quickly became a popular mode of transportation in the region. While they provide a lightweight and quick option for getting around, their integration into the transportation system has not been smooth, creating safety issues for scooter riders, motor vehicle drivers, and pedestrians. The City of Austin, in conjunction with the Centers for Disease Control, conducted an initial study to assess e-scooter related injuries. The proposed study would look at what communities can do to better integrate e-scooters into the transportation system and reduce the number of injuries caused by them. **ESTIMATED COST: \$250,000**

Access Management Studies (ENG, EVL): Access Management Studies help identify opportunities to improve safety through the reduction of roadway access points and the corresponding conflict points (e.g. driveway spacing, driveway consolidation, median construction, dedicated right/left turn lanes) where crashes can occur. These studies can result in potential lower-cost retrofits, as opposed to full reconstructions, that can improve safety along a roadway. **ESTIMATED COST: \$500,000 per study/one study per year**

Continued Support of Regional Traffic Incident Management (TIM) (EMS): Incident management plays an important role in traffic safety, especially on the freeway system. Incidents need to be processed and cleared in quick order to protect those injured in a crash, remove disabled vehicles and their passengers from high-speed traffic, and to prevent secondary crashes from occurring to travelers sitting in the incident-generated queue. CAMPO commissioned and adopted a Regional Incident Management Plan, which outlines a set of recommendations for improving and expanding incident management throughout the region. In addition, CAMPO, in conjunction with TxDOT, has programmed funding for the HERO Program to remove disabled vehicles from the roadways and manage traffic during incidents. CAMPO, in addition to continuing financial support of TIM programs, should evaluate these programs to determine their effectiveness and recommend possible changes to enhance their effectiveness. **ESTIMATED COST: \$8 million per year**

CAMPO, due to statutory restrictions and funding availability, is somewhat limited in terms of what it can use to fund its safety efforts. Its primary funding mechanism is the Transportation Improvement Program (TIP), which is predominantly funded through TxDOT allocations of federal funding. Its funding options include:

- **Category 7 – Metropolitan Mobility and Rehabilitation:** Category 7 funding addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater. Category 7 is CAMPO's most flexible funding source, which, while used primarily for roadway widenings, new roadways, and interchange improvements, can also be used for most of the recommended projects below.
- **Category 8 – Safety:** Category 8 funding addresses highway safety improvements through various programs including the Highway Safety Improvement Program (HSIP), the High-Risk Rural Roads Program, the Selective Traffic Enforcement Program (STEP), and Section 402 General Safety grants. Unlike Category 7 funding, Category 8 funding is not allocated to the MPOs. Traditionally, individual agencies apply for funding directly through TxDOT for individual projects. The MPO can apply for Category 8 for the proposed projects, but it will be competing statewide for funding.
- **Category 9 – Transportation Alternatives Program (TAP):** Category 9 funding allows for the implementation of projects that specifically improve safety and mobility for non-motorized transportation such as walking and bicycling. The Infrastructure Investment and Jobs Act provided increased funding for this program by 60 percent, promoting increased development of safe non-motorized facilities.

- **Toll Development Credits (TDC):** While not a funding source, TDCs should be considered as a local match option where a project might have challenges in obtaining local contributions.

REFERENCES

¹ Figures for 2012-2021 from Texas Department of Public Safety, "Crime in Texas":

<https://www.dps.texas.gov/section/crime-records/crime-texas>

² Texas A&M Transportation Institute, Center for Transportation Safety, "Analysis of Motorcycle Crashes in Texas, 2010–2017," Page 29, September 2018: https://www.looklearnlive.org/wp-content/uploads/2018/09/MotorcycleAnalysisReportFinal_Final.pdf

³ 2012-2021 data from Texas Department of Transportation Crash Records Information System (CRIS) downloads

⁴ National Safety Council, "Guide to Calculating Costs of Motor Vehicle Injuries": <https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/>

⁵ CAMPO, *Regional State of Safety Report*, Updated September 2022

Appendix L

State of Safety Update



CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

CENTRAL  TEXAS

STATE OF SAFETY UPDATE 2014-2023



OCTOBER 2024

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STATE OF SAFETY UPDATE: 2014-2023

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STATE OF SAFETY IN THE CAMPO REGION

The following report provides an annual update of the Regional State of Safety Report, released in October 2021. Crashes in the CAMPO region continued to increase from the declines experienced during the COVID pandemic in 2020-2021. While still below 2019 highs (34,963 crashes), regional crashes increased to 33,866 in 2023, up 1.6 percent from 2022 (33,338 crashes) and 20.9 percent from 2020 levels (28,004 crashes).

Regional fatalities and serious injuries both declined from their 20-year highs in 2023. Traffic fatalities (297 deaths) declined 11.6 percent from 2022 (336 deaths). In addition, the region's share of statewide traffic fatalities decreased from 7.5 percent in 2022 to 6.9 percent in 2023. Serious injuries (1,425 injured) dropped 4.9 percent over 2022 (1,498 seriously injured).

Looking at individual safety focus areas in 2023, crashes at unsignalized intersections represented the largest crash factor in terms of total events. Alcohol played the largest factor in regional fatalities, while crashes at unsignalized intersections contributed to the largest number of serious injuries.

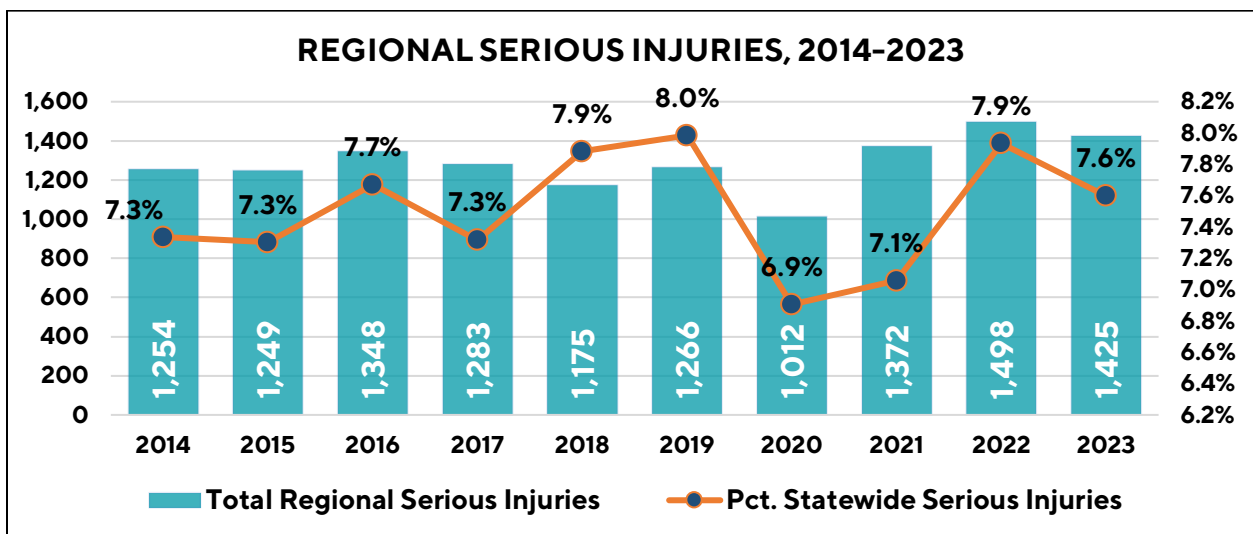
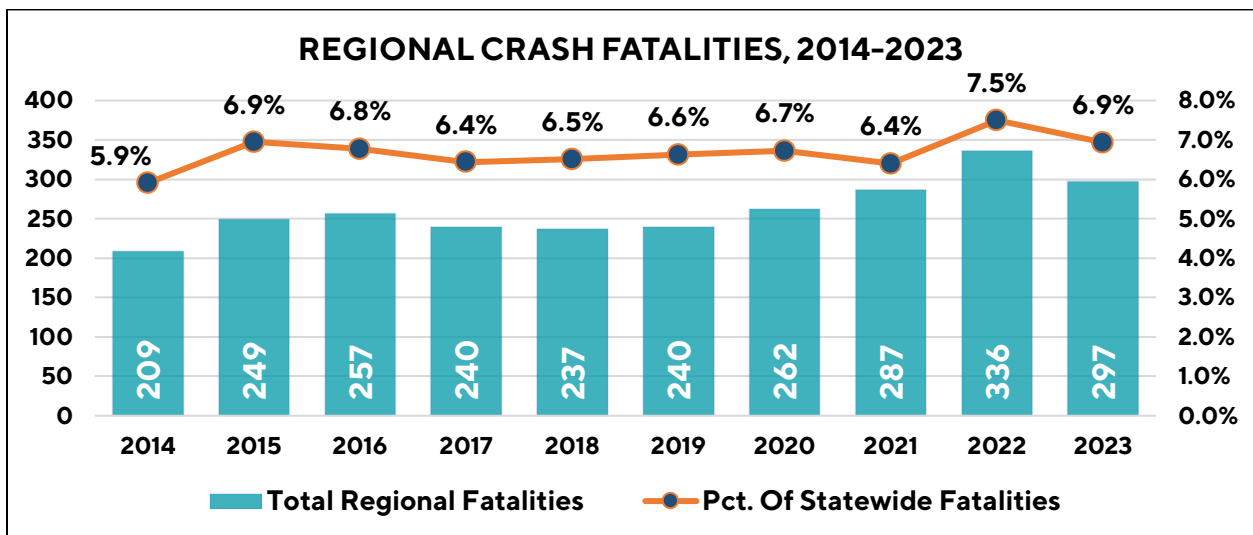
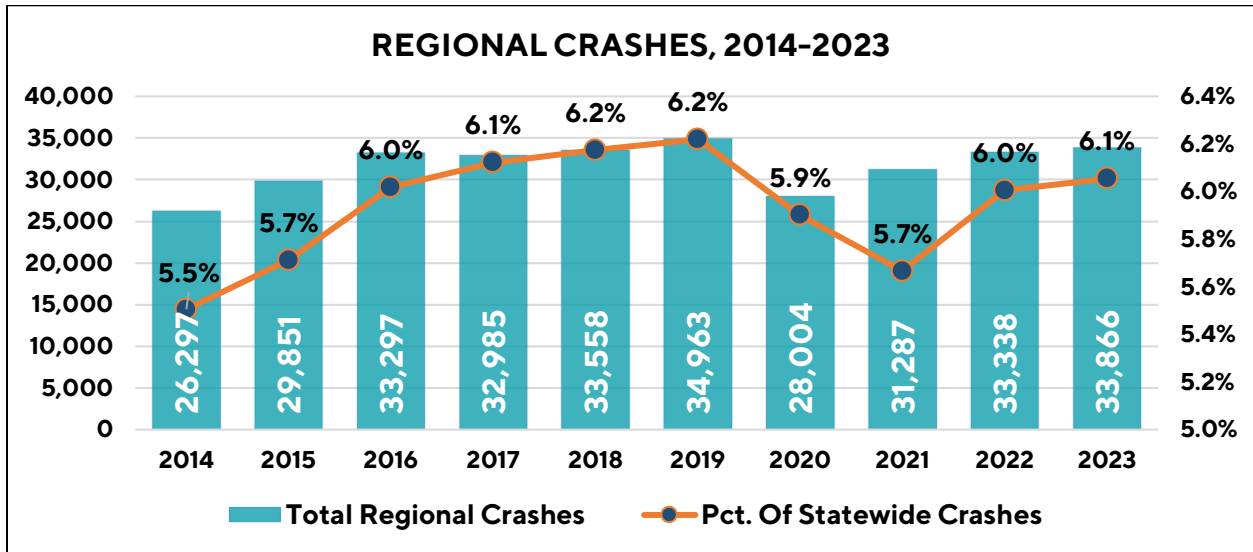
Crash Focus Area*	Crashes	Pct. of all crashes	Fatalities	Pct. of Fatalities	Serious Injuries	Pct. of Injuries
Unsignalized Intersections	9,416	27.8%	52	17.5%	348	24.4%
Distracted Driving	8,682	25.6%	36	12.1%	283	19.9%
Failure to Control Speed	6,857	20.2%	44	14.8%	256	18.0%
Road Departures	6,229	18.4%	80	26.9%	328	23.0%
Signalized Intersections	5,892	17.4%	25	8.4%	232	16.3%
Young Drivers	4,655	13.7%	39	13.1%	226	15.9%
Older Drivers	2,548	7.5%	26	8.8%	119	8.4%
Alcohol-Related	2,049	6.1%	82	27.6%	223	15.6%
Work Zone	1,698	5.0%	22	7.4%	60	4.2%
Speeding	1,621	4.8%	58	19.5%	160	11.2%
Unrestrained Occupants	949	2.8%	51	17.2%	159	11.2%
Large Trucks	925	2.7%	21	7.1%	50	3.5%
Motorcycles	690	2.0%	46	15.5%	192	13.5%
Pedestrians	424	1.3%	60	20.2%	95	6.7%
Bicyclists	271	0.8%	6	2.0%	36	2.5%
Bus Crashes	235	0.7%	2	0.7%	17	1.2%
RR Grade Crossing	43	0.1%	1	0.3%	0	0.0%

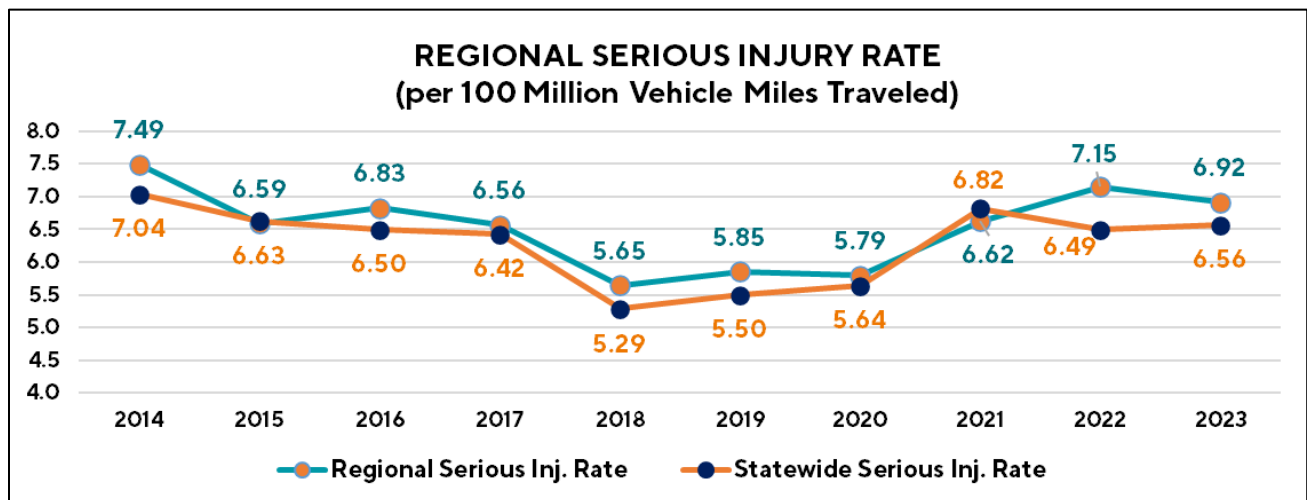
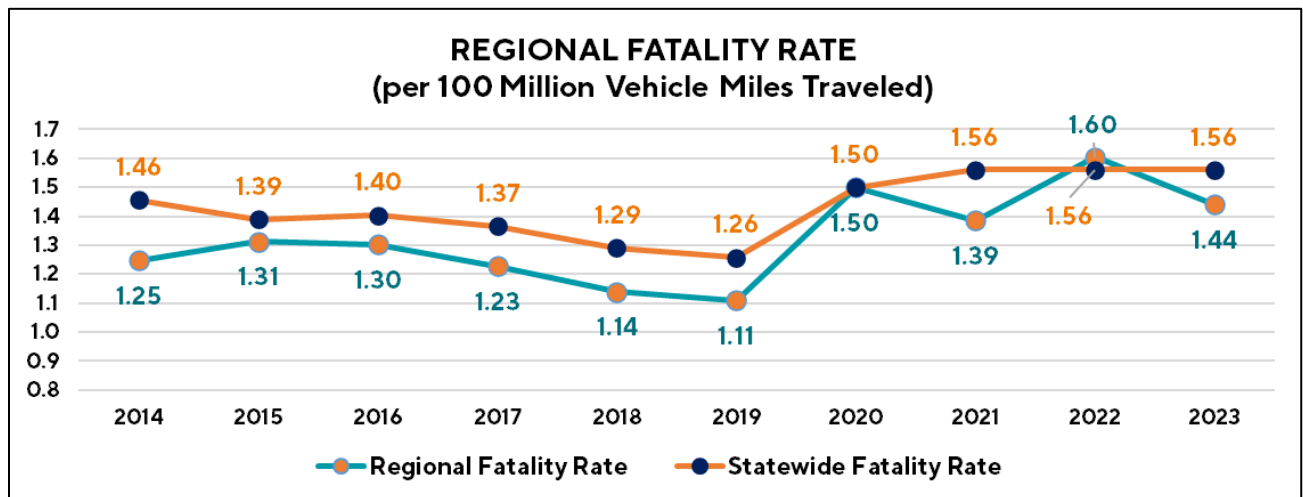
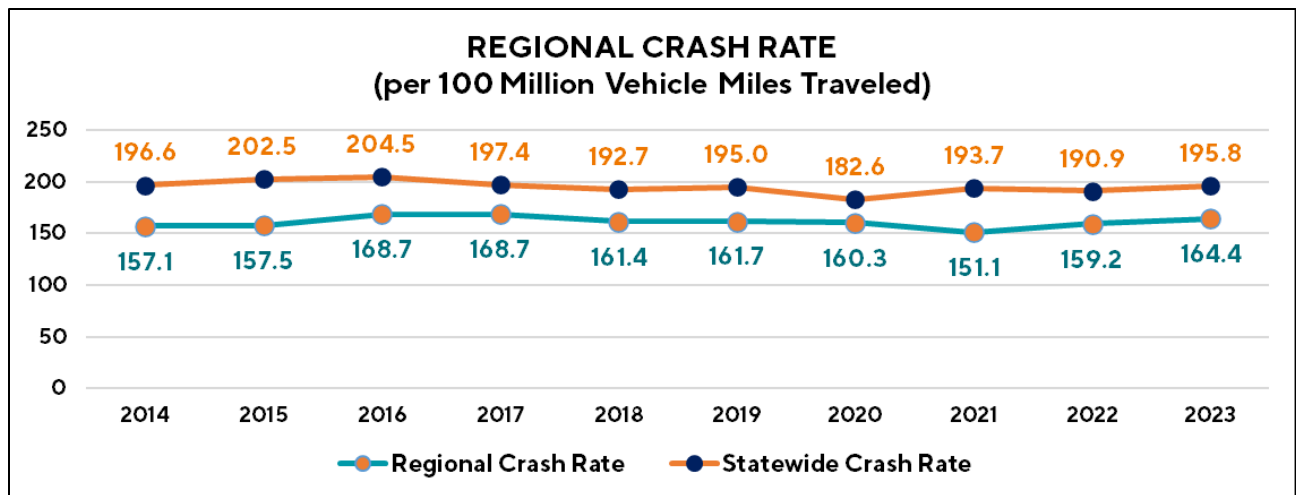
*Crash focus areas reflect crashes where the focus area is a factor, but not necessarily the sole factor in the crash. Data should not be added together for a cumulative result.

Five focus areas - alcohol, speeding, unrestrained occupants, motorcycles, and pedestrians - continue to register considerably disproportionate fatality and serious injury levels compared to the number of crashes experienced.

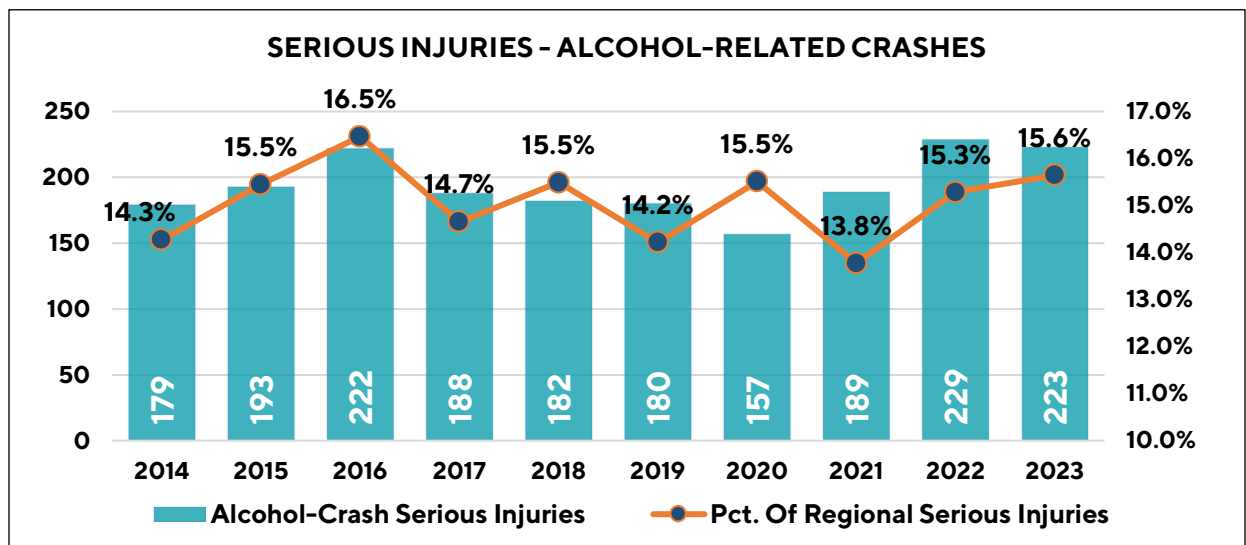
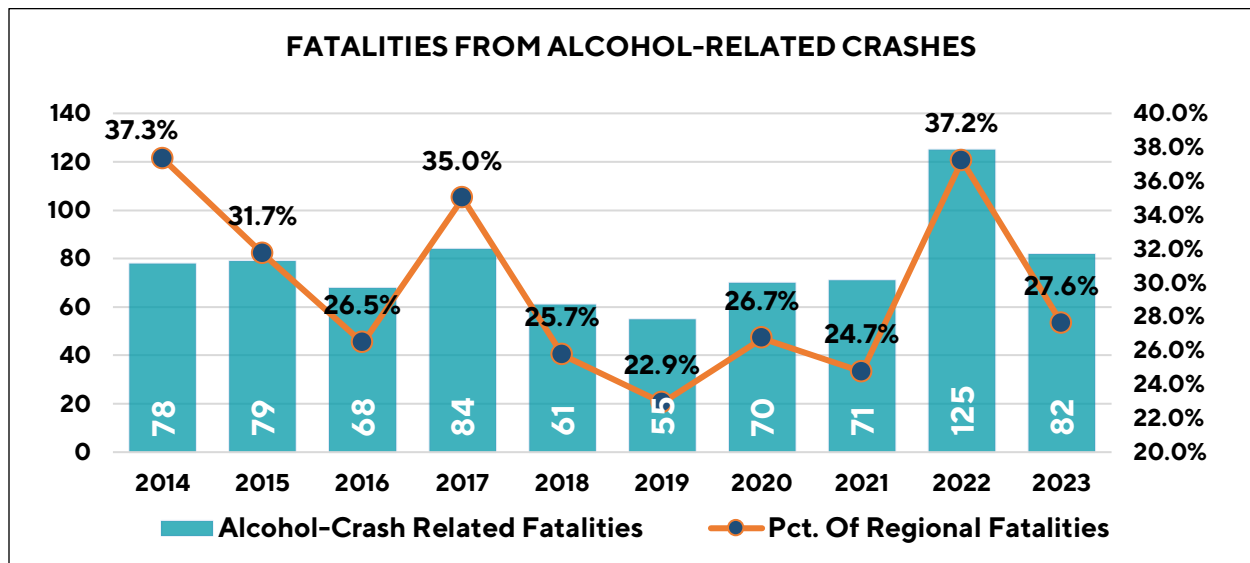
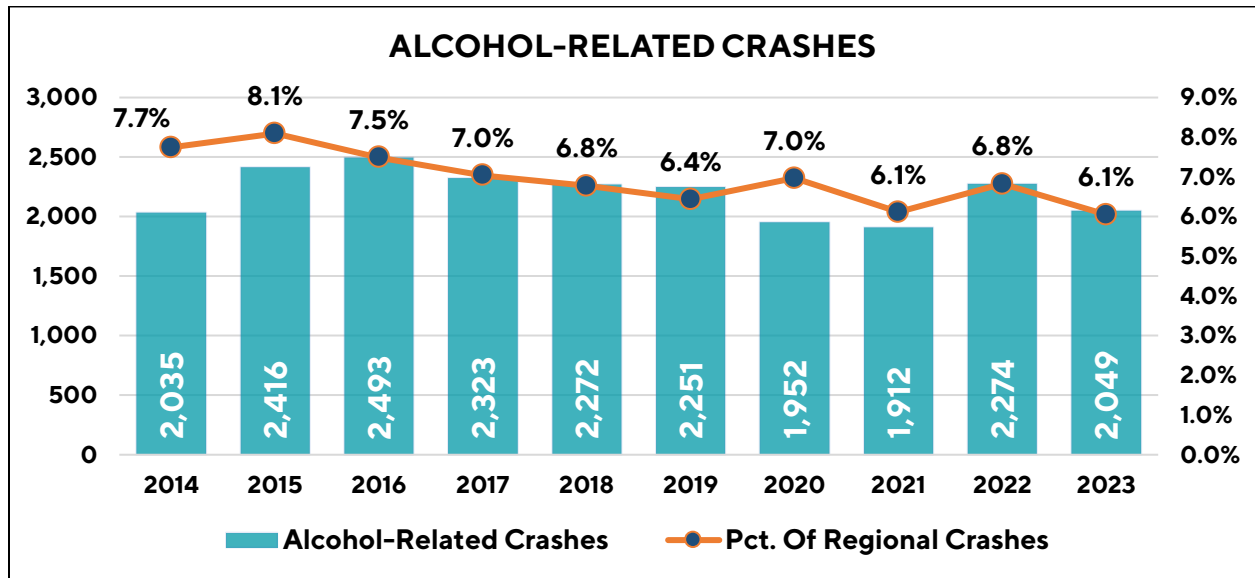
The following set of charts provides a synopsis of regional crashes based on the 16 identified focus areas addressed in the Regional State of Safety Report.

REGIONAL OVERVIEW

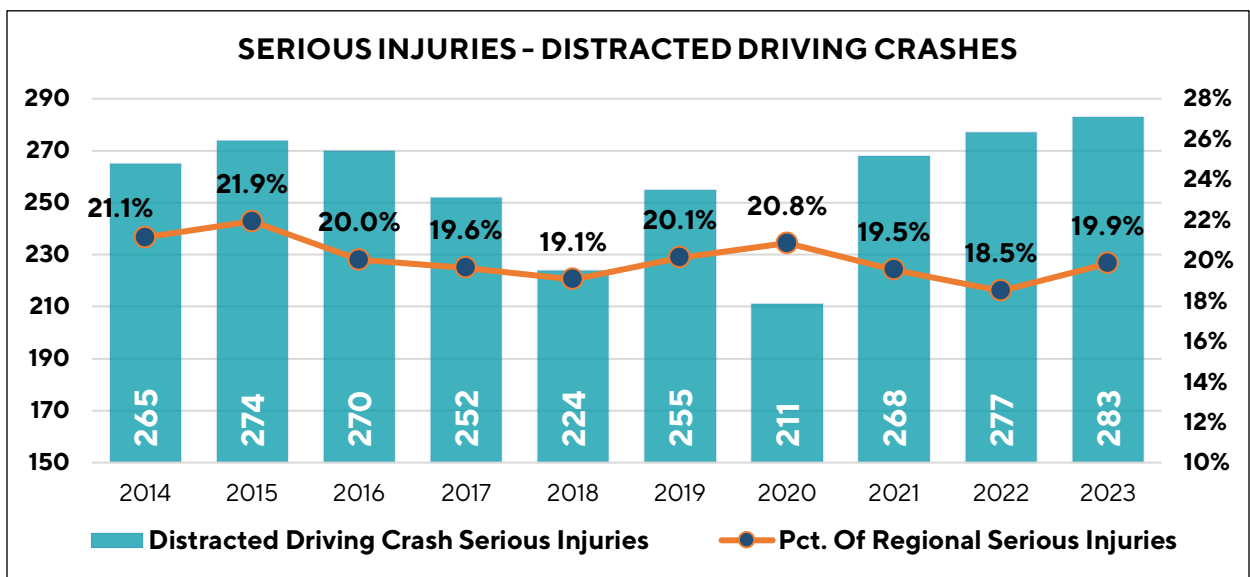
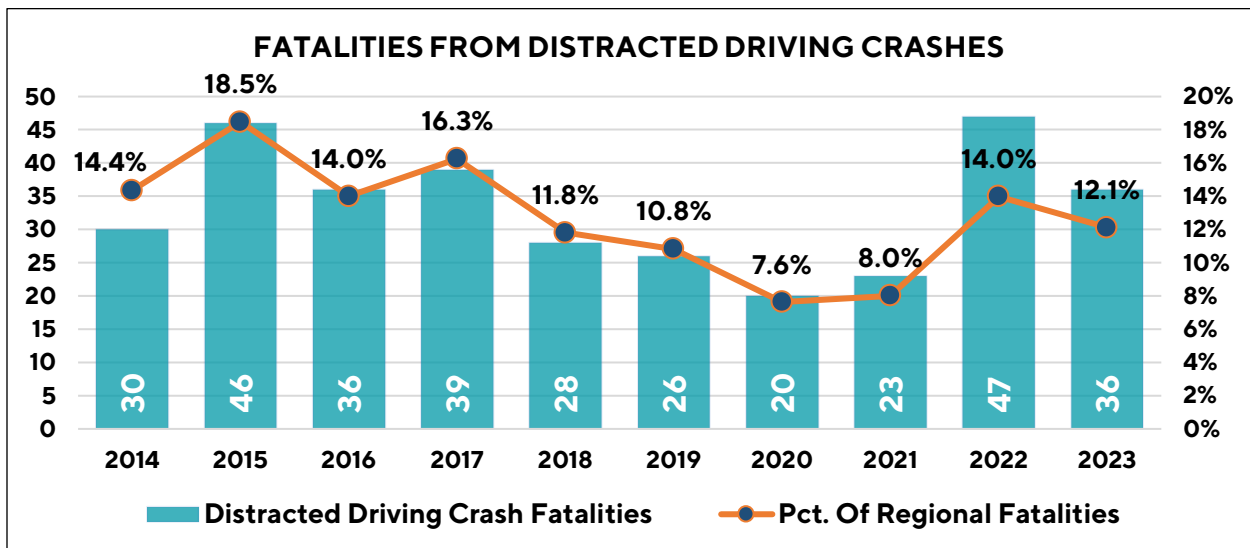
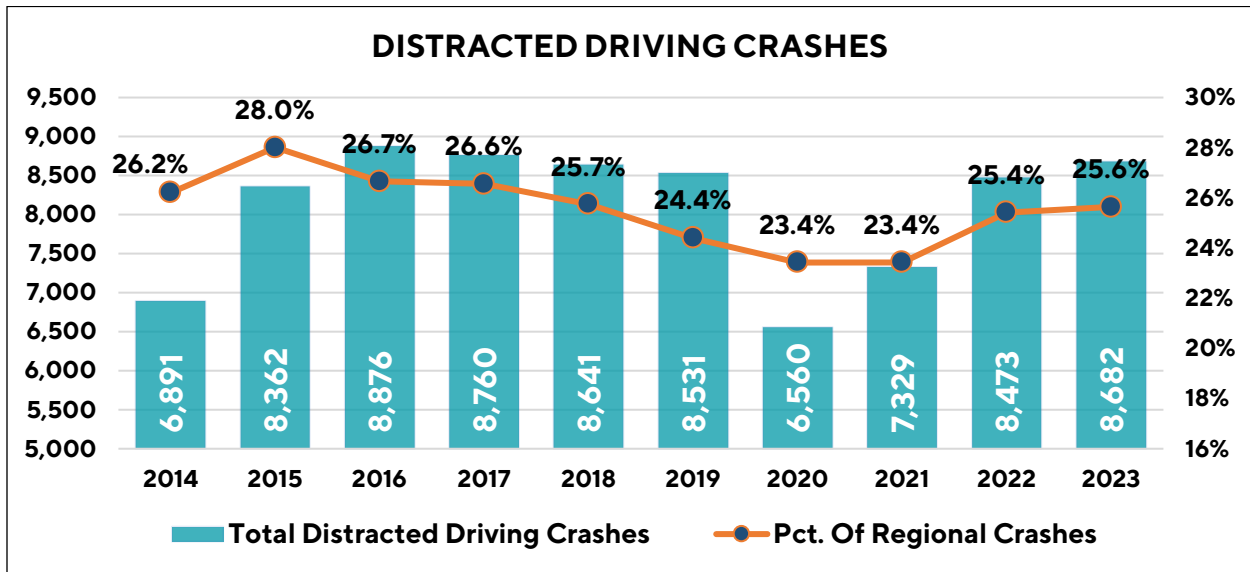




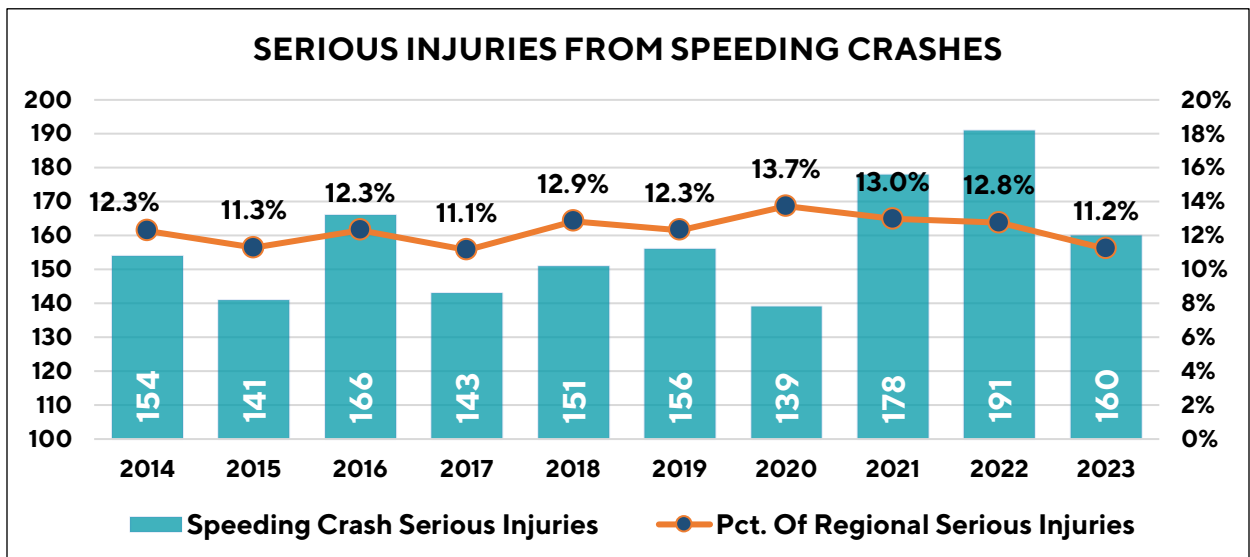
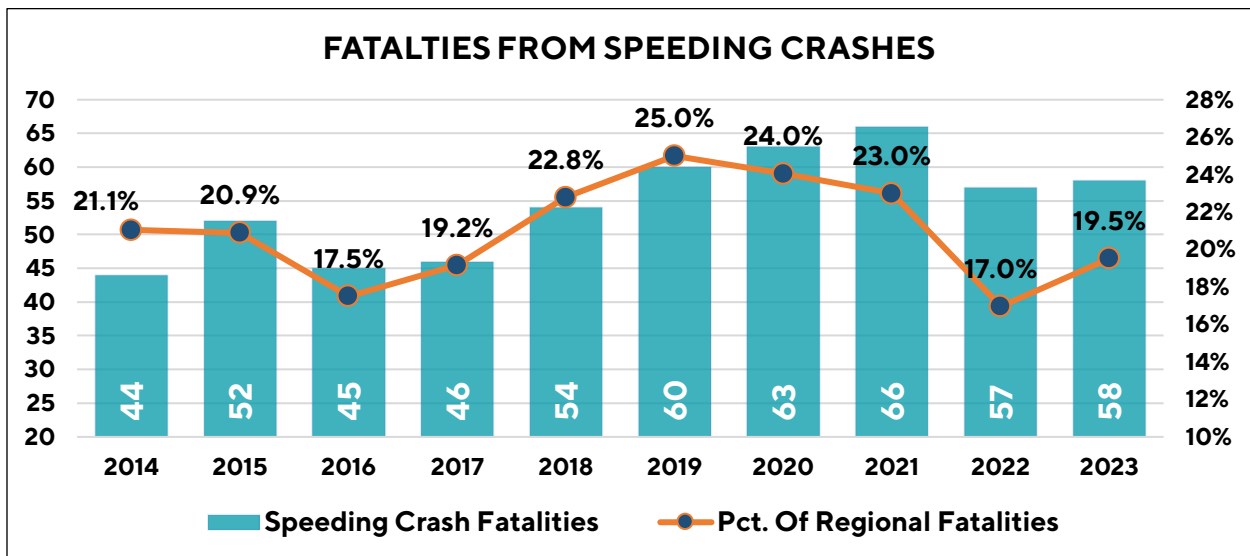
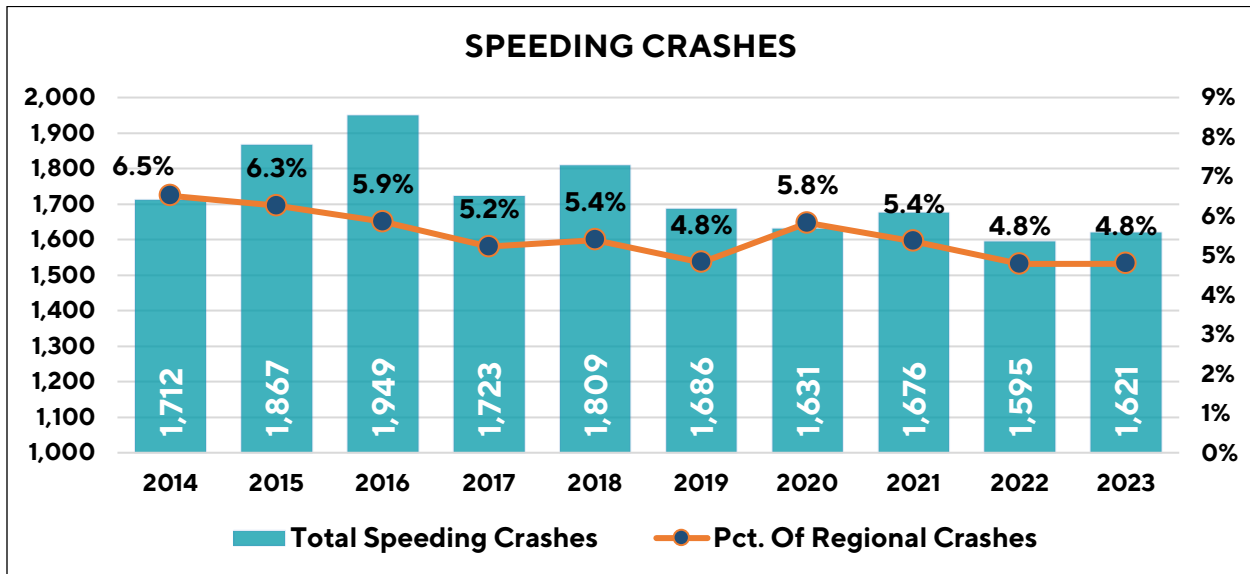
ALCOHOL-RELATED



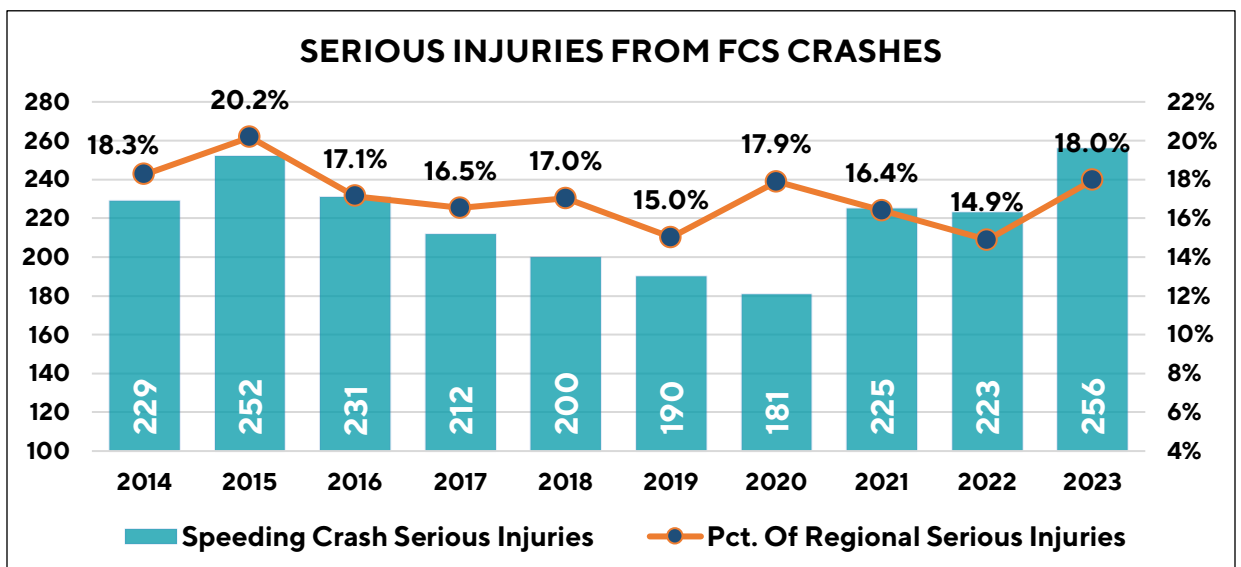
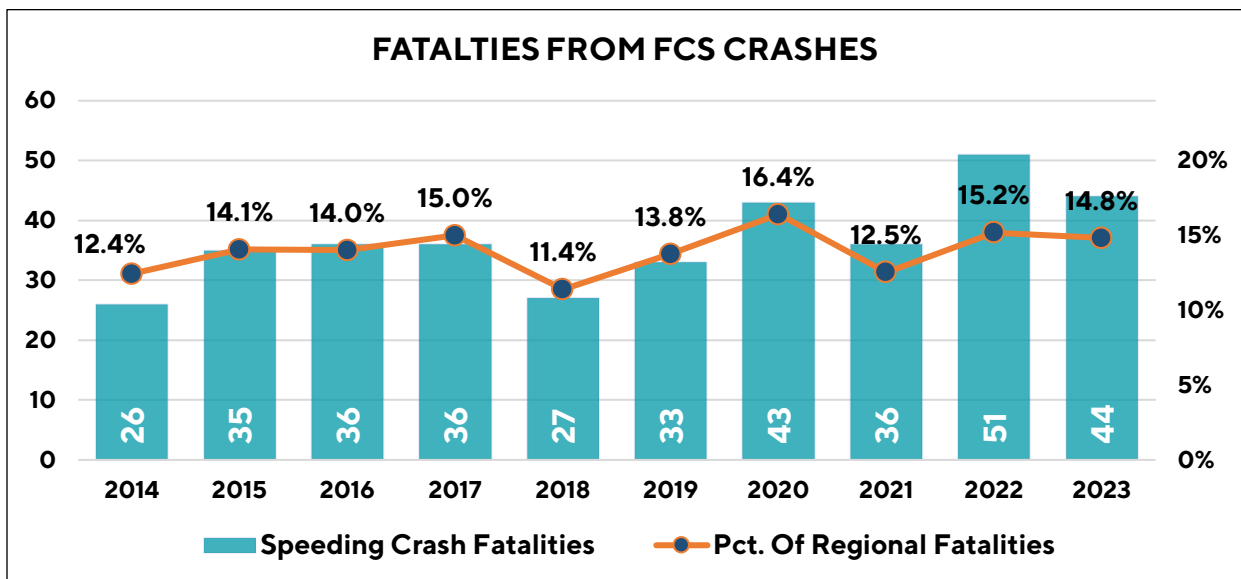
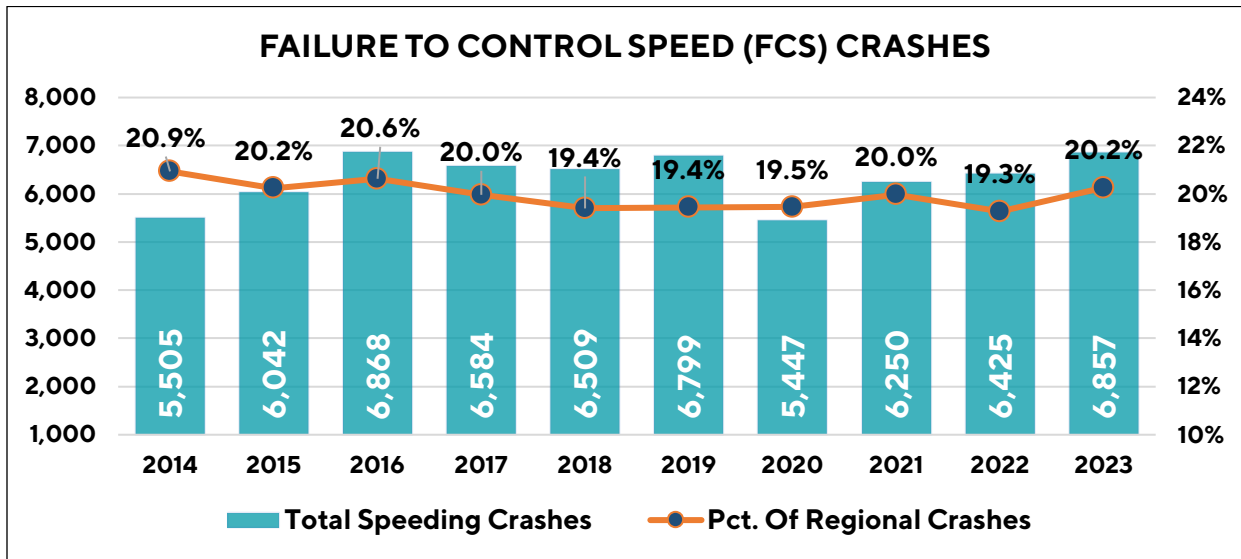
DISTRACTED DRIVING



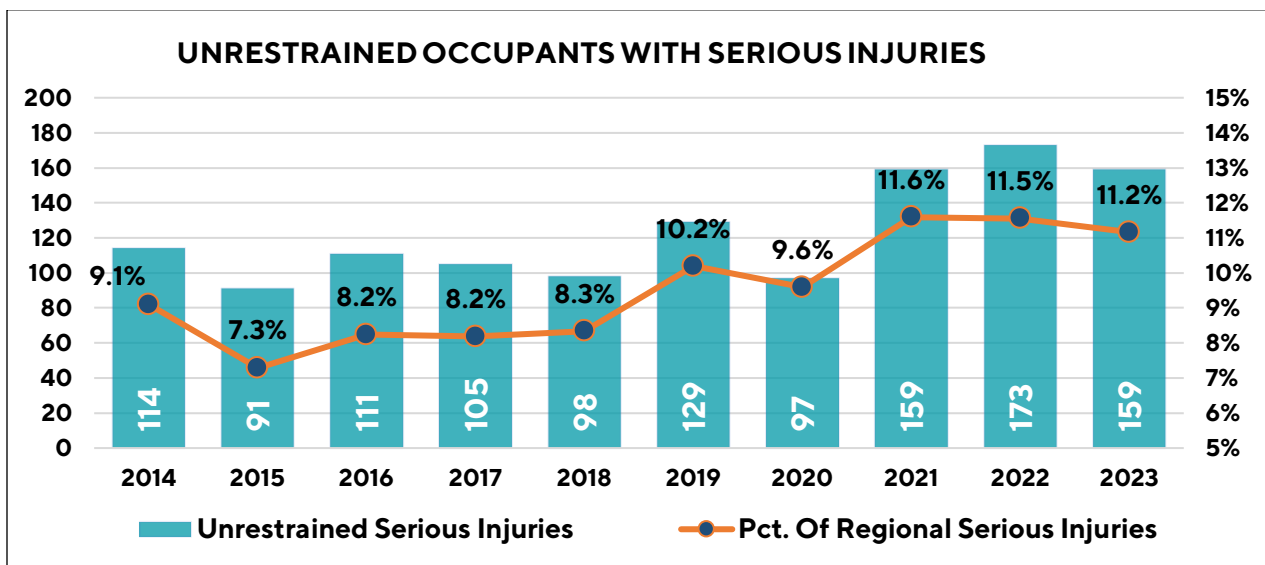
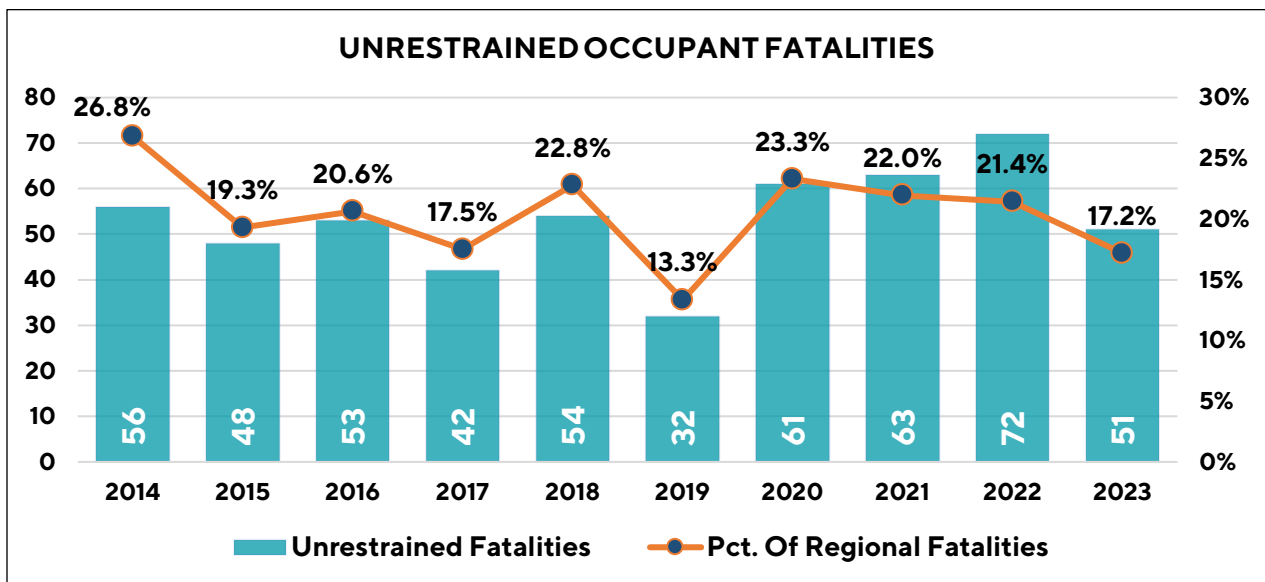
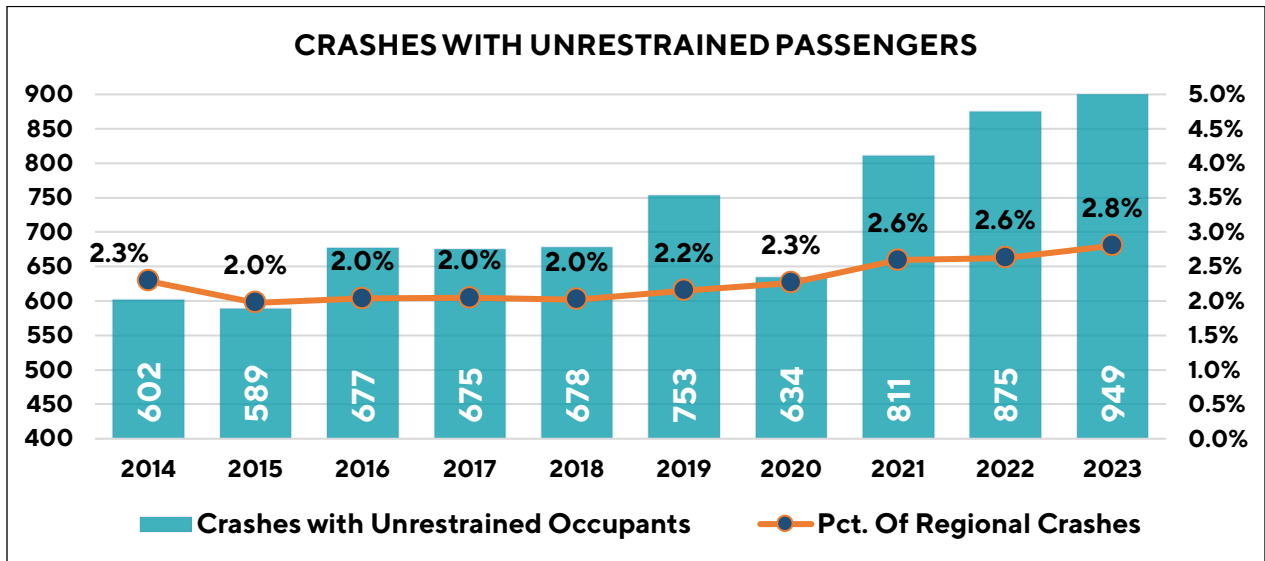
SPEED-RELATED



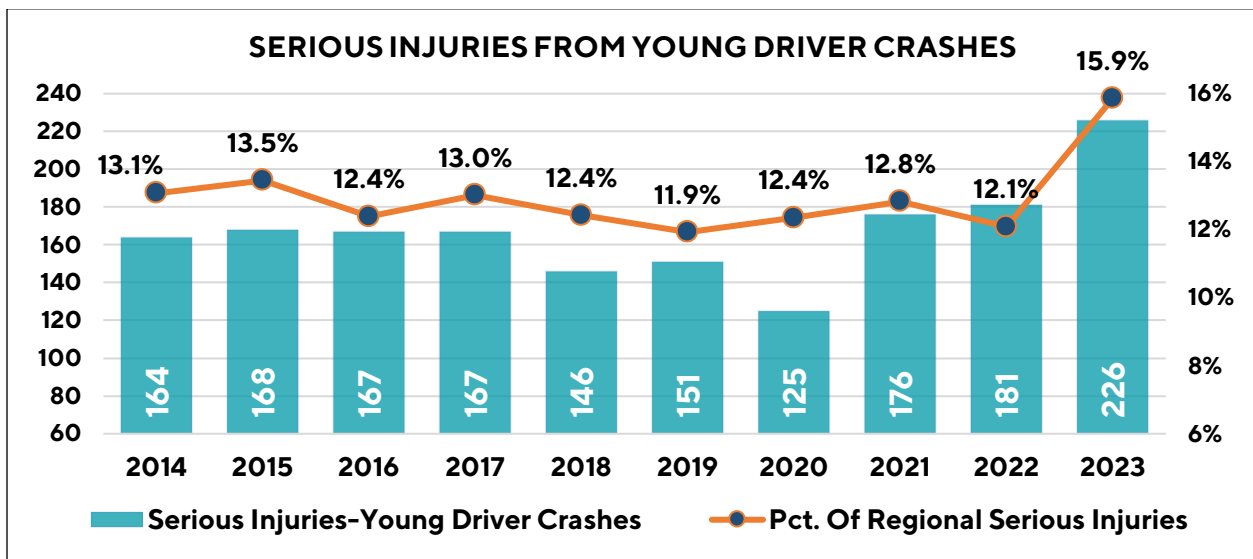
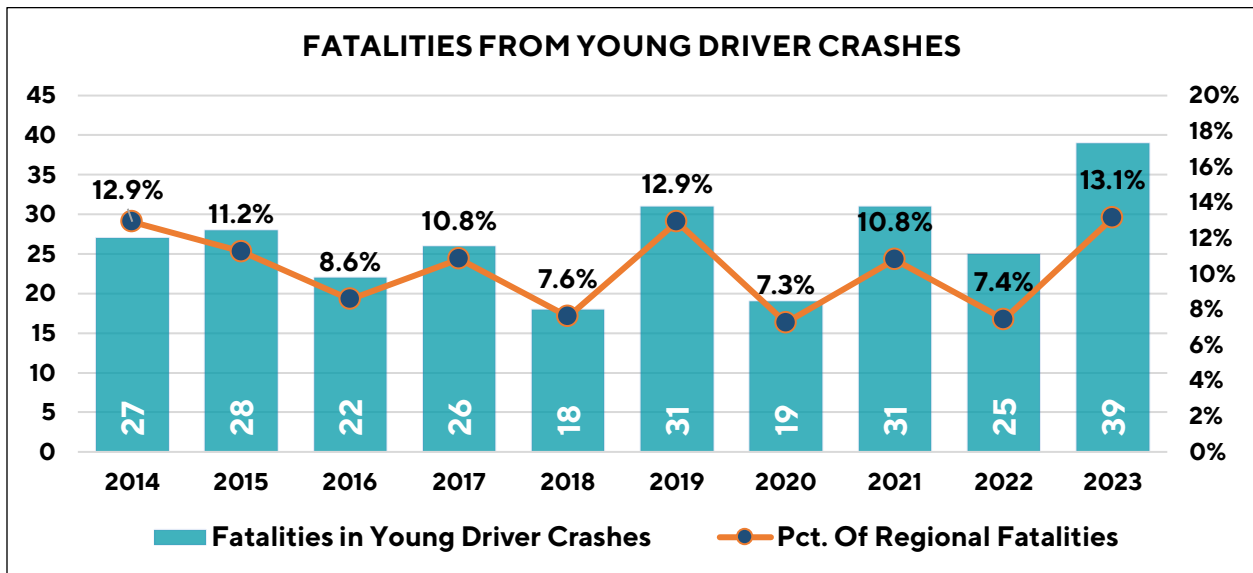
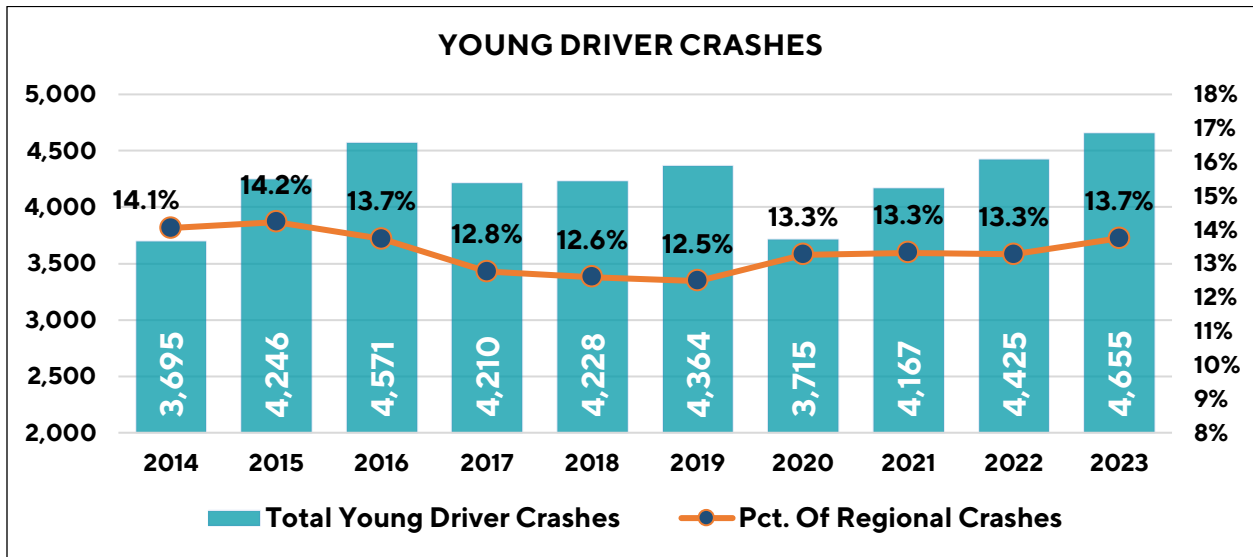
FAILURE TO CONTROL SPEED



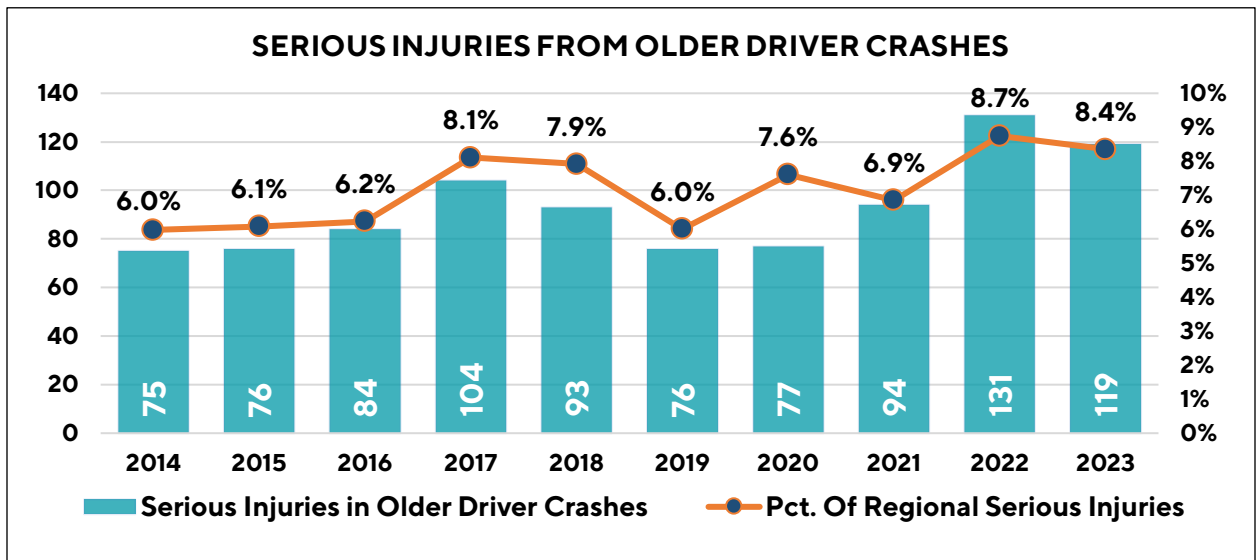
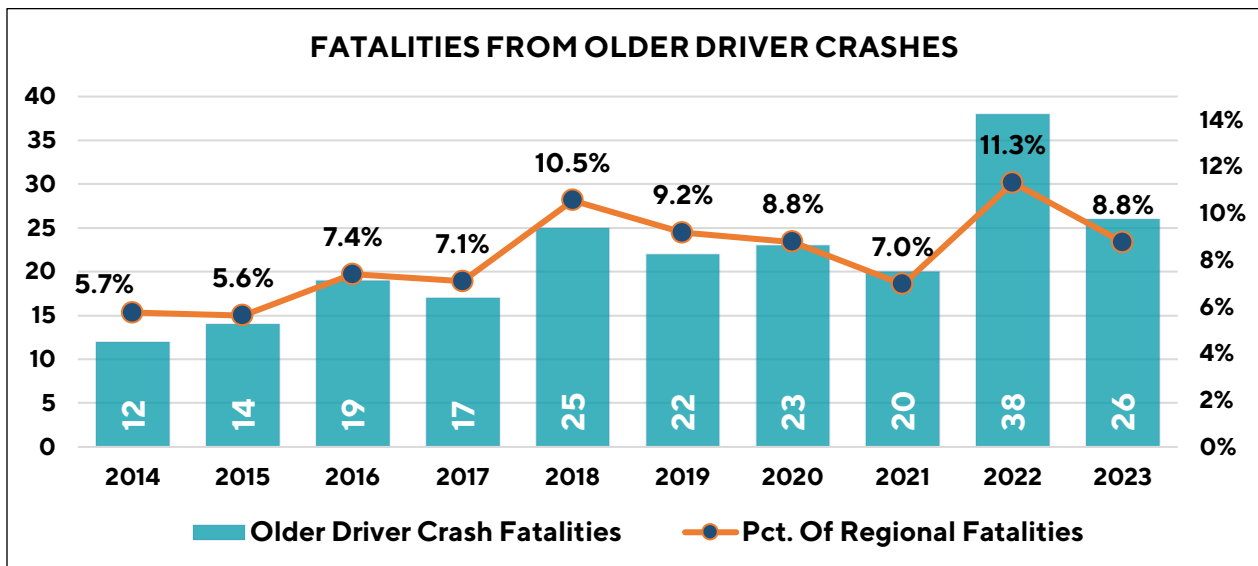
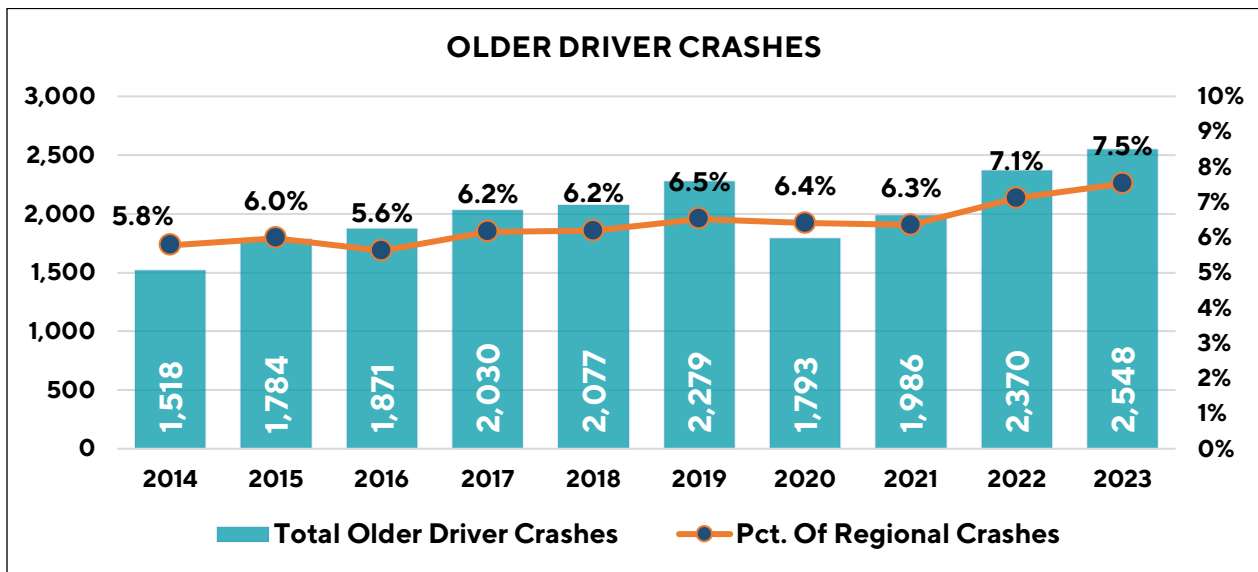
UNRESTRAINED OCCUPANTS



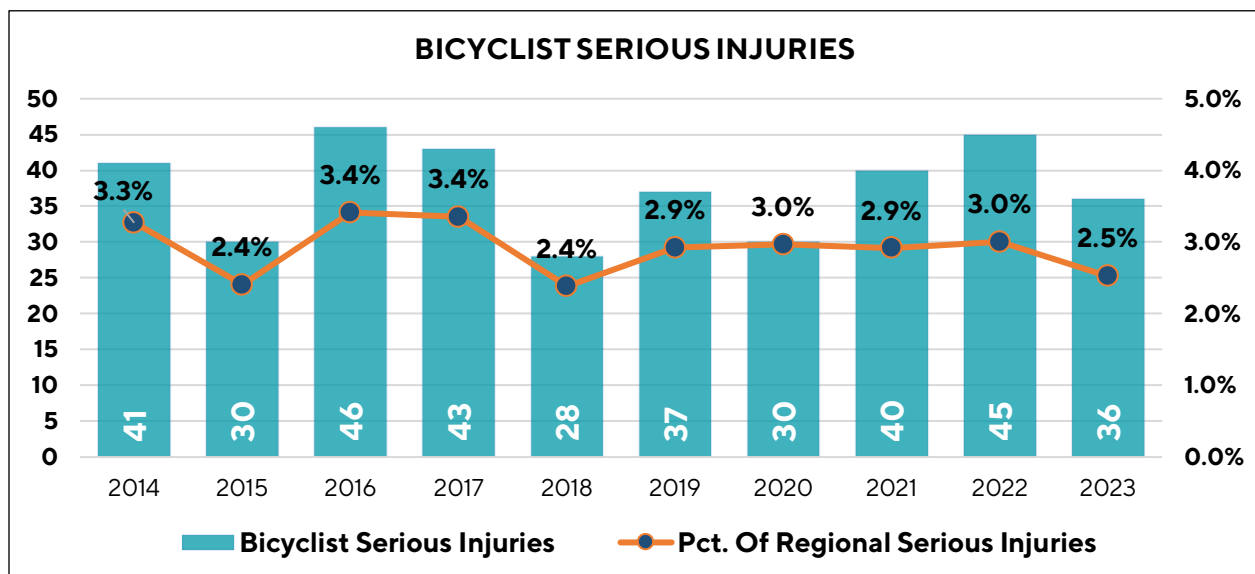
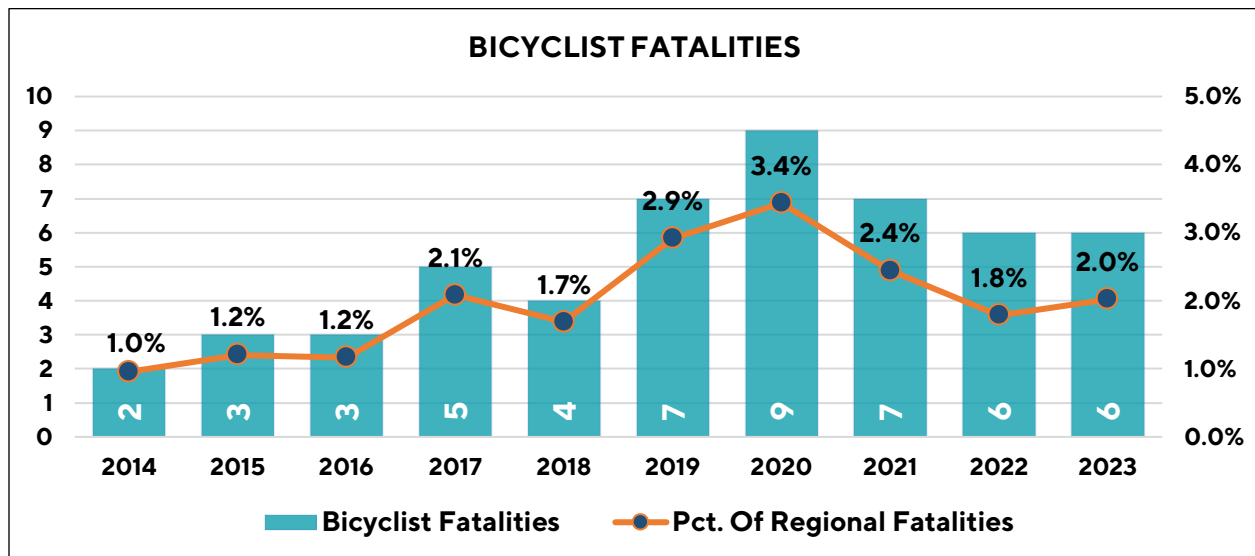
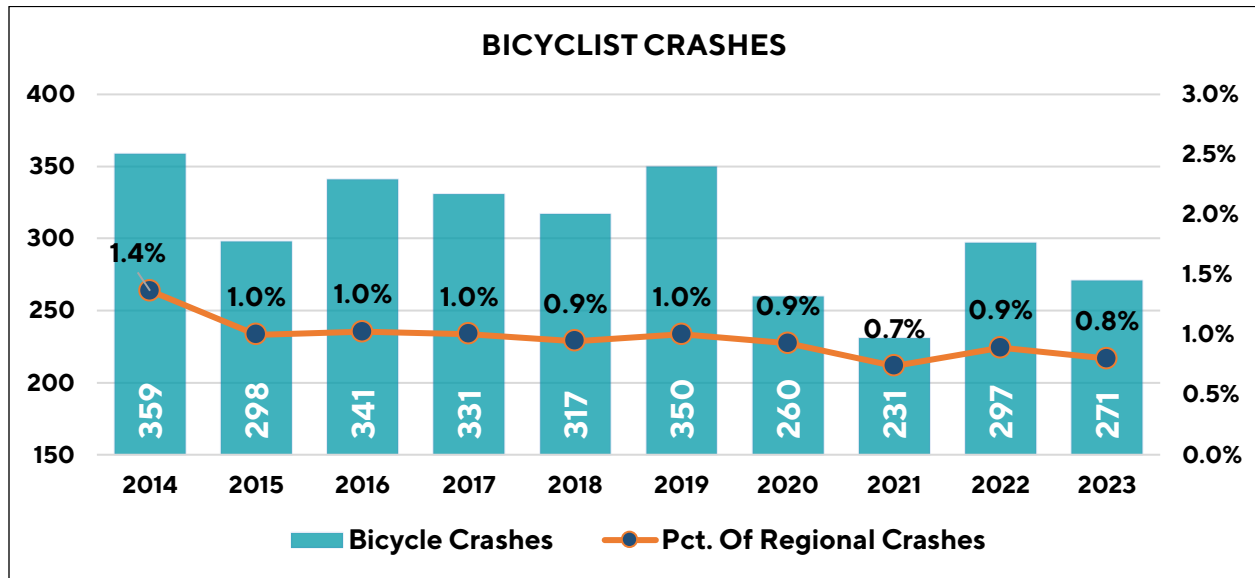
YOUNG DRIVERS



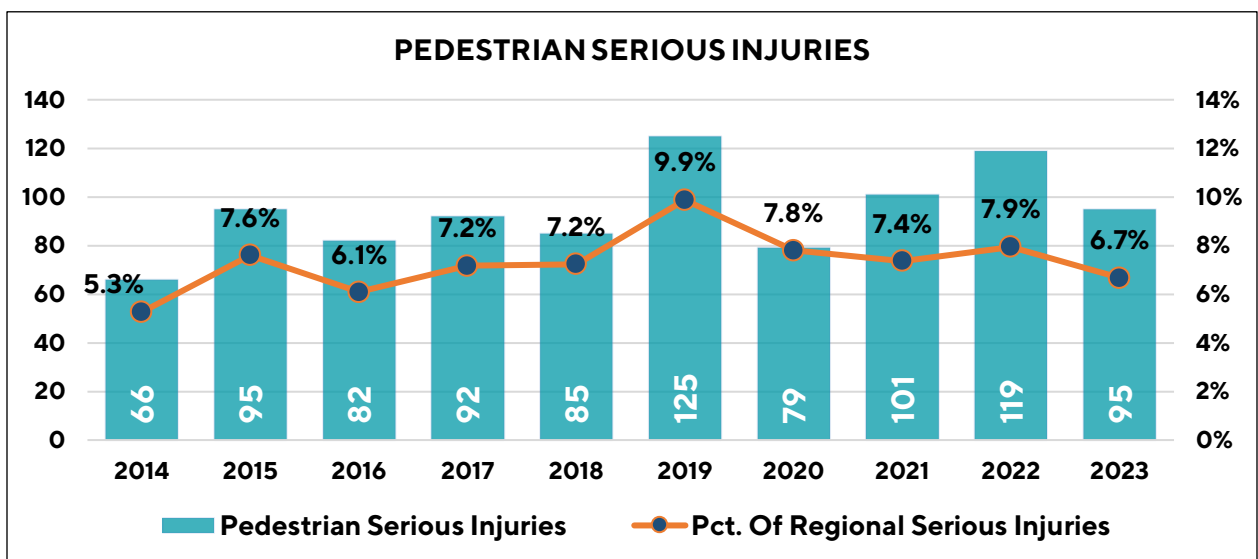
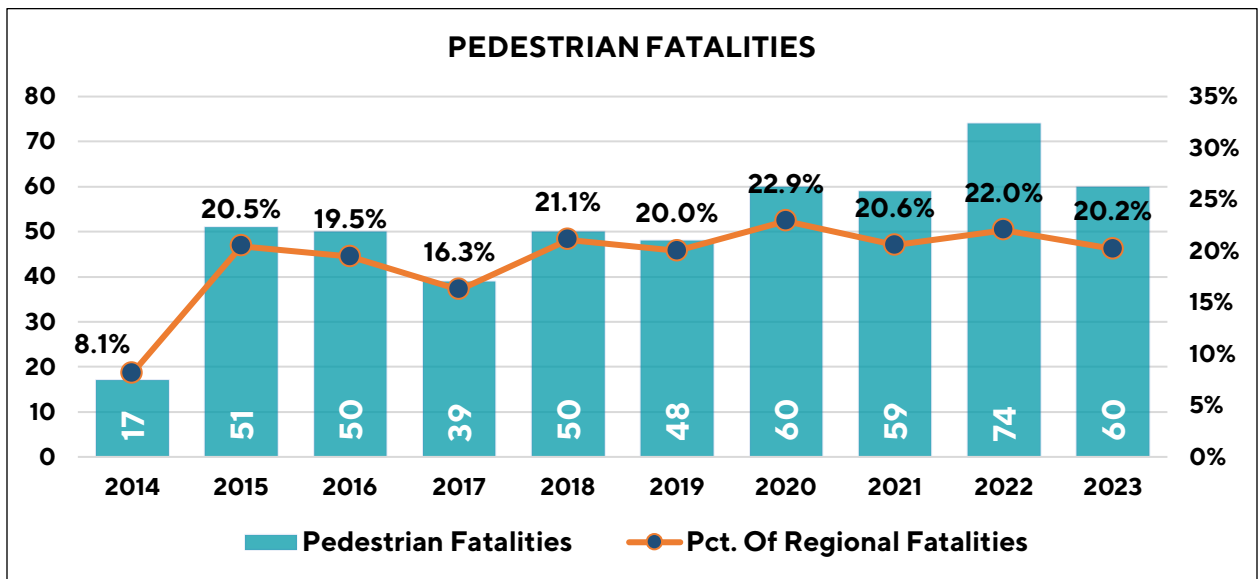
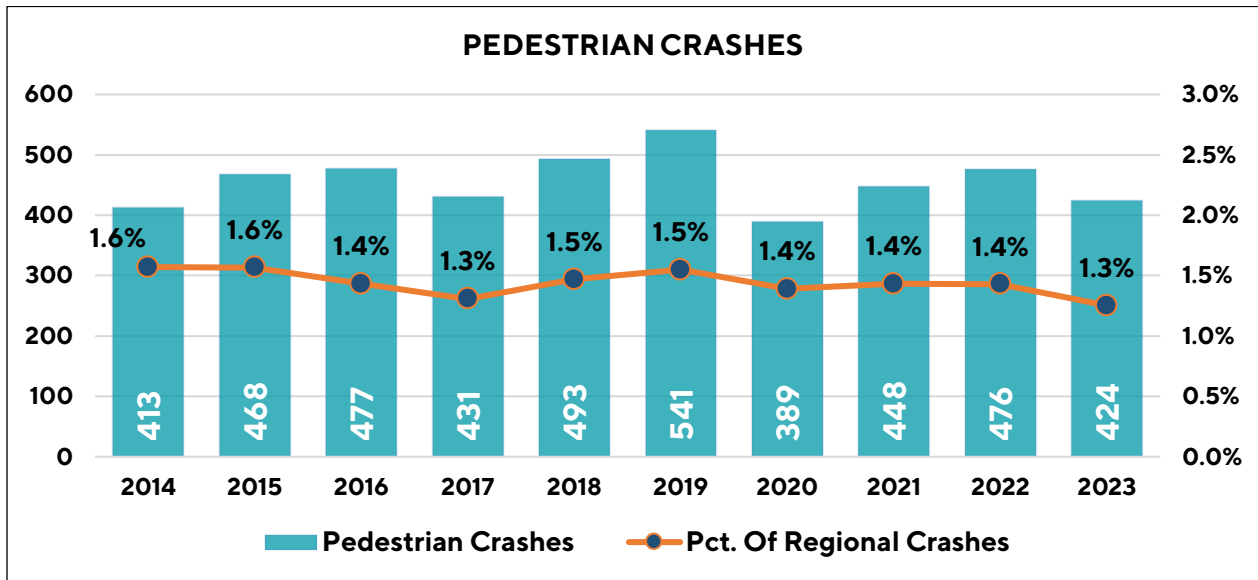
OLDER DRIVERS



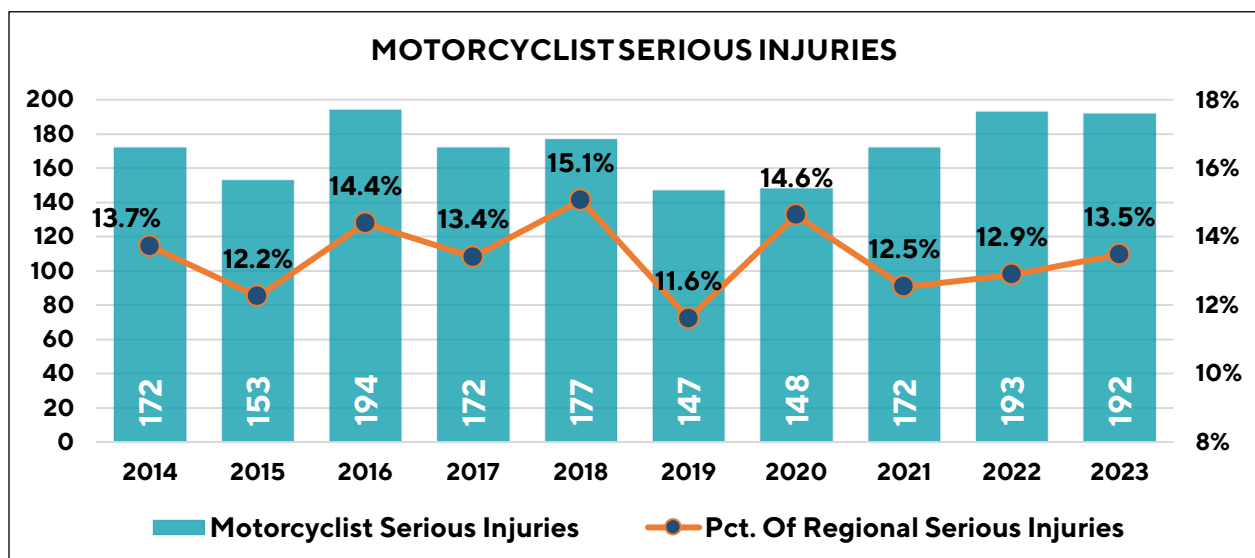
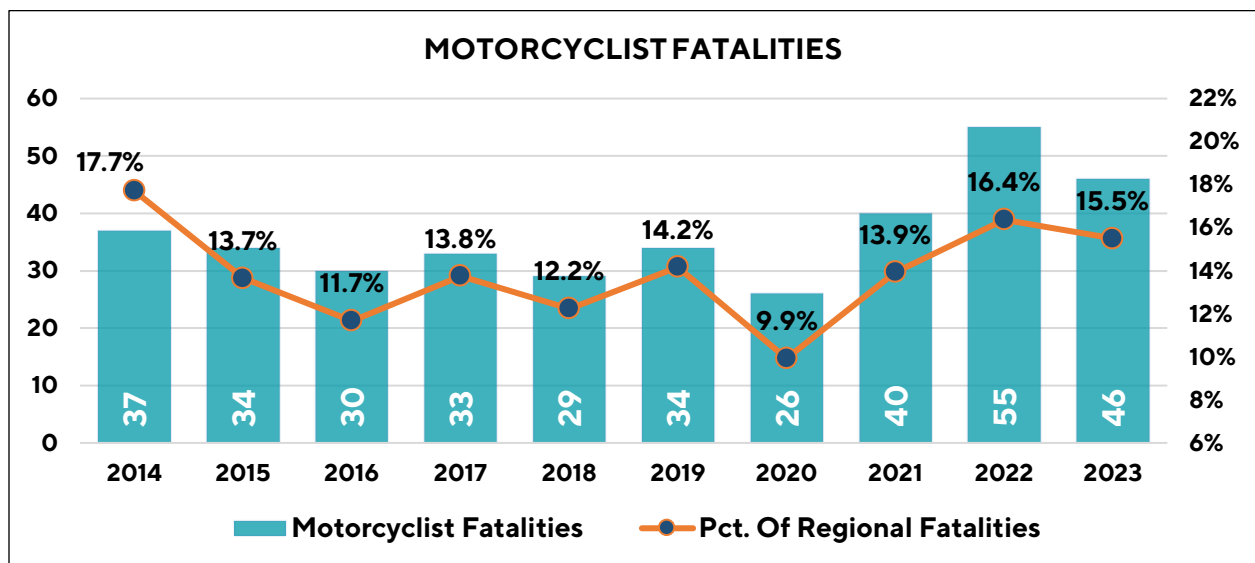
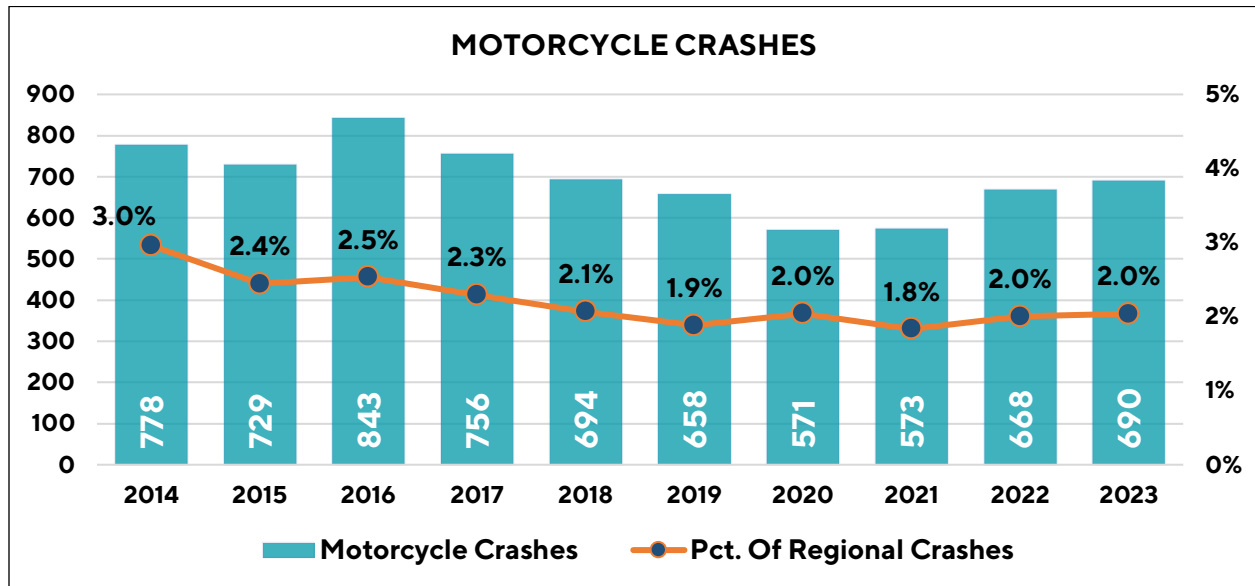
BICYCLISTS



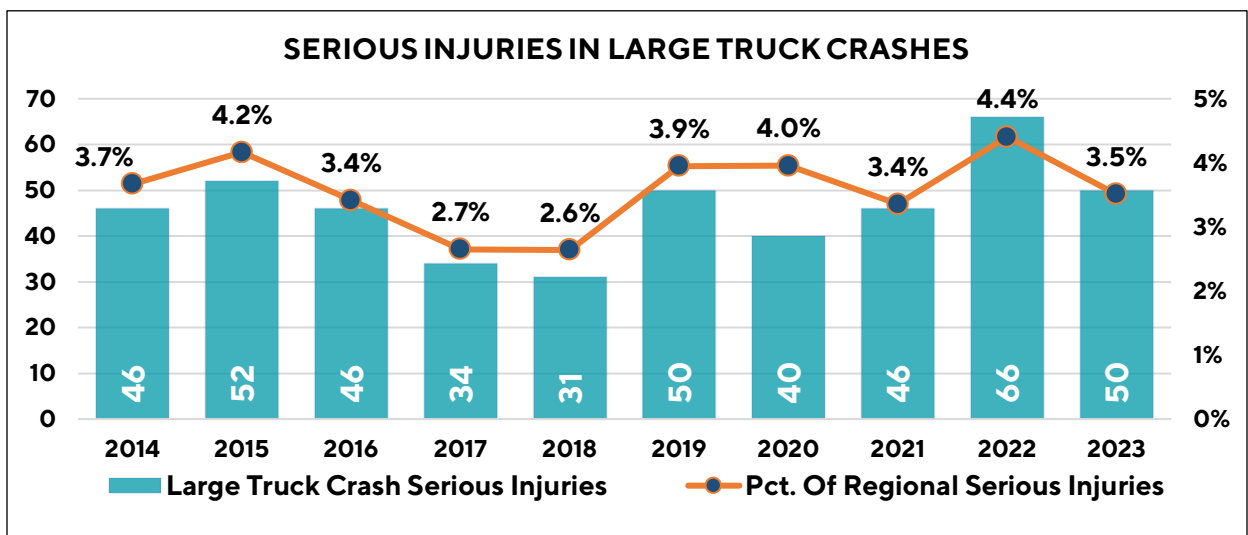
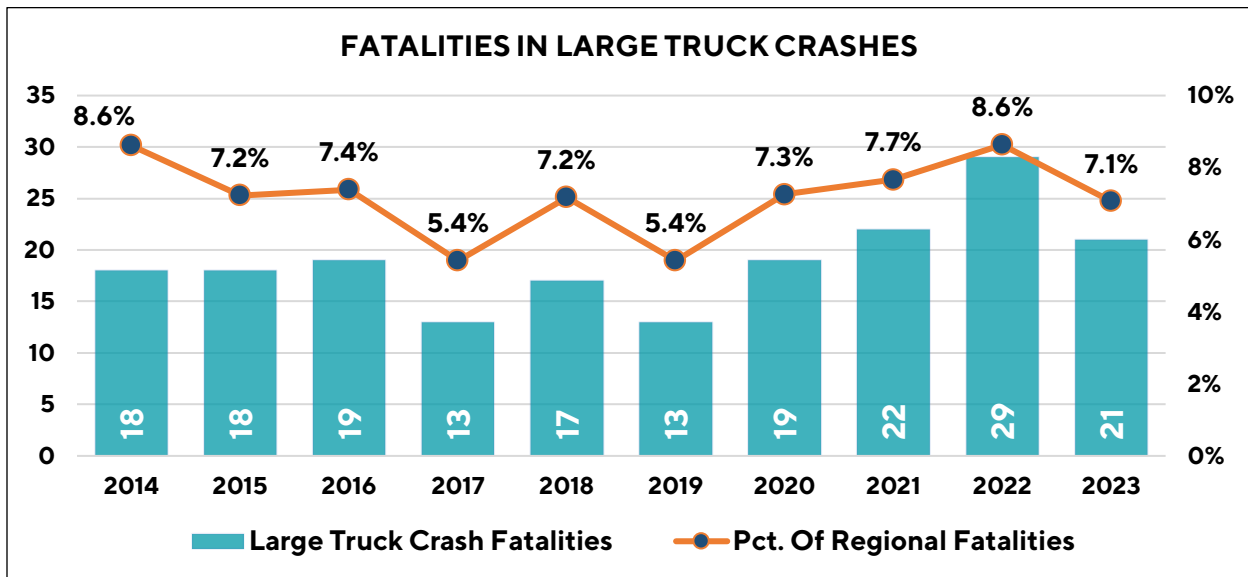
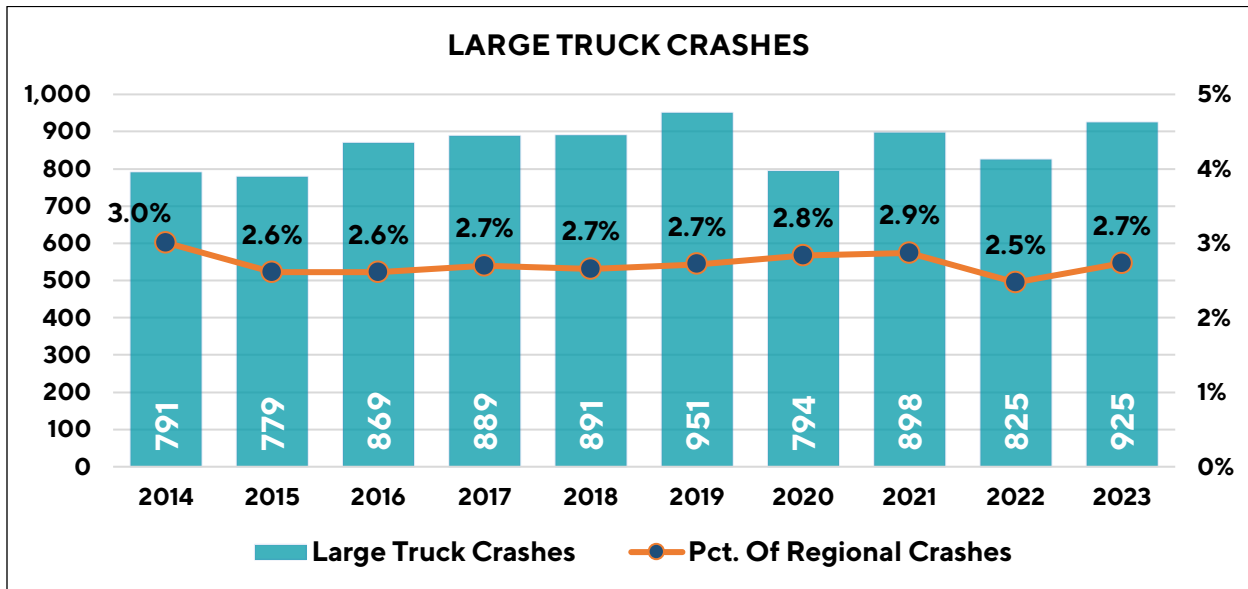
PEDESTRIANS



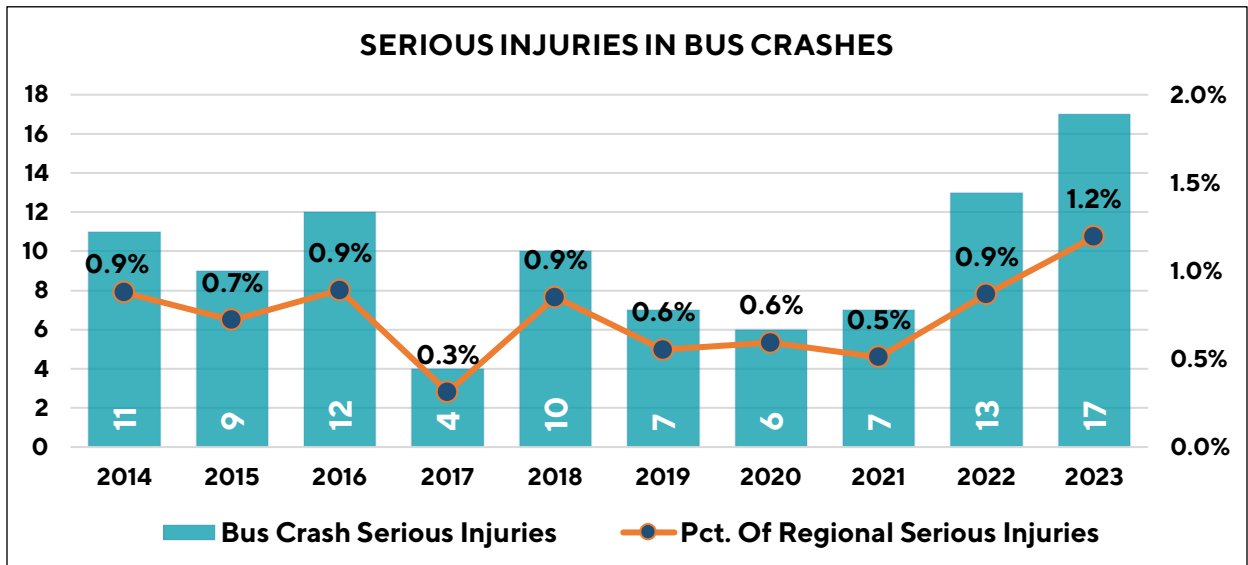
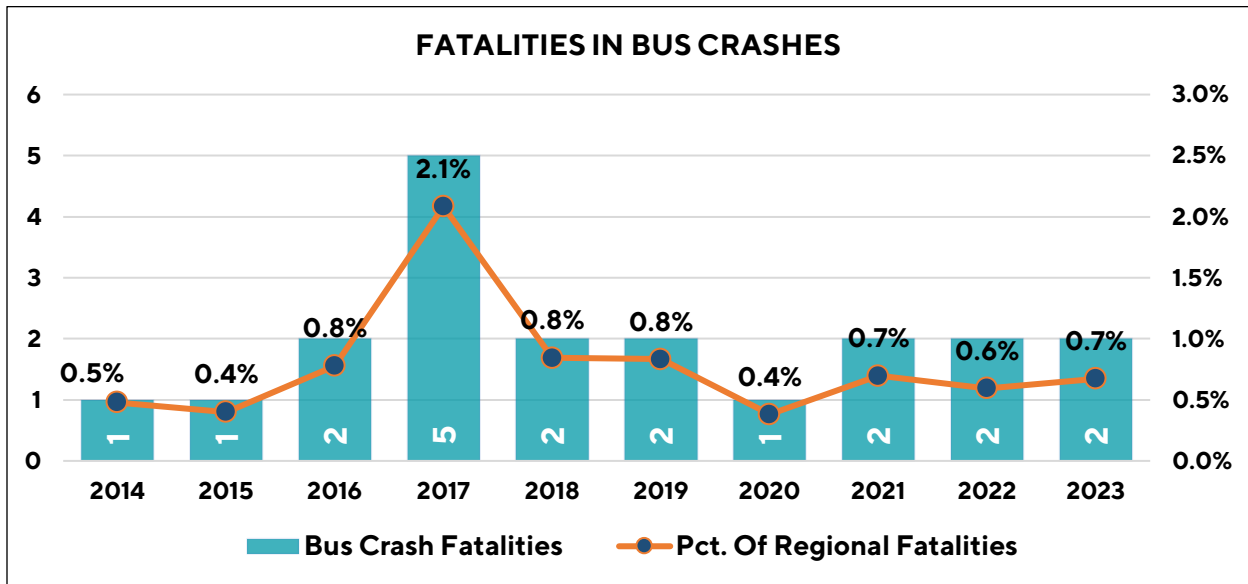
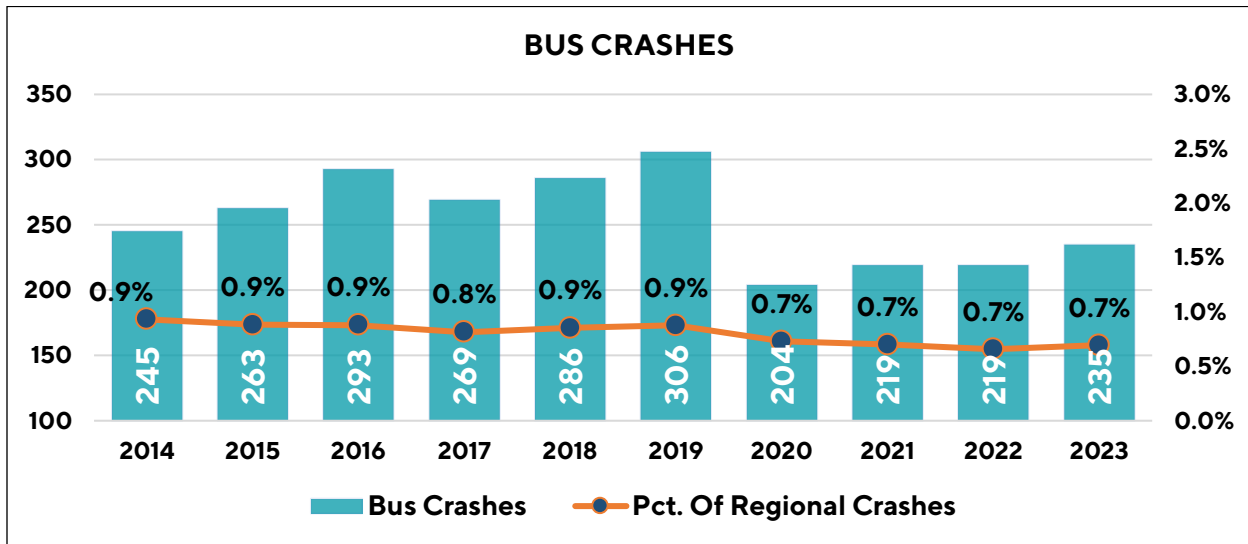
MOTORCYCLES



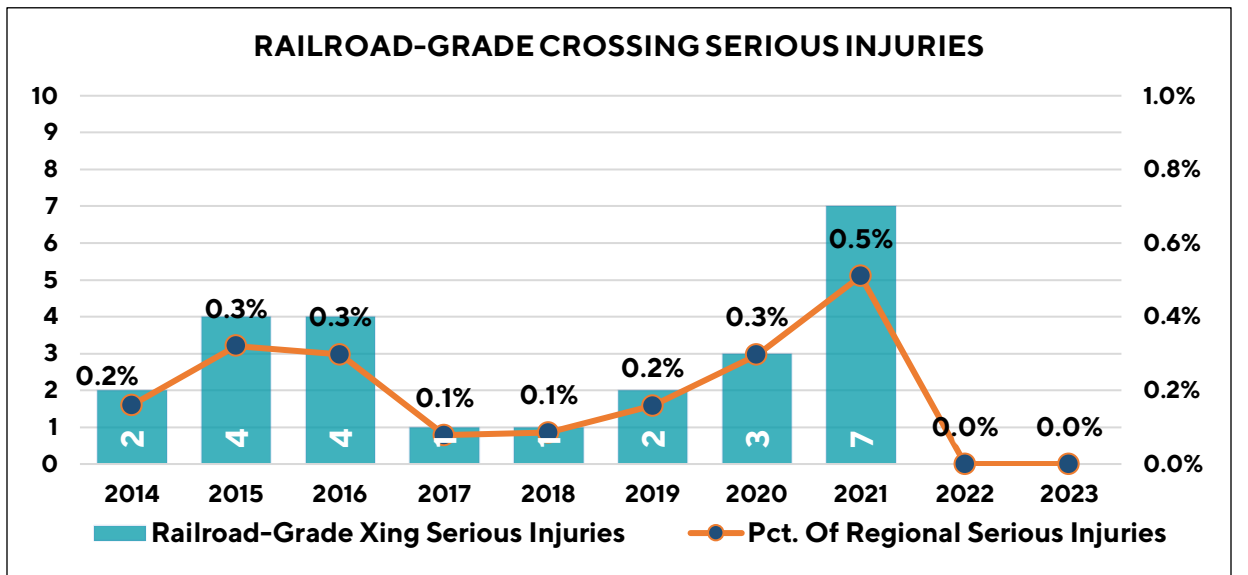
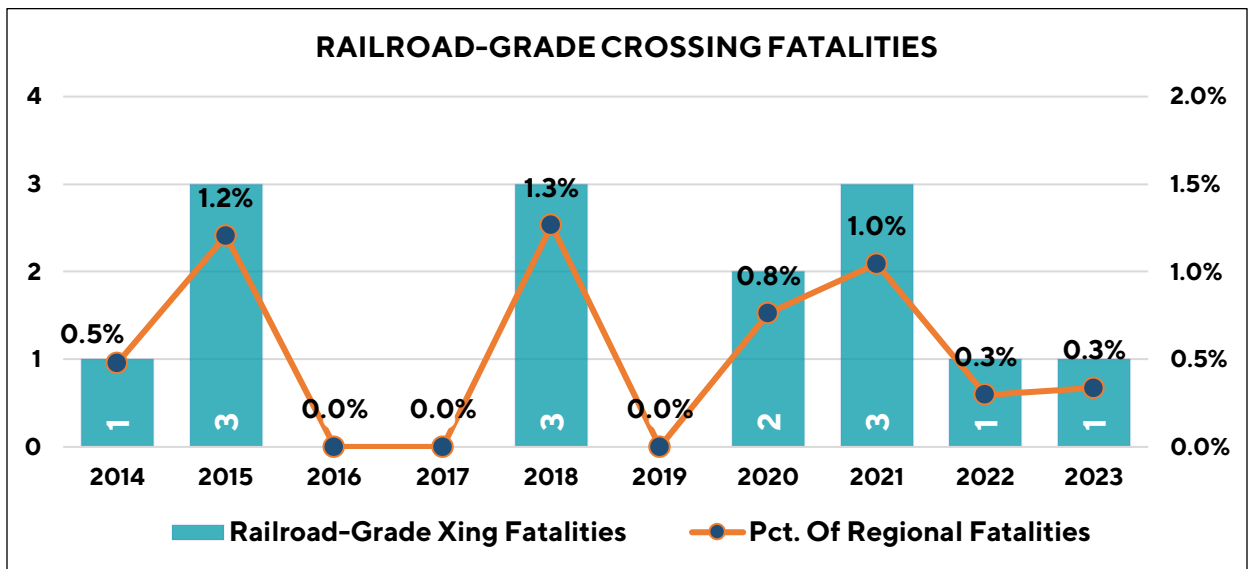
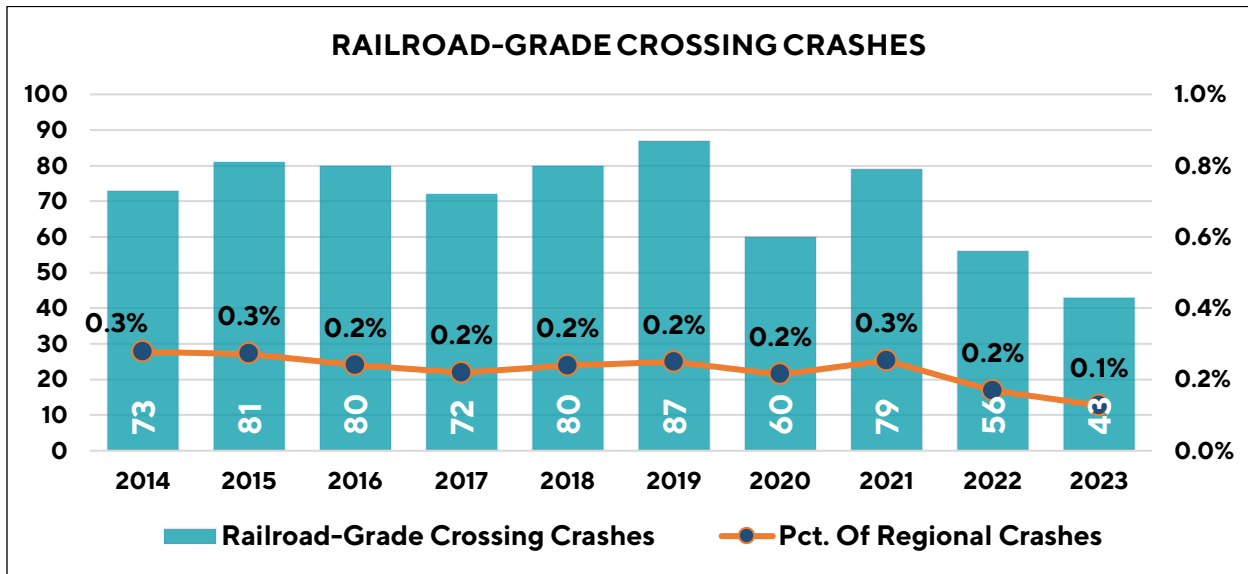
LARGE TRUCKS



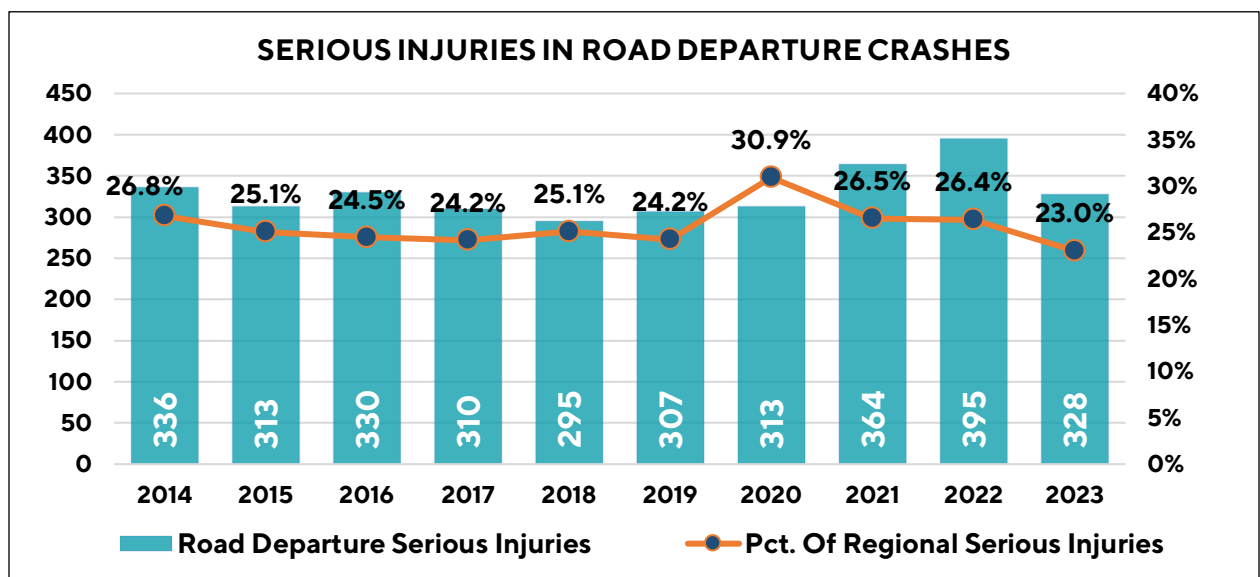
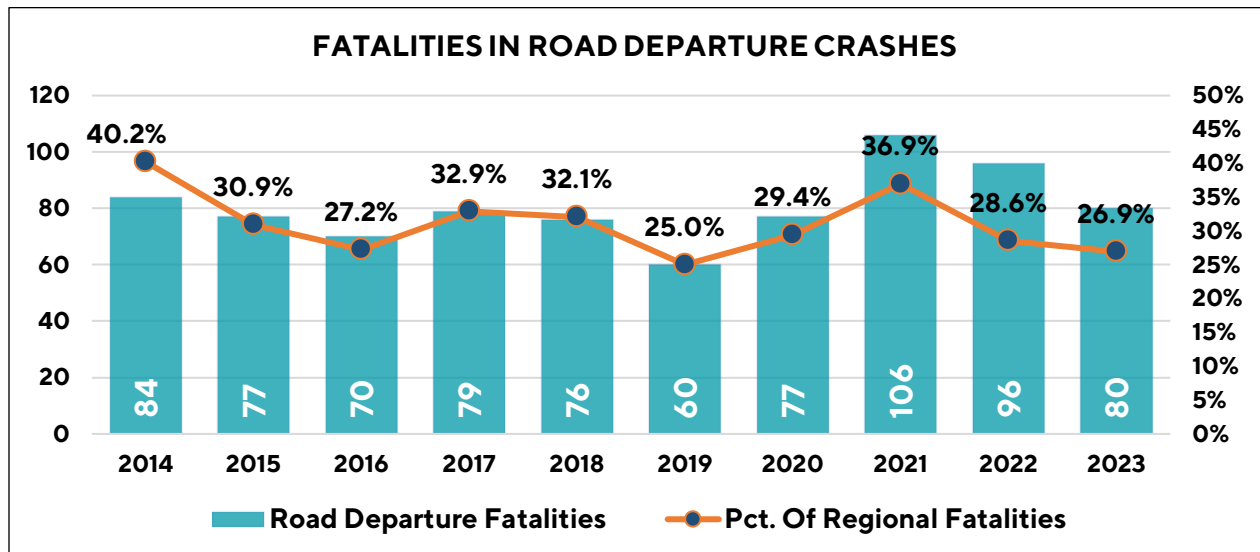
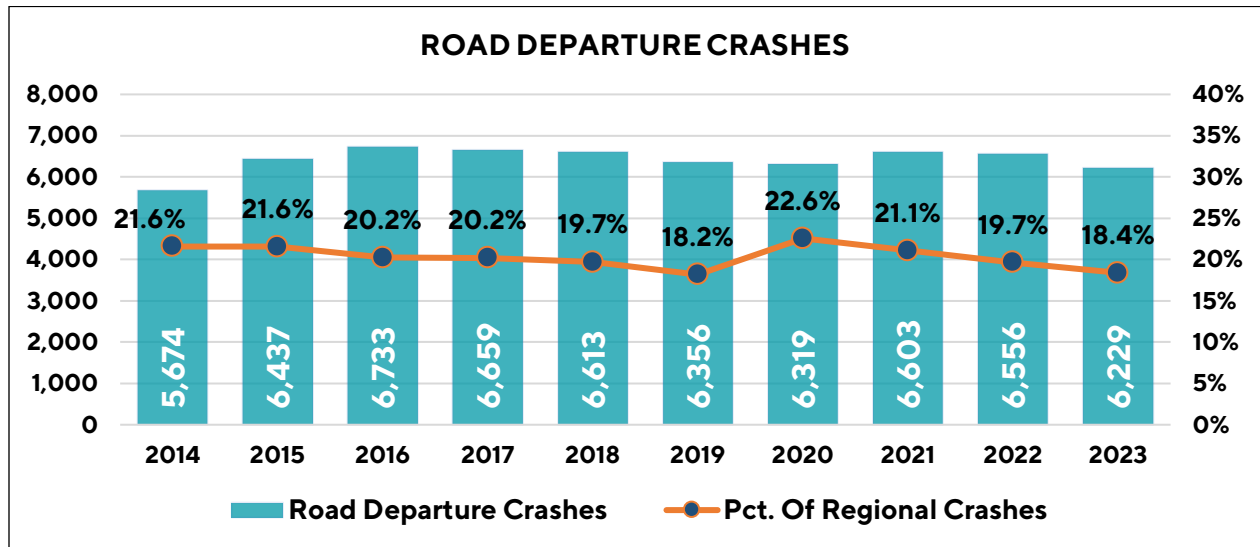
BUS CRASHES



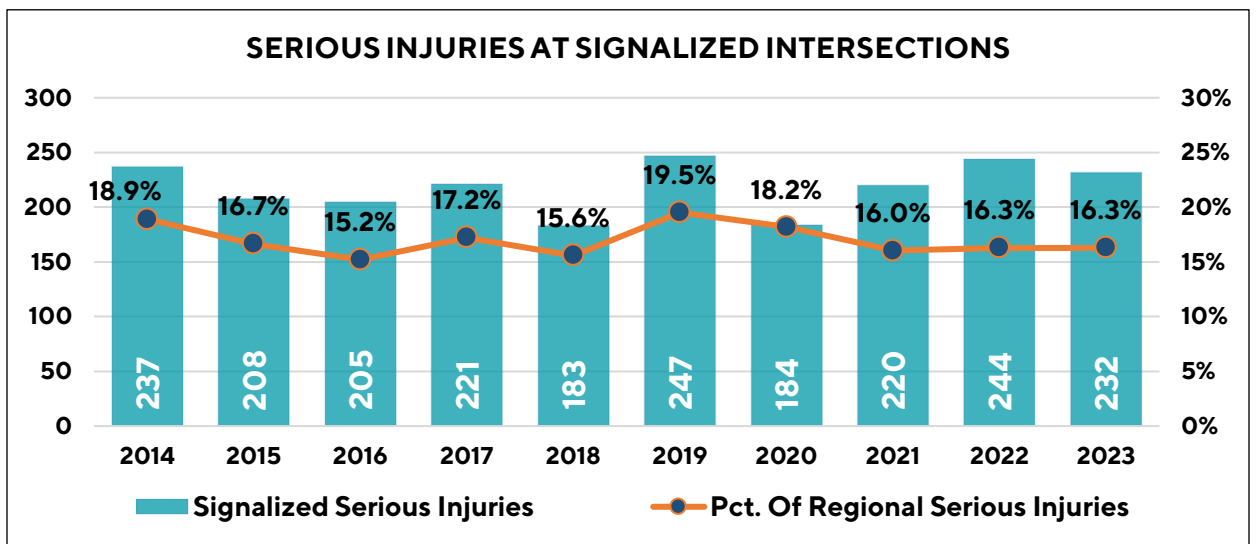
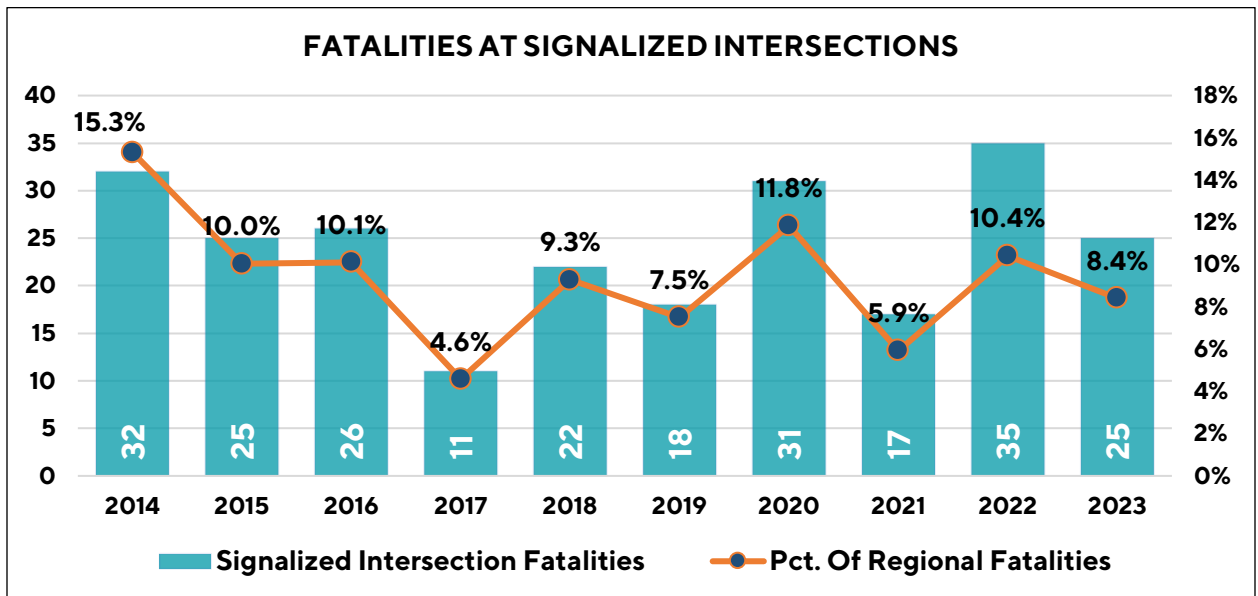
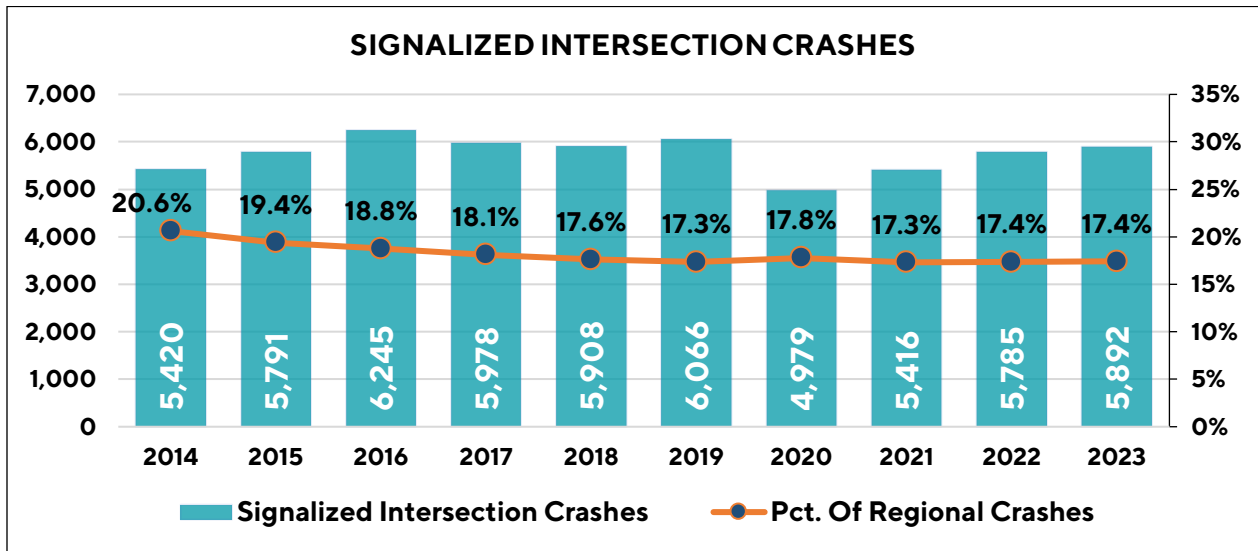
RAILROAD GRADE CROSSINGS



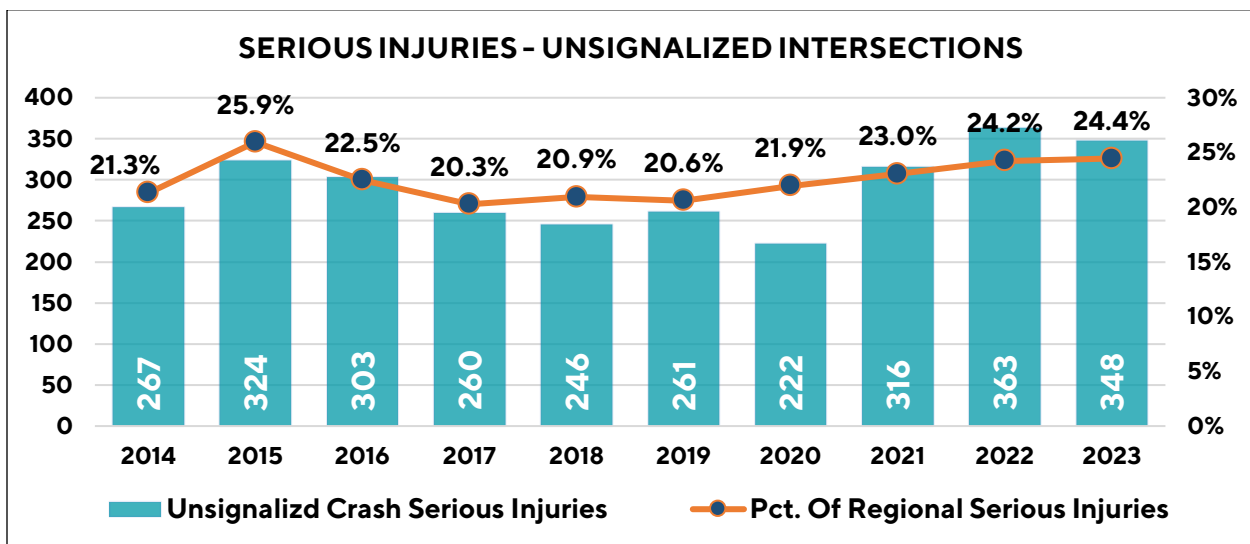
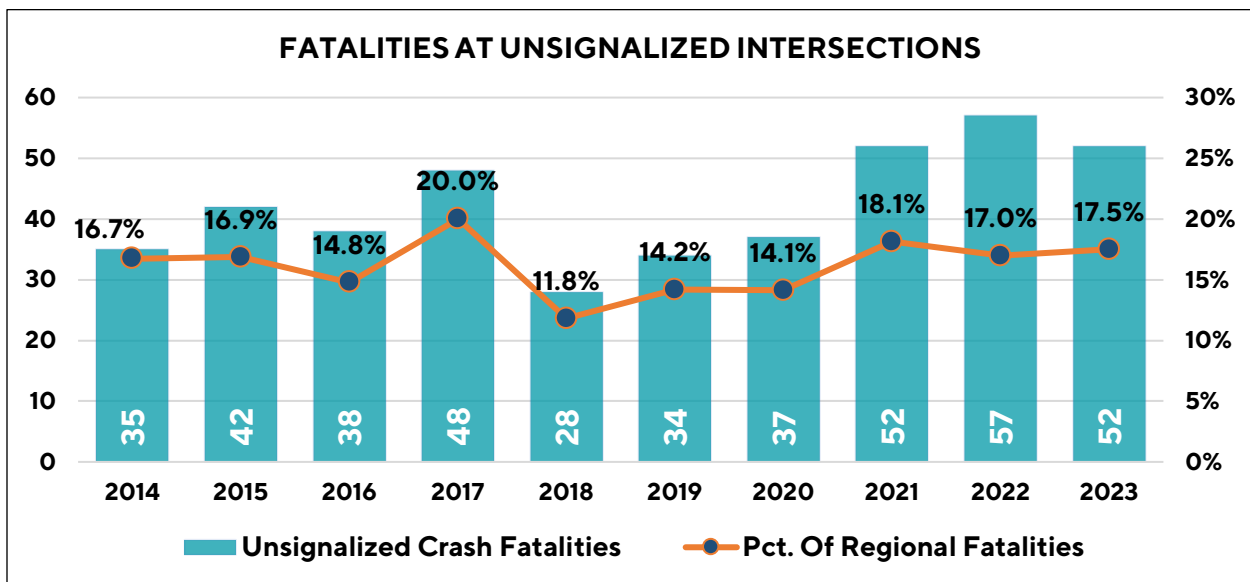
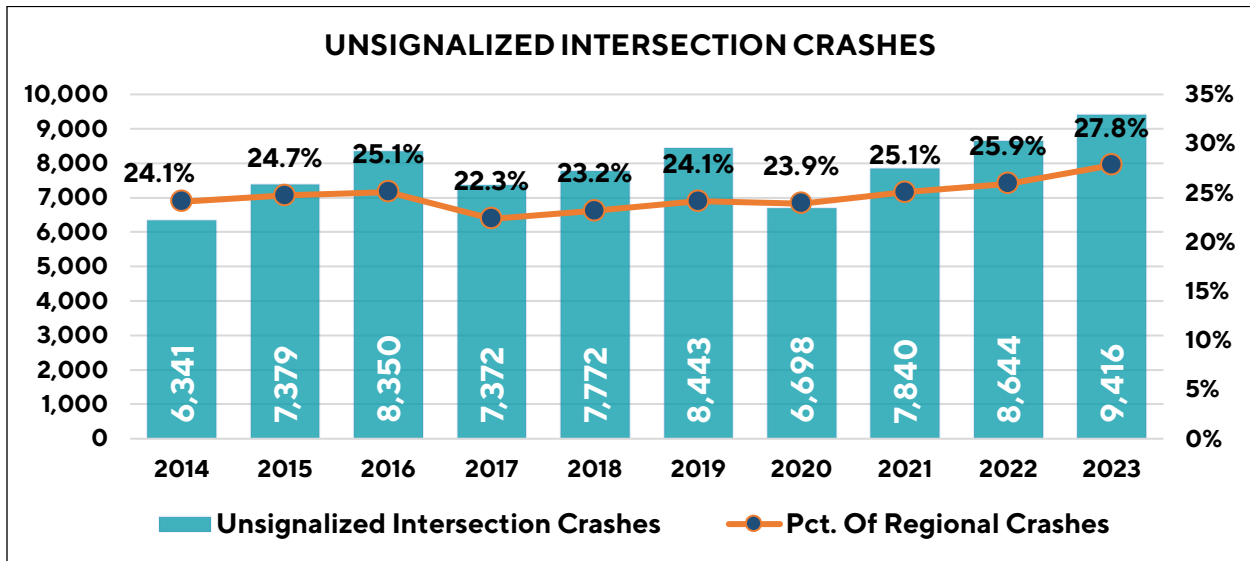
ROAD DEPARTURES



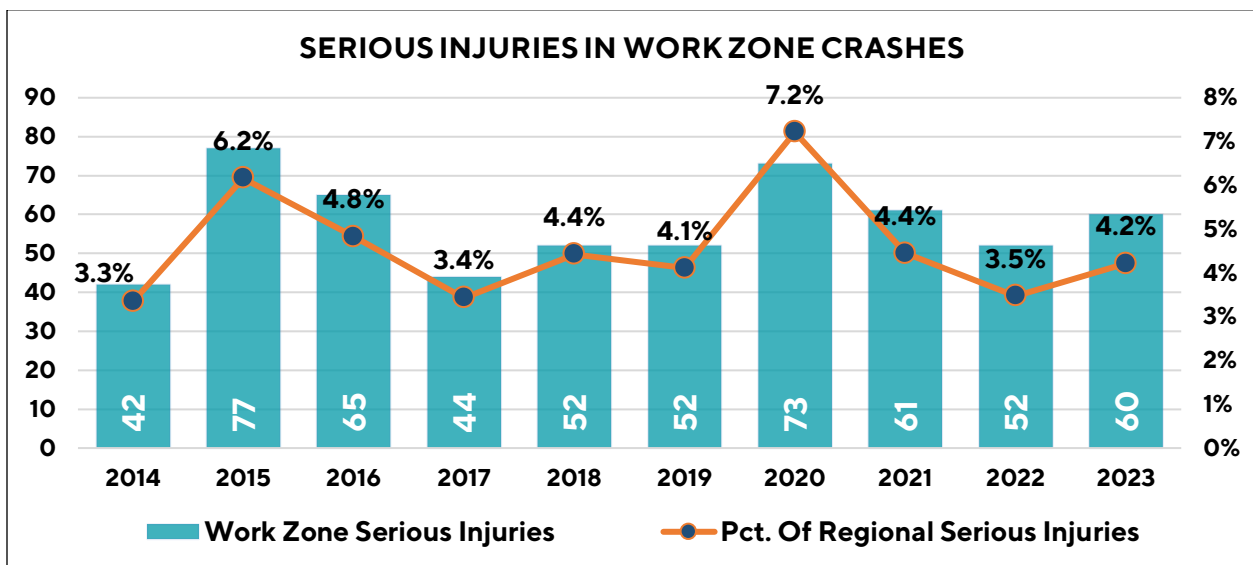
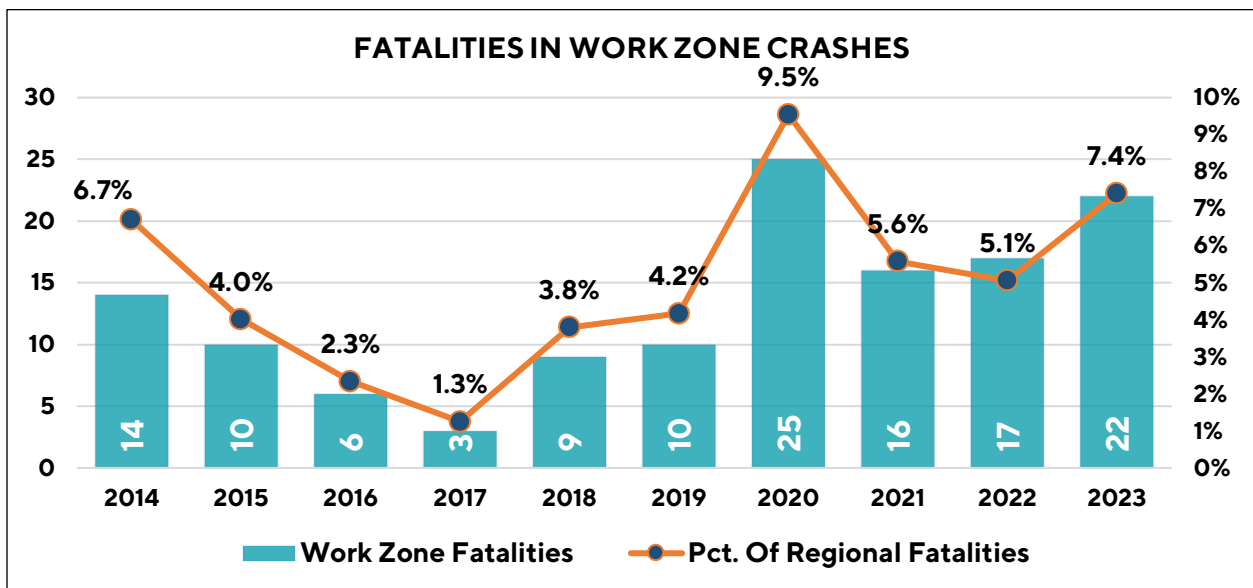
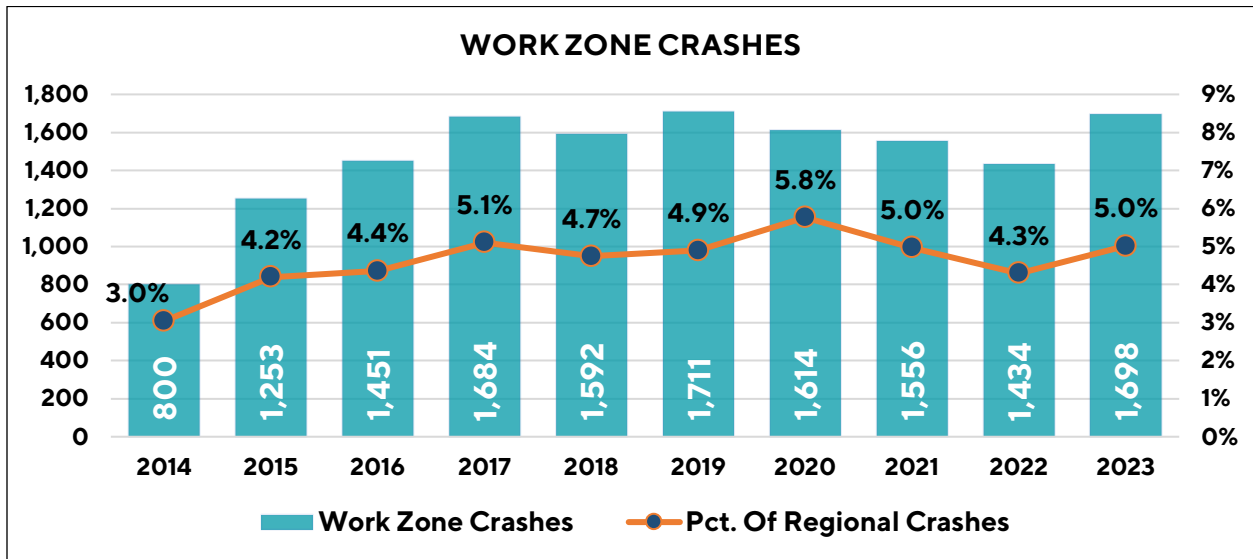
SIGNALIZED INTERSECTIONS



UNSIGNALIZED INTERSECTIONS



WORK ZONES



Appendix M

Review of Subregional and Local Plans

Existing Studies and Plans

Introduction

The Capital Area Metropolitan Planning Organization (CAMPO) is currently updating its federally mandated long-range transportation plan for the six-county capital area region. The new 2050 Regional Transportation Plan (2050 RTP) will build on CAMPO's 2045 RTP. The plan will integrate recent studies and plans from CAMPO and its member agencies, as well as new guidance from the federal Infrastructure Investment and Jobs Act (IIJA), commonly known as the Bipartisan Infrastructure Law. The IIJA was signed into law in November 2021. It authorizes \$550 billion over fiscal years 2022 through 2026 in new federal investment in roads, bridges, mass transit, water infrastructure, resilience, and broadband.¹

Purpose

The purpose of this memorandum is to document findings and results from recent studies and plans to support CAMPO's RTP development process. The sources of the plans and studies include CAMPO and its member agencies, including the Texas Department of Transportation (TxDOT) and others. Reviewing and summarizing plans and studies from the region is important for multiple reasons, including:

1. **Gaining Holistic Understanding:** Analysis of existing plans and studies enables planners to gain a more holistic understanding of the region's transportation challenges, existing infrastructure, and land use patterns. Such understanding is crucial for comprehensively addressing the long-range transportation needs of the region, which is a long-standing requirement of federal transportation law.²
2. **Identifying Gaps:** Existing studies and plans may reveal gaps or areas where improvements are needed. Reviews of other plans and studies help planners to identify underserved communities, service issues, and infrastructure deficiencies.
3. **Best Practices:** Learning about successful strategies through other studies and plans helps planners to adopt best practices for incorporation into the RTP.
4. **Coordination:** Coordinating with member jurisdictions supports the federal requirement to plan cooperatively and helps ensure consistency between the activities of different member governments. It also helps member agencies to share data and collaborate more effectively to enhance regional connectivity.
5. **Policy Alignment:** Aligning the RTP with existing policies of member organizations ensures consistency of effort throughout the region and maximizes funding opportunities.

¹ <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

² 23 CFR § 450.306 - Scope of the metropolitan transportation planning process

6. **Data Validation:** Existing studies and plans provide data on population growth, travel patterns, and land development. Review of this data helps ensure the accuracy of planning assumptions made for the RTP.

In short, reviewing other plans and studies enhances understanding, informs decision-making, and promotes effective regional transportation solutions.

Summary

OVERVIEW OF CAMPO PLANNING AREA

The CAMPO metropolitan transportation planning area encompasses a population of more than 2.5 million residents spread over a land area of approximately 5,200 square miles.³ Austin, the fourth largest city in Texas as well as the state capital, is the largest city in the planning area. Austin is located in Travis County, one of the six counties that comprise the CAMPO region. The population of the CAMPO region has been growing rapidly (by about 8.4 percent between 2020 and 2023) and is expected to increase to 4.8 million by 2050 with employment expected to grow by 125 percent.⁴ As the state capital, Austin employs over 185,000 government workers, though is also home to many major employers in multiple sectors (electronics manufacturing, education, biotechnology, and others) as well as several corporate headquarters including Tesla and Whole Foods.^{5,6} Outside of Austin, the CAMPO region also hosts other large employers such as Dell headquarters in Round Rock, a Samsung factory in Taylor, and an Amazon fulfillment center and Texas State University in San Marcos. The University of Texas at Austin is a Tier One research university with international standing. It employs around 24,000 people and enrolls approximately 51,000 students each year. Austin is also increasingly a hub for startup business activity, creative media and tourism. The region draws more than 30 million visitors annually, especially through arts festivals such as South by Southwest, Fusebox Festival, Luck Reunion, and Austin City Limits.⁷ The CAMPO region experiences nearly 300 sunny days per year, with increasingly hot summers and increasingly mild winters.⁸ The region increasingly faces multiple weather-related phenomena that affect the transportation system, including heatwaves, droughts, and extreme weather events such as wildfires.⁹

³ <https://www.census.gov/quickfacts/>

⁴ <https://www.campotexas.org/wp-content/uploads/2024/06/2045-RTP-Summer-Update.pdf>

⁵ <https://atxtoday.6amcity.com/city-guide/work/top-industries-employers-austin-tx>

⁶ <https://www.indeed.com/career-advice/finding-a-job/largest-companies-headquartered-in-austin-tx>

⁷ <https://www.austintexas.org/travel-professionals/>

⁸ <https://www.ncei.noaa.gov/access/monitoring/climate-at-a-glance/>

⁹ <https://earth.org/texas-climate-change/>

KEY TAKEAWAYS FROM STUDIES AND PLANS

The plans and studies summarized in this memorandum are intended to guide the CAMPO region toward a future in which transportation is safer, more efficient, and seamlessly interconnected. Several key themes emerged from the review. These themes are summarized below.

Regional and Statewide Plans

CAMPO's 2045 RTP and other plans focusing on a wide geography (e.g., the TxDOT plans) generally provide a comprehensive vision for transportation in the CAMPO region and the greater Austin area. They emphasize several priority areas:

- Enhancing safety by reducing crashes and their severity.
- Alleviating roadway congestion.
- Undertaking roadway improvement projects.
- Addressing network gaps.
- Fostering inter-agency collaboration.
- Improving data collection.
- Promoting a multimodal transportation system.
- Expanding transit services.

Public Transportation Plans

Plans that focus on public transportation tend to highlight:

- The public's desire for extended transit service and hours.
- The need for regional service in growing areas.
- The importance of improving active transportation infrastructure near transit hubs.

Active Transportation Plans

Active transportation plans focus on walking, bicycling, and rolling (e.g., scooters). They underscore:

- The public's demand for better safety measures.
- The need for more active transportation infrastructure.
- The importance of creating connections between towns for active transportation.

Freight Transportation Plans

Freight plans tend to address:

- The increasing demand for freight services in the region.
- The concentration of freight-intensive jobs along the I-35 corridor.
- Projects related to asset preservation, economic development, innovation, and network resiliency.

Rail Plans

Central Texas has been a focal point for several rail plans that explore the feasibility and benefits of new rail services. These plans emphasize:

- Support for a more multimodally-connected Texas.
- Strategic use of existing infrastructure to enhance mobility.

Corridor and Subarea Studies

Corridor studies examine specific locations in the greater Austin area, revealing themes such as:

- Mitigating congestion.
- Enhancing multimodality through active transportation improvements.
- Addressing transportation needs driven by anticipated regional growth.

Other Miscellaneous Plans and Studies

Other plans and studies focus on specific transportation system elements or concerns, including:

- Increasing safety within the system.
- Evaluating the feasibility of Intelligent Transportation Systems in the CAMPO region.
- Managing environmental impacts through congestion management and multimodality.
- Using transportation demand management to improve mobility through expanded travel options, outreach, and education.

Overall, these reviewed plans envision a future where CAMPO and Texas experience reduced road congestion through improved roadways and expanded transportation options. By integrating walking, biking, and transit, the plans aim to enhance safety, boost economic strength, and promote equity and environmental stewardship through a more fluid, multimodal transportation network.

Scope of the Review

Studies, plans, and processes reviewed or noted in this memorandum include:

■ CAMPO 2045 RTP Studies, Plans and Processes:

- ❑ 2045 Regional Transportation Plan
- ❑ Regional Active Transportation Plan
- ❑ Regional Incident Management Study
- ❑ Regional Arterials Concept Inventory
- ❑ Regional Transit Study
- ❑ Regional Transportation Demand Management Plan

■ Other Regional Studies, Plans and Processes:

- ❑ ITS Architecture Study (2019 version reviewed. An update is currently underway)
- ❑ Regionally Coordinated Transportation Plan (RCTP)
- ❑ Congestion Management Process (CMP)
- ❑ Congestion Management Process Update (draft)
- ❑ Regional Freight Study (draft)
- ❑ Interchange Bottlenecks Study (not yet developed)
- ❑ Regional Mobile Emissions Reduction Plan (MERP) (not yet developed)
- ❑ Regional Traffic Safety Plan(s) (draft)¹⁰
- ❑ Regional State of Safety Update
- ❑ Regional Bicycle and Pedestrian Inventory Update
- ❑ 2025-2028 Transportation Improvement Program
- ❑ Unified Planning Work Program 2025 & 2026
- ❑ Central Texas Traffic Management System (CTTMS)

■ Subregional Studies, Plans and Processes:

- ❑ Bergstrom Spur Corridor Study
- ❑ Capital-Alamo Connections Study
- ❑ Luling Transportation Study
- ❑ MoKan/Northeast Subregional Plan
- ❑ San Marcos Transportation Corridors Study
- ❑ Williams Drive Study
- ❑ Austin Avenue Corridor Study
- ❑ CAMPO Project Readiness Program
- ❑ USDOT SS4A Grants
- ❑ Austin-Bergstrom Airport Expansion & Development Program

¹⁰ Two safety action plans are currently under development as of the publication date of this memorandum. The geographic scope of the first plan encompasses the entire CAMPO planning area minus Travis County. The second focuses just on Travis County. CAMPO and Travis County are working separately on each of these plans.

■ Transit and Rail Studies and Plans

- ▣ Amtrak/Passenger Rail Corridor Studies
- ▣ CARTS Transit Study
- ▣ CapMetro Long-Range Plan
- ▣ Austin Transit Partnership Light Rail Implementation Plan
- ▣ Austin Light Rail Phase 1 Project – Coordination Plan

■ TxDOT Studies, Plans and Processes:

- ▣ TxDOT Unified Transportation Program
- ▣ TxDOT Statewide Long-Range Transportation Plan
- ▣ Texas Delivers 2050: The Texas Freight Mobility Plan
- ▣ TxDOT I-35 Capital Express Program
- ▣ TxDOT Statewide Active Transportation Plan
- ▣ TxDOT Statewide Transit Plan
- ▣ TxDOT Resilience Plan
- ▣ TxDOT Austin District Studies
- ▣ TxDOT Triennial Highway Safety Plan
- ▣ Texas Carbon Reduction Strategy
- ▣ Transportation Emissions Reduction Plan

CAMPO 2045 RTP Studies, Plans and Processes

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
CAMPO	2045 Regional Transportation Plan	The population of the CAMPO region has more than doubled since 1990. The CAMPO, Killeen-Temple, San Antonio region is becoming a megaregion. The CAMPO region's population is moving further outside of the urban cores, leading to longer commutes and increased congestion on highways and major arterials. The plan's goals focus on equity, economy, innovation, mobility, safety, and stewardship.	Sustained population growth in the CAMPO region will generate increased demand for transportation services and infrastructure. Vehicle crashes have been increasing, with 44 percent of crashes involving a cyclist or pedestrian. It is unclear at this stage how the development of autonomous vehicles, electric vehicles, and connected vehicles will impact the region. These new vehicle technologies may perpetuate the region's dependence on automobiles at the expense of other travel modes.
CAMPO	2045 Regional Active Transportation Plan	This plan includes an analysis of active transportation infrastructure, analyzes the composite demand for active transportation infrastructure, and prioritizes network improvements in terms of timeframe and need. The plan considers each county's active transportation infrastructure policies and codes to determine the degree to which they promote active travel and compliance with the Americans with Disabilities Act (ADA). The plan's recommendations focus on accessibility, connectivity, Complete Streets policy adoption, and multimodalism.	The plan prioritizes a network of active transportation infrastructure improvements by timeframe and need. The network emphasizes active transportation connections between towns in the region. Public input and survey responses showed a desire for safety improvements for active transportation infrastructure.
CAMPO	2045 Regional Incident Management Study	This plan describes a collaborative effort to improve traffic incident management. The goals of the plan are to reduce the impacts of incidents, reduce secondary crashes, and provide accurate and timely information about the presence and impacts of incidents to travelers.	The need for collaboration among agencies is critical to making progress towards improved incident management throughout the region. The plan recommends adopting metrics for incident management to track progress.
CAMPO	Regional Arterials Concept Inventory	While it was ultimately not accepted by CAMPO's transportation policy board after review, this plan provides a hierarchy of road types that support different travel needs within the CAMPO region. Traffic congestion analyses conducted for the plan identified travel needs for each county. Arterial streets and highways handle 70 percent of traffic in the CAMPO region, but not all are designed to accommodate high traffic volumes. Overall, the region lacks connectivity and communities are not being effectively served by the existing roadway network. The study recommends implementing an integrated regional thoroughfare plan to minimize gaps.	Since the concept inventory was not adopted, it will have minimal impact on the 2050 RTP. However, jurisdictions may be using findings from the concept inventory to inform their own transportation plans.

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
CAMPO	Regional Transit Study	This study examined the transit needs of the CAMPO region. Many people in need of transit services have moved out of Austin to areas in the CAMPO region lacking transit services. Needs for each county in the CAMPO region were identified.	Feedback from outreach efforts indicates a desire for expanded service to more places in the region and longer service hours. A regional park-and-ride study showed support for expanding this type of facility. One result of the Connections 2025 plan was to improve regional service in high growth areas and facilitate active transportation improvements near transit stations and stops.
CAMPO	Regional Transportation Demand Management Plan	The goals of this plan are to implement transportation demand management (TDM) concepts throughout the region for safer mobility, increased choice, and reliability throughout the CAMPO region. The plan recommends creating a regional TDM subcommittee and developing a list of TDM projects.	Themes of the plan include expanded transit service, more managed lanes, additional micromobility options, improved data collection and sharing among agencies, mitigation of transportation demand while construction is ongoing, outreach and education to promote mode shift, and finding dedicated funding for TDM efforts.

Other Regional Studies, Plans and Processes

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
CAMPO	ITS Architecture Study (2019)	This is a long-range plan for deployment, integration, and operation of intelligent transportation systems (ITS) in the capital region. The latest version publicly available is a 2019 plan; however, an update is currently under development. Regional ITS architecture includes ITS needs, ITS inventory, ITS service packages, ITS deployment plans, and ITS use and maintenance plans. Existing ITS architecture has been deployed in the CAMPO region, and more will be developed. An update of the regional ITS architecture will be completed by late 2024.	The 2019 plan emphasizes regional cooperation among agencies and jurisdictions and outlines six key ITS deployment projects: (1) establishing a regional platform for sharing cameras and dynamic message signs (DMS), (2) creating a regional platform for incident information sharing, (3) adopting an integrated approach to corridor management, (4) developing a regional transit fare system, (5) implementing a data management program, and (6) creating a framework for connected and autonomous vehicle technology.
CAMPO	Regionally Coordinated Transportation Plan (RCTP)	This plan aims to improve transportation for older adults, individuals with disabilities, veterans, low-income individuals, youth, and those with limited English proficiency. It stresses the need for increased collaboration among stakeholders to address service gaps. The plan identifies access to healthcare and employment as critical concerns. It also calls for more effective education by enhancing the dissemination of transportation information and engaging stakeholders more meaningfully.	The RCTP outlines five goals that directly support two of the 2050 RTP goals: (1) Mobility—such as reducing network gaps and expanding modal choices—and (2) Equity—by addressing the needs of vulnerable populations. Additionally, the RCTP emphasizes the importance of educating regional partners and the public, a focus that, while crucial, does not align directly with the 2050 RTP goals.
CAMPO	Congestion Management Process (CMP)	The Congestion Management Process (CMP), published in early 2020, is a federally mandated document through which CAMPO has established targets, measurements, and strategies for reducing and assessing roadway congestion within its jurisdiction. CAMPO developed its congestion management strategies in part through its Transportation Demand Management Plan. The CMP defines a road network for evaluating congestion and labels many major roads in Austin as “unreliable,” advising travelers to plan for at least an additional 50% travel time during peak periods. The document also outlines 68 current projects that support the CMP targets.	Each objective in the CMP supports at least one goal from the 2050 RTP. The congestion management objectives closely align with RTP goals related to safety, mobility, stewardship, and the economy. Specifically, the CMP objectives explicitly support the RTP’s goals of time-competitive transportation options, multimodality, and system resiliency. Additionally, two CMP objectives focus on empowering travelers by educating them about various transportation options, helping them make informed choices beyond driving.
CAMPO	Draft Congestion Management Process (CMP) Update	The initial CMP established baseline conditions for comparison in future updates. Due to the disruption caused by the COVID-19 pandemic and significant changes to the CMP’s data source methodology, the 2023 CMP update will re-establish these baseline conditions for future assessments.	The CMP goals remain as described above.

Existing Studies and Plans

Introduction

The Capital Area Metropolitan Planning Organization (CAMPO) is currently updating its federally mandated long-range transportation plan for the six-county capital area region. The new 2050 Regional Transportation Plan (2050 RTP) will build on CAMPO's 2045 RTP. The plan will integrate recent studies and plans from CAMPO and its member agencies, as well as new guidance from the federal Infrastructure Investment and Jobs Act (IIJA), commonly known as the Bipartisan Infrastructure Law. The IIJA was signed into law in November 2021. It authorizes \$550 billion over fiscal years 2022 through 2026 in new federal investment in roads, bridges, mass transit, water infrastructure, resilience, and broadband.¹

Purpose

The purpose of this memorandum is to document findings and results from recent studies and plans to support CAMPO's RTP development process. The sources of the plans and studies include CAMPO and its member agencies, including the Texas Department of Transportation (TxDOT) and others. Reviewing and summarizing plans and studies from the region is important for multiple reasons, including:

1. **Gaining Holistic Understanding:** Analysis of existing plans and studies enables planners to gain a more holistic understanding of the region's transportation challenges, existing infrastructure, and land use patterns. Such understanding is crucial for comprehensively addressing the long-range transportation needs of the region, which is a long-standing requirement of federal transportation law.²
2. **Identifying Gaps:** Existing studies and plans may reveal gaps or areas where improvements are needed. Reviews of other plans and studies help planners to identify underserved communities, service issues, and infrastructure deficiencies.
3. **Best Practices:** Learning about successful strategies through other studies and plans helps planners to adopt best practices for incorporation into the RTP.
4. **Coordination:** Coordinating with member jurisdictions supports the federal requirement to plan cooperatively and helps ensure consistency between the activities of different member governments. It also helps member agencies to share data and collaborate more effectively to enhance regional connectivity.
5. **Policy Alignment:** Aligning the RTP with existing policies of member organizations ensures consistency of effort throughout the region and maximizes funding opportunities.

¹ <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

² 23 CFR § 450.306 - Scope of the metropolitan transportation planning process

Other Regional Studies, Plans and Processes

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CAMPO	ITS Architecture Study (2019)	This is a long-range plan for deployment, integration, and operation of intelligent transportation systems (ITS) in the capital region. The latest version publicly available is a 2019 plan; however, an update is currently under development. Regional ITS architecture includes ITS needs, ITS inventory, ITS service packages, ITS deployment plans, and ITS use and maintenance plans. Existing ITS architecture has been deployed in the CAMPO region, and more will be developed. An update of the regional ITS architecture will be completed by late 2024.	The 2019 plan emphasizes regional cooperation among agencies and jurisdictions and outlines six key ITS deployment projects: (1) establishing a regional platform for sharing cameras and dynamic message signs (DMS), (2) creating a regional platform for incident information sharing, (3) adopting an integrated approach to corridor management, (4) developing a regional transit fare system, (5) implementing a data management program, and (6) creating a framework for connected and autonomous vehicle technology.
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SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
CAMPO	Regional Freight Study (Draft)	This plan offers an overview of the CAMPO region's existing multimodal freight network and assets. It evaluates land use, network performance, and examines the key supply chains within the region.	Demand for freight services in the CAMPO region is rising due to population growth, the surge in e-commerce and last-mile delivery needs, and the expansion of freight-intensive industries such as automobile and semiconductor production. Interstate 35 serves as a major freight corridor, connecting not only the CAMPO region but also the Texas Triangle. Congestion on Interstate 35 often forces trucks to detour onto SH-130 to bypass Austin-Round Rock. About 30% of jobs in the region are in freight-intensive industries and the supply chain, with these industries clustering along IH-35. Overall, multimodal freight infrastructure is in good to satisfactory condition.
CAMPO	Interchange Bottlenecks Study	This is a new plan that was not yet available at the time of the 2050 RTP. The plan will identify bottlenecks at major intersections and interchanges and provide strategies for addressing issues.	The results of this plan will guide recommendations for the RTP and help identify key focus areas. However, this plan is still in progress and will not have any implications for the 2050 RTP until published.
CAMPO	Regional Mobile Emissions Reduction Plan (MERP)	This is a new plan that was not yet available at the time of the 2050 RTP. This plan will focus on mobile source emissions from on-road sources and provide strategy recommendations to reduce emissions.	This plan is still in progress and will not have any implications for the 2050 RTP until published.
CAMPO	Regional Traffic Safety Plan	This plan documents regional traffic safety data and explains the role of CAMPO and other organizations in reducing traffic-related fatalities and serious injuries. It outlines some activities CAMPO can use to identify, implement, and evaluate safety programs. Fatalities and serious injuries have reached 10-year highs recently, making safety an especially serious issue.	This plan almost exclusively relates to the 2050 RTP critical goal of promoting safety in the transportation system. It names several strategies which can be used in pursuit of this goal.
CAMPO	State of Safety Update	This update reports regional safety-related data for the past decade. The data are available on a PowerBI dashboard . Traffic fatalities and serious injuries in the region (for all modes) averaged about 1,200 per year from 2017 to 2019. From 2020 to 2022, they averaged around 1,300 per year -- a 9 percent increase. Pedestrians and bicyclists have been especially hard hit by higher crash rates. The combined total number of fatalities and injuries for the two modes rose from an average of 256 per year (2015-2019) to an average of 302 per year (2020-2022) -- an 18 percent increase.	This update exclusively relates to the 2050 RTP goal of promoting safety in the transportation system.

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
CAMPO	Regional Bicycle and Pedestrian Inventory Update	The inventory records the region's existing and planned active transportation infrastructure, including sidewalks, bicycle facilities, and shared-use facilities. Sidewalks exist throughout the region, though are mostly in Travis County, Round Rock and Kyle. Existing and planned bicycle facilities tend to be concentrated in Travis County, though some are in Georgetown, Round Rock, and San Marcos. Existing and planned shared-use facilities are distributed more widely, mainly in Hays, Travis, and Williamson Counties. Burnet, Bastrop, Caldwell Counties have relatively little existing or planned infrastructure for pedestrians and bicyclists.	The planned active transportation facilities support CAMPO's goals of promoting a multimodal system that reduces impact on the region's habitat.
CAMPO	2025-2028 Transportation Improvement Program	The 2025-2028 Transportation Improvement Program (TIP) programs funding for transportation projects in the CAMPO area over a four-year horizon. Federal funding for a project cannot be obtained without inclusion in the TIP. Projects must demonstrate continuous progress toward completion or risk deprogramming from the TIP.	The 2025-2028 TIP includes funding for many types of projects, including streets, highways, transit vehicles, transit facilities, pedestrian facilities, bicycle facilities, safety improvements, and others. All projects in the TIP must also be listed in the 2050 RTP constrained project list.
CAMPO	Unified Planning Work Program 2024 & 2025	This document programs CAMPO's transportation planning activities over the 2024-2025 timeframe. It defines responsibilities for CAMPO and other agencies, jurisdictions, organizations, and stakeholders in the CAMPO region. Entities listed in the plan include CAMPO, TxDOT, CapMetro, CARTS, counties in the CAMPO region, cities in the CAMPO region, and the private sector.	Planning needs and issues addressed in the 2024-2025 UPWP include climate change mitigation, promoting equity and the federal Justice40 program, developing complete streets throughout the region, incorporating public input, developing corridor recommendations for the strategic highway network, coordination with federal land management agencies, conducting planning studies, linking planning with environmental review, and data sharing and management.
CAMPO	Central Texas Traffic Management System (CTTMS)	CAMPO is leading the development of a digital twin platform that will serve as a traffic management system for the region. The platform will aggregate and integrate traffic data, allowing the data to be analyzed and shared between jurisdictions. The platform will eventually allow for the coordination of signal timing and ITS operations between adjacent jurisdictions.	CTTMS will promote reliability and safety through more effective traffic management. Additionally, the initiative represents regional coordination and will support system preservation.

Subregional Studies, Plans and Processes

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
CAMPO	Bergstrom Spur Corridor Study	The study assessed options for redeveloping the abandoned Bergstrom Spur rail corridor into a multimodal corridor. The proposed corridor would feature an urban trail for walking and biking, with the potential to incorporate transit on some sections in the future. It would create east-west connections between residents, transit service, and local destinations and facilitate transit-supportive redevelopment. The corridor would intersect CapMetro's Orange, Gold, and Pleasant Valley Line concepts and could connect to the Blue Line concept. Next steps include securing funding, acquiring additional right-of-way, and beginning design and construction of the urban trail.	The study's goal of improving connectivity and mobility aligns closely with the 2050 RTP's goal of mobility and the connectivity and travel choices objectives. The goals of enhancing public health, valuing people and historic character, promoting sustainability, and catalyzing economic development support the 2050 RTP's goal of equity and the valuing communities, public health, impact on human environment, and economic development objectives. The proposed multimodal corridor would directly support the access to opportunity objective as well.
CAMPO	Capital-Alamo Connections Study	The study explored strategies for enhancing mobility within the greater Austin-San Antonio region, which is growing rapidly as part of the emerging Texas Triangle megaregion. The strategies covered five broad topics: regional coordination, integrated corridor management and intelligent transportation systems, modal options, primary corridors, and arterial improvements. Specific strategies included formalizing regional coordination, implementing innovative transportation management technologies, expanding freight and transit facilities, and increasing the capacity of the roadway network.	The study goal of developing a regional strategy to enhance mobility and identify solutions aligns with the 2050 RTP's mobility and innovation goals. The proposed strategies support the regional coordination, reliability, system preservation, and technology objectives, as well as connectivity and travel choices.
CAMPO	Luling Transportation Study	The study explored options for addressing congestion in downtown Luling, which experiences a high volume of through traffic from oil- and recreation-related trips. The study recommended upgrading the existing street, sidewalk, and signal infrastructure to address traffic and safety concerns in the near-term. The study also examined long-term options for creating a new roadway connection and recommended an alignment that directs drivers through downtown more efficiently.	The recommended improvements align with the 2050 RTP's mobility goal and the connectivity, economic development, and valuing communities objectives. The study's goal of safety aligns with the 2050 RTP's goal of safety and crash reduction.
CAMPO	MoKan/Northeast Subregional Plan	The plan identified and evaluated design concepts for regional arterials in the Northeast subregion. Additionally, it proposed several concepts for the abandoned MoKan rail corridor, which runs from Georgetown to Austin and could act as a major regional connector. The plan focuses on vehicle mobility but notes that transit service could be accommodated in the future.	The study's goals are wide-ranging and align with the 2050 RTP's goals of safety, mobility, stewardship, economy, and equity. The recommended concepts most closely support the connectivity, value of time, and regional coordination objectives.

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
CAMPO	San Marcos Transportation Corridors Study	The study established a vision for developing three key transportation corridors and three activity centers in San Marcos, which is growing rapidly at the midpoint between Austin and San Antonio. The study defined a dozen transects and four concept plans that identify roadway configurations and development characteristics for the corridors and centers. These design guidelines promote connectivity, traffic management, transit access, sense of place, safety, and the environment.	The study's goals are wide-ranging and align with the 2050 RTP's goals of safety, mobility, economy, and equity. The design guidelines most closely support the impact on access to opportunity, natural environment, economic development, human environment, valuing communities, and public health objectives.
CAMPO	Williams Drive Study	The study explored options for enhancing the mobility, safety, and livability of the Williams Drive corridor, which acts as both a suburban arterial and an activity center for Georgetown. The study recommended a wide range of infrastructure improvements to increase walkability, decrease vehicle congestion, and enhance the character of the corridor. These improvements include adding walking and biking facilities, improving intersections and signal timing, implementing design guidelines, and facilitating desired development.	The study's goals of enhancing multimodal operations and economic development align with the 2050 RTP's goals of mobility and economy and the access to opportunity and economic development objectives. Similarly, the goals of enhancing quality of life and encouraging context-sensitive development align closely to the valuing communities and impact on human environment objectives.
CAMPO	Austin Avenue Corridor Study	The Austin Avenue corridor is a busy, high-traffic corridor in Georgetown. The study analyzed existing conditions and previous plans and aims to enhance multimodal travel and economic development along the corridor. Austin Avenue is an important commercial, industrial, and residential corridor. Specific concepts were developed for each sub-area of the corridor.	Residents are concerned about congestion, safety, and walkability. Engagement showed that people are excited for more sidewalks, shared-use paths, better lighting, slower vehicle speeds, more transit services, and more bike lanes. Opportunities for placemaking are available along the corridor. Plans to reduce the number of lanes from four to two show improvements to travel time.
CAMPO	Project Readiness Program	The CAMPO Project Readiness Program is a partnership between CAMPO and the Texas Department of Transportation (TxDOT). The intent is to plan for future transportation needs on state-owned highways throughout the six-county CAMPO region. In 2021, CAMPO's Transportation Policy Board adopted 10 regional corridors to study and prepare for future multimodal transportation projects. These corridors connect significant and growing residential, employment, and activity centers throughout the region, experience higher-than-average crash rates, and complement existing studies and projects throughout the region.	All the projects being studied through the CAMPO Project Readiness Program are regionally significant and would be eligible for consideration in the 2050 RTP.

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
FHWA	USDOT SS4A Grants	<p>The Federal Highway Administration (FHWA) has awarded several SS4A (Safe Streets and Roads for All) grants to the CAMPO region over the past few years:</p> <p>2022 Grants: The total SS4A grant allocation for the CAMPO region included \$22.9 million for the city of Austin and an additional \$2.3 million directly to CAMPO. The city of Austin decided to use its SS4A implementation grant funding for major intersection safety projects, pedestrian hybrid beacons, low-cost, systemic safety treatments, and a safety education campaign on roundabouts and video analytics for safety analysis and evaluation. CAMPO's award is being used to develop a comprehensive safety action plan.</p> <p>2023 Grants: In 2023, the city of Austin received \$288,000 in SS4A grants. (Also, CAMPO's Transportation Policy Board reported receiving \$3.32 million that year. Specific grant amounts awarded to Travis County are not detailed but were included in the overall funding.)</p> <p>2024 Grants: Austin was awarded an additional \$10.5 million for roadway crossing improvements at more than 50 locations. These improvements include rapid flashing beacons, pedestrian crossing islands, curb extensions, and pedestrian hybrid beacons, as well as a grade-separated crossing of I-35.</p>	<p>The projects funded by the SS4A grants will directly promote CAMPO's goal of increasing safety in the region for motorized and non-motorized users of the transportation system.</p>
AUS	Austin-Bergstrom Airport Expansion & Development Program	<p>Austin-Bergstrom Airport (AUS) is the main airport in the CAMPO region. This plan outlines existing conditions for air passenger travel and air cargo passing through the airport. Plans to expand the airport are intended to serve the projected growth in passengers and air cargo.</p>	<p>Passenger volume has tripled since 1999, and the annual growth rate from CY22 to CY23 was 4.3 percent. (The average for all U.S. airports was 10.9 percent.) While air cargo (measured by landed weight) has generally increased over the past 25 years, it decreased nationally from 2022 to 2023 by 5.5%. Landed weight of air cargo through Austin-Bergstrom decreased by almost 11.5% from 2022 to 2023. This decrease is likely to be reversed in coming years. The airport expansion program projects landed volume to increase by 15.2 percent by 2037. Increases in passengers and air cargo will lead to higher demand for transportation services and infrastructure serving AUS.</p>

Transit and Rail Studies and Plans

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
TxDOT	Amtrak/Passenger Rail Corridor Studies	Three potential passenger rail corridors have been identified for development between San Antonio, Houston, and Dallas. Each corridor is detailed in a corresponding 2022 document as part of the Federal Railroad Administration's Corridor Identification and Development Program. The so-called "Texas Triangle" would serve two-thirds of the population of Texas and connect two of the most populous cities in the US, as well as the state capital.	All of the anticipated public benefits support the goals of the 2050 RTP. In particular, the studies noted increased safety, mobility, and accessibility for under-served populations, as well as economic growth and improved quality of life for Texans.
CapMetro	CapMetro Transit Plan 2035	Transit Plan 2035 is CapMetro's blueprint for the future of public transportation in Central Texas. It includes a comprehensive evaluation of the area's transit system and changes to how people are traveling in the Central Texas region. The contents of the original plan is evolving, and a new version currently being drafted. It is expected to be completed by fall of 2025. The final plan will outline strategies to update transit services, upgrade infrastructure and better meet central Texans' needs over the next five to ten years.	This plan will support CAMPO's goal of creating a multimodal system, with integrated transportation options that provide residents with many options for efficient mobility.
CARTS	Transit Development Plan	The TDP provides a ten-year plan for rural transit service in the Capital Area, including proposed strategies and service improvements to enhance transit service for rural Texans. The service area has experienced notable population growth, and a majority of residents are considered transit dependent. CARTS' on-demand service, known as <i>NOW</i> , has been highly successful, and the TDP recommends implementing <i>NOW</i> in other counties and enhancing Country and Interurban service.	This plan supports the goals of the 2050 RTP by aiming to improve connectivity within rural areas and between rural and urban areas, which helps to improve access to opportunities for rural Texans. Further, the plan's focus on providing service in a sustainable manner aligns closely with the 2050 RTP's goals of fiscal constraint and flexibility.
Austin Transit Partnership	Austin Light Rail Implementation Plan	This plan recommends the alignment for a new light rail line in Austin, connects this recommendation to community engagement feedback, and details the federal Capital Investment Grant process for funding the project.	This plan explicitly links its recommendations to the goals of increased mobility through multimodality, economic growth through access to the transit network, and equity through transit service to BIPOC communities, affordable housing, lower income areas, and transit-dependent households.
Austin Transit Partnership	Austin Light Rail Phase 1 Project Coordination Plan	This plan describes how the Federal Transit Administration and Austin Transit Partnership will divide environmental review responsibilities and provide opportunities for agency and public participation in and comment on the environmental review process.	This document focuses on agency coordination to address stewardship via project impact on the environment. It also details public involvement goals, which address the 2050 RTP goal of equity through system evolution that is respectful to communities.

TxDOT Studies, Plans and Processes

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
TxDOT	Unified Transportation Program	The UTP directs funding for projects across the state over the next 10 years. The 2024 UTP has three goals: promoting safety, preserving assets, and optimizing system performance. The Austin District is programmed to receive over \$4 billion in funding for strategic priority projects and roughly \$1 billion each for preventative maintenance and rehabilitation, metropolitan and urban area corridor, and statewide connectivity corridor projects. Mitigating congestion is a key priority for TxDOT and the Austin District is programmed to receive more funding than any other district for congestion-related strategic projects. The UTP includes the I-35 Capital Express Central project, which includes non-tolled managed lanes and operational and safety enhancements. Additionally, it includes upgrades to roadways such as SH 71, US 281, SL 360, and RM 620.	TxDOT's focus on improving system performance by mitigating congestion aligns with the 2050 RTP's goal of mobility and the travel choices, connectivity, and value of time objectives. Both the UTP and the 2050 RTP prioritize safety through the former's fatality-related performance measures and the latter's crash reduction. The UTP also emphasizes preservation, which is captured by the 2050 RTP's goal of stewardship and the system preservation objective.
TxDOT	Draft Statewide Long-Range Transportation Plan	The SLRTP provides high-level strategic direction for TxDOT's statewide planning efforts for the next 25 years. The draft SLRTP's vision is to "create an innovative multimodal transportation system that safely and efficiently moves people and freight and supports future growth." The SLRTP establishes eight strategies for achieving this vision, including improving system resiliency, leveraging technology, supporting freight, developing a multimodal system, and creating connections to jobs. Additionally, TxDOT projects that statewide VMT will increase over 40% by 2050 due to population and economic growth, with daily delay expected to triple.	The draft SLRTP's goals align closely with the 2050 RTP's goals, and each plan emphasizes safety, preservation and stewardship, mobility and connectivity, and economy. There are similar connections between the objectives in each plan, including improving security and resiliency, optimizing transportation operations, and increasing access to opportunity. The SLRTP identifies resilience, sustainability, technology, and innovation as emerging trends, which are connected to the 2050 RTP's natural environment and technology objectives.
TxDOT	Texas Delivers 2050: The Texas Freight Mobility Plan	The TFMP provides high-level strategic direction for statewide freight planning efforts. The plan focuses on the state's multimodal freight network, which includes I-35 and the Austin-Bergstrom International Airport, and envisions Texas as a "leader in delivering first-in-class multimodal goods movement ... through safe, secure, and resilient supply chains." The recommended policies support multimodal connectivity, urban freight movement, economic development, security and resiliency, asset preservation, innovation, and many other outcomes.	The plan's goals are wide-ranging and align closely with each of the goals in the 2050 RTP. In particular, the recommendations support the connectivity, reliability, value of time, flexibility, fiscal constraint, and system preservation objectives.

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
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TxDOT	Transportation Emissions Reduction Plan	Effective September 1, 2021, as part of Texas State House Bill 4472, the Transportation Emissions Reduction Plan (TERP) provides funding for TxDOT projects focused on congestion mitigation and air quality improvements in nonattainment areas and affected counties. Calculations were completed estimated the volume of traffic per day, emissions reduced in tons per day, and emissions reduction cost-effectiveness in dollars per ton.	Three projects in the CAMPO area were funded. The first project constructed a new four-lane overpass on Round Rock Avenue (RM 620) over Georgetown Railroad. The second project will construct a four-lane divided rural surfaced median with continuous left turn lane shoulders on SH 71 from the Blanco County line to 0.4 miles west of RM 2322. The third project will construct ramp revisions, intersection improvements, and convert frontage roads to one-way roads along IH 35 from FM306 to Hays and Comal County Lane.

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CAMPO	Regional Freight Study (Draft)	This plan offers an overview of the CAMPO region's existing multimodal freight network and assets. It evaluates land use, network performance, and examines the key supply chains within the region.	Demand for freight services in the CAMPO region is rising due to population growth, the surge in e-commerce and last-mile delivery needs, and the expansion of freight-intensive industries such as automobile and semiconductor production. Interstate 35 serves as a major freight corridor, connecting not only the CAMPO region but also the Texas Triangle. Congestion on Interstate 35 often forces trucks to detour onto SH-130 to bypass Austin-Round Rock. About 30% of jobs in the region are in freight-intensive industries and the supply chain, with these industries clustering along IH-35. Overall, multimodal freight infrastructure is in good to satisfactory condition.
CAMPO	Interchange Bottlenecks Study	This is a new plan that was not yet available at the time of the 2050 RTP. The plan will identify bottlenecks at major intersections and interchanges and provide strategies for addressing issues.	The results of this plan will guide recommendations for the RTP and help identify key focus areas. However, this plan is still in progress and will not have any implications for the 2050 RTP until published.
CAMPO	Regional Mobile Emissions Reduction Plan (MERP)	This is a new plan that was not yet available at the time of the 2050 RTP. This plan will focus on mobile source emissions from on-road sources and provide strategy recommendations to reduce emissions.	This plan is still in progress and will not have any implications for the 2050 RTP until published.
CAMPO	Regional Traffic Safety Plan	This plan documents regional traffic safety data and explains the role of CAMPO and other organizations in reducing traffic-related fatalities and serious injuries. It outlines some activities CAMPO can use to identify, implement, and evaluate safety programs. Fatalities and serious injuries have reached 10-year highs recently, making safety an especially serious issue.	This plan almost exclusively relates to the 2050 RTP critical goal of promoting safety in the transportation system. It names several strategies which can be used in pursuit of this goal.
CAMPO	State of Safety Update	This update reports regional safety-related data for the past decade. The data are available on a PowerBI dashboard . Traffic fatalities and serious injuries in the region (for all modes) averaged about 1,200 per year from 2017 to 2019. From 2020 to 2022, they averaged around 1,300 per year -- a 9 percent increase. Pedestrians and bicyclists have been especially hard hit by higher crash rates. The combined total number of fatalities and injuries for the two modes rose from an average of 256 per year (2015-2019) to an average of 302 per year (2020-2022) -- an 18 percent increase.	This update exclusively relates to the 2050 RTP goal of promoting safety in the transportation system.

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
CAMPO	Regional Bicycle and Pedestrian Inventory Update	The inventory records the region's existing and planned active transportation infrastructure, including sidewalks, bicycle facilities, and shared-use facilities. Sidewalks exist throughout the region, though are mostly in Travis County, Round Rock and Kyle. Existing and planned bicycle facilities tend to be concentrated in Travis County, though some are in Georgetown, Round Rock, and San Marcos. Existing and planned shared-use facilities are distributed more widely, mainly in Hays, Travis, and Williamson Counties. Burnet, Bastrop, Caldwell Counties have relatively little existing or planned infrastructure for pedestrians and bicyclists.	The planned active transportation facilities support CAMPO's goals of promoting a multimodal system that reduces impact on the region's habitat.
CAMPO	2025-2028 Transportation Improvement Program	The 2025-2028 Transportation Improvement Program (TIP) programs funding for transportation projects in the CAMPO area over a four-year horizon. Federal funding for a project cannot be obtained without inclusion in the TIP. Projects must demonstrate continuous progress toward completion or risk deprogramming from the TIP.	The 2025-2028 TIP includes funding for many types of projects, including streets, highways, transit vehicles, transit facilities, pedestrian facilities, bicycle facilities, safety improvements, and others. All projects in the TIP must also be listed in the 2050 RTP constrained project list.
CAMPO	Unified Planning Work Program 2024 & 2025	This document programs CAMPO's transportation planning activities over the 2024-2025 timeframe. It defines responsibilities for CAMPO and other agencies, jurisdictions, organizations, and stakeholders in the CAMPO region. Entities listed in the plan include CAMPO, TxDOT, CapMetro, CARTS, counties in the CAMPO region, cities in the CAMPO region, and the private sector.	Planning needs and issues addressed in the 2024-2025 UPWP include climate change mitigation, promoting equity and the federal Justice40 program, developing complete streets throughout the region, incorporating public input, developing corridor recommendations for the strategic highway network, coordination with federal land management agencies, conducting planning studies, linking planning with environmental review, and data sharing and management.
CAMPO	Central Texas Traffic Management System (CTTMS)	CAMPO is leading the development of a digital twin platform that will serve as a traffic management system for the region. The platform will aggregate and integrate traffic data, allowing the data to be analyzed and shared between jurisdictions. The platform will eventually allow for the coordination of signal timing and ITS operations between adjacent jurisdictions.	CTTMS will promote reliability and safety through more effective traffic management. Additionally, the initiative represents regional coordination and will support system preservation.

Subregional Studies, Plans and Processes

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
CAMPO	Bergstrom Spur Corridor Study	The study assessed options for redeveloping the abandoned Bergstrom Spur rail corridor into a multimodal corridor. The proposed corridor would feature an urban trail for walking and biking, with the potential to incorporate transit on some sections in the future. It would create east-west connections between residents, transit service, and local destinations and facilitate transit-supportive redevelopment. The corridor would intersect CapMetro's Orange, Gold, and Pleasant Valley Line concepts and could connect to the Blue Line concept. Next steps include securing funding, acquiring additional right-of-way, and beginning design and construction of the urban trail.	The study's goal of improving connectivity and mobility aligns closely with the 2050 RTP's goal of mobility and the connectivity and travel choices objectives. The goals of enhancing public health, valuing people and historic character, promoting sustainability, and catalyzing economic development support the 2050 RTP's goal of equity and the valuing communities, public health, impact on human environment, and economic development objectives. The proposed multimodal corridor would directly support the access to opportunity objective as well.
CAMPO	Capital-Alamo Connections Study	The study explored strategies for enhancing mobility within the greater Austin-San Antonio region, which is growing rapidly as part of the emerging Texas Triangle megaregion. The strategies covered five broad topics: regional coordination, integrated corridor management and intelligent transportation systems, modal options, primary corridors, and arterial improvements. Specific strategies included formalizing regional coordination, implementing innovative transportation management technologies, expanding freight and transit facilities, and increasing the capacity of the roadway network.	The study goal of developing a regional strategy to enhance mobility and identify solutions aligns with the 2050 RTP's mobility and innovation goals. The proposed strategies support the regional coordination, reliability, system preservation, and technology objectives, as well as connectivity and travel choices.
CAMPO	Luling Transportation Study	The study explored options for addressing congestion in downtown Luling, which experiences a high volume of through traffic from oil- and recreation-related trips. The study recommended upgrading the existing street, sidewalk, and signal infrastructure to address traffic and safety concerns in the near-term. The study also examined long-term options for creating a new roadway connection and recommended an alignment that directs drivers through downtown more efficiently.	The recommended improvements align with the 2050 RTP's mobility goal and the connectivity, economic development, and valuing communities objectives. The study's goal of safety aligns with the 2050 RTP's goal of safety and crash reduction.
CAMPO	MoKan/Northeast Subregional Plan	The plan identified and evaluated design concepts for regional arterials in the Northeast subregion. Additionally, it proposed several concepts for the abandoned MoKan rail corridor, which runs from Georgetown to Austin and could act as a major regional connector. The plan focuses on vehicle mobility but notes that transit service could be accommodated in the future.	The study's goals are wide-ranging and align with the 2050 RTP's goals of safety, mobility, stewardship, economy, and equity. The recommended concepts most closely support the connectivity, value of time, and regional coordination objectives.

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
CAMPO	San Marcos Transportation Corridors Study	The study established a vision for developing three key transportation corridors and three activity centers in San Marcos, which is growing rapidly at the midpoint between Austin and San Antonio. The study defined a dozen transects and four concept plans that identify roadway configurations and development characteristics for the corridors and centers. These design guidelines promote connectivity, traffic management, transit access, sense of place, safety, and the environment.	The study's goals are wide-ranging and align with the 2050 RTP's goals of safety, mobility, economy, and equity. The design guidelines most closely support the impact on access to opportunity, natural environment, economic development, human environment, valuing communities, and public health objectives.
CAMPO	Williams Drive Study	The study explored options for enhancing the mobility, safety, and livability of the Williams Drive corridor, which acts as both a suburban arterial and an activity center for Georgetown. The study recommended a wide range of infrastructure improvements to increase walkability, decrease vehicle congestion, and enhance the character of the corridor. These improvements include adding walking and biking facilities, improving intersections and signal timing, implementing design guidelines, and facilitating desired development.	The study's goals of enhancing multimodal operations and economic development align with the 2050 RTP's goals of mobility and economy and the access to opportunity and economic development objectives. Similarly, the goals of enhancing quality of life and encouraging context-sensitive development align closely to the valuing communities and impact on human environment objectives.
CAMPO	Austin Avenue Corridor Study	The Austin Avenue corridor is a busy, high-traffic corridor in Georgetown. The study analyzed existing conditions and previous plans and aims to enhance multimodal travel and economic development along the corridor. Austin Avenue is an important commercial, industrial, and residential corridor. Specific concepts were developed for each sub-area of the corridor.	Residents are concerned about congestion, safety, and walkability. Engagement showed that people are excited for more sidewalks, shared-use paths, better lighting, slower vehicle speeds, more transit services, and more bike lanes. Opportunities for placemaking are available along the corridor. Plans to reduce the number of lanes from four to two show improvements to travel time.
CAMPO	Project Readiness Program	The CAMPO Project Readiness Program is a partnership between CAMPO and the Texas Department of Transportation (TxDOT). The intent is to plan for future transportation needs on state-owned highways throughout the six-county CAMPO region. In 2021, CAMPO's Transportation Policy Board adopted 10 regional corridors to study and prepare for future multimodal transportation projects. These corridors connect significant and growing residential, employment, and activity centers throughout the region, experience higher-than-average crash rates, and complement existing studies and projects throughout the region.	All the projects being studied through the CAMPO Project Readiness Program are regionally significant and would be eligible for consideration in the 2050 RTP.

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
FHWA	USDOT SS4A Grants	<p>The Federal Highway Administration (FHWA) has awarded several SS4A (Safe Streets and Roads for All) grants to the CAMPO region over the past few years:</p> <p>2022 Grants: The total SS4A grant allocation for the CAMPO region included \$22.9 million for the city of Austin and an additional \$2.3 million directly to CAMPO. The city of Austin decided to use its SS4A implementation grant funding for major intersection safety projects, pedestrian hybrid beacons, low-cost, systemic safety treatments, and a safety education campaign on roundabouts and video analytics for safety analysis and evaluation. CAMPO's award is being used to develop a comprehensive safety action plan.</p> <p>2023 Grants: In 2023, the city of Austin received \$288,000 in SS4A grants. (Also, CAMPO's Transportation Policy Board reported receiving \$3.32 million that year. Specific grant amounts awarded to Travis County are not detailed but were included in the overall funding.)</p> <p>2024 Grants: Austin was awarded an additional \$10.5 million for roadway crossing improvements at more than 50 locations. These improvements include rapid flashing beacons, pedestrian crossing islands, curb extensions, and pedestrian hybrid beacons, as well as a grade-separated crossing of I-35.</p>	<p>The projects funded by the SS4A grants will directly promote CAMPO's goal of increasing safety in the region for motorized and non-motorized users of the transportation system.</p>
AUS	Austin-Bergstrom Airport Expansion & Development Program	<p>Austin-Bergstrom Airport (AUS) is the main airport in the CAMPO region. This plan outlines existing conditions for air passenger travel and air cargo passing through the airport. Plans to expand the airport are intended to serve the projected growth in passengers and air cargo.</p>	<p>Passenger volume has tripled since 1999, and the annual growth rate from CY22 to CY23 was 4.3 percent. (The average for all U.S. airports was 10.9 percent.) While air cargo (measured by landed weight) has generally increased over the past 25 years, it decreased nationally from 2022 to 2023 by 5.5%. Landed weight of air cargo through Austin-Bergstrom decreased by almost 11.5% from 2022 to 2023. This decrease is likely to be reversed in coming years. The airport expansion program projects landed volume to increase by 15.2 percent by 2037. Increases in passengers and air cargo will lead to higher demand for transportation services and infrastructure serving AUS.</p>

Transit and Rail Studies and Plans

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
TxDOT	Amtrak/Passenger Rail Corridor Studies	Three potential passenger rail corridors have been identified for development between San Antonio, Houston, and Dallas. Each corridor is detailed in a corresponding 2022 document as part of the Federal Railroad Administration's Corridor Identification and Development Program. The so-called "Texas Triangle" would serve two-thirds of the population of Texas and connect two of the most populous cities in the US, as well as the state capital.	All of the anticipated public benefits support the goals of the 2050 RTP. In particular, the studies noted increased safety, mobility, and accessibility for under-served populations, as well as economic growth and improved quality of life for Texans.
CapMetro	CapMetro Transit Plan 2035	Transit Plan 2035 is CapMetro's blueprint for the future of public transportation in Central Texas. It includes a comprehensive evaluation of the area's transit system and changes to how people are traveling in the Central Texas region. The contents of the original plan is evolving, and a new version currently being drafted. It is expected to be completed by fall of 2025. The final plan will outline strategies to update transit services, upgrade infrastructure and better meet central Texans' needs over the next five to ten years.	This plan will support CAMPO's goal of creating a multimodal system, with integrated transportation options that provide residents with many options for efficient mobility.
CARTS	Transit Development Plan	The TDP provides a ten-year plan for rural transit service in the Capital Area, including proposed strategies and service improvements to enhance transit service for rural Texans. The service area has experienced notable population growth, and a majority of residents are considered transit dependent. CARTS' on-demand service, known as <i>NOW</i> , has been highly successful, and the TDP recommends implementing <i>NOW</i> in other counties and enhancing Country and Interurban service.	This plan supports the goals of the 2050 RTP by aiming to improve connectivity within rural areas and between rural and urban areas, which helps to improve access to opportunities for rural Texans. Further, the plan's focus on providing service in a sustainable manner aligns closely with the 2050 RTP's goals of fiscal constraint and flexibility.
Austin Transit Partnership	Austin Light Rail Implementation Plan	This plan recommends the alignment for a new light rail line in Austin, connects this recommendation to community engagement feedback, and details the federal Capital Investment Grant process for funding the project.	This plan explicitly links its recommendations to the goals of increased mobility through multimodality, economic growth through access to the transit network, and equity through transit service to BIPOC communities, affordable housing, lower income areas, and transit-dependent households.
Austin Transit Partnership	Austin Light Rail Phase 1 Project Coordination Plan	This plan describes how the Federal Transit Administration and Austin Transit Partnership will divide environmental review responsibilities and provide opportunities for agency and public participation in and comment on the environmental review process.	This document focuses on agency coordination to address stewardship via project impact on the environment. It also details public involvement goals, which address the 2050 RTP goal of equity through system evolution that is respectful to communities.

TxDOT Studies, Plans and Processes

SOURCE	NAME OF STUDY OR PLAN	KEY TAKEAWAYS	IMPLICATIONS FOR 2050 RTP
TxDOT	Unified Transportation Program	The UTP directs funding for projects across the state over the next 10 years. The 2024 UTP has three goals: promoting safety, preserving assets, and optimizing system performance. The Austin District is programmed to receive over \$4 billion in funding for strategic priority projects and roughly \$1 billion each for preventative maintenance and rehabilitation, metropolitan and urban area corridor, and statewide connectivity corridor projects. Mitigating congestion is a key priority for TxDOT and the Austin District is programmed to receive more funding than any other district for congestion-related strategic projects. The UTP includes the I-35 Capital Express Central project, which includes non-tolled managed lanes and operational and safety enhancements. Additionally, it includes upgrades to roadways such as SH 71, US 281, SL 360, and RM 620.	TxDOT's focus on improving system performance by mitigating congestion aligns with the 2050 RTP's goal of mobility and the travel choices, connectivity, and value of time objectives. Both the UTP and the 2050 RTP prioritize safety through the former's fatality-related performance measures and the latter's crash reduction. The UTP also emphasizes preservation, which is captured by the 2050 RTP's goal of stewardship and the system preservation objective.
TxDOT	Draft Statewide Long-Range Transportation Plan	The SLRTP provides high-level strategic direction for TxDOT's statewide planning efforts for the next 25 years. The draft SLRTP's vision is to "create an innovative multimodal transportation system that safely and efficiently moves people and freight and supports future growth." The SLRTP establishes eight strategies for achieving this vision, including improving system resiliency, leveraging technology, supporting freight, developing a multimodal system, and creating connections to jobs. Additionally, TxDOT projects that statewide VMT will increase over 40% by 2050 due to population and economic growth, with daily delay expected to triple.	The draft SLRTP's goals align closely with the 2050 RTP's goals, and each plan emphasizes safety, preservation and stewardship, mobility and connectivity, and economy. There are similar connections between the objectives in each plan, including improving security and resiliency, optimizing transportation operations, and increasing access to opportunity. The SLRTP identifies resilience, sustainability, technology, and innovation as emerging trends, which are connected to the 2050 RTP's natural environment and technology objectives.
TxDOT	Texas Delivers 2050: The Texas Freight Mobility Plan	The TFMP provides high-level strategic direction for statewide freight planning efforts. The plan focuses on the state's multimodal freight network, which includes I-35 and the Austin-Bergstrom International Airport, and envisions Texas as a "leader in delivering first-in-class multimodal goods movement ... through safe, secure, and resilient supply chains." The recommended policies support multimodal connectivity, urban freight movement, economic development, security and resiliency, asset preservation, innovation, and many other outcomes.	The plan's goals are wide-ranging and align closely with each of the goals in the 2050 RTP. In particular, the recommendations support the connectivity, reliability, value of time, flexibility, fiscal constraint, and system preservation objectives.

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Appendix N

Public Comments and Survey Responses






Appendix – Round 1 Materials

Webpage Announcement



select language ▼ search...

ABOUT CALENDAR PLANS & STUDIES RESOURCES GET INVOLVED CONTACT

SHARE     

PLANS & STUDIES

2050 Plan

Regional Freight Plan

2045 Plan

2040 Plan

2035 Plan

Previous Plans

Transportation Improvement Program

Funding Opportunities
Project Progress Reporting
Transportation Development Credits

Unified Planning Work Program (UPWP)

Annual Performance and Expenditure Review (APER)

Local Plans and Studies

CAMPO Project Readiness Program
FM 1626/RM 967 Intersection Study
Georgetown Austin Avenue Corridor Study
Northeast Burnet County Transportation Study
Regional Safety Action Plan
Regional Transportation Emission Reduction Plan

Regional Transit Coordination Committee

Search...

CAMPO 2050 REGIONAL TRANSPORTATION PLAN

The CAMPO 2050 Regional Transportation Plan is a multimodal transportation plan that covers the Central Texas Region including Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. The plan anticipates the transportation needs for the next 25-years including driving, walking, biking, transit, freight, and the use of emerging technologies. It also forecasts transportation funding and identifies projects and programs likely to be implemented through the year 2050.

Visit the [online open house](#) or attend an [in-person open house](#) to review projects submitted for the 2050 Plan, read the draft 2050 Plan document, and complete a survey or submit comments. A public hearing for the 2050 Plan is anticipated at the [April 14 CAMPO Transportation Policy Board meeting](#). Call 512-651-3964 to request information and a survey by mail.

2050 PLAN ONLINE OPEN HOUSE

The 2050 RTP process includes:

- Robust public engagement and stakeholder involvement
- Updates to the Active Transportation Network (sidewalks, bike lanes, and trails)
- Opportunities to improve regional transportation connections
- Strategies to manage travel demand and congestion
- Transit investments designed to create more travel choice and affordability
- Safety enhancements for all users of the transportation system
- Incident Management to reduce the impact of crashes and travel disruptions on traffic flow (coordination with first responders and use of technology to notify travelers of delays and availability of alternate routes)

2050
TRANSPORTATION
PLAN
CENTRAL TEXAS

Help plan for the future of transportation in Central Texas

Ever think about ways to make it easier to get around our region? CAMPO wants to hear your thoughts! Your participation and input are key in determining preferences and priorities for the 2050 Regional Transportation Plan. Two rounds of public outreach will take place prior to the CAMPO Transportation Policy Board's anticipated action on the 2050 Plan in May 2025.

For many, having options to travel around the region is essential each day – but even if you rarely travel long distances, regional planning still affects you.

Regional planning gives access to:

- Multiple modes of transportation – Different land uses and different persons' abilities and preferences require different types of transportation.
- Economic opportunities – Transportation is a vital piece of the puzzle for businesses to function properly, including access to employees, customers, and freight.
- Resources and goods – From the soap you love to your favorite foods, each item you buy at the grocery store arrives via the transportation network. A well-connected network helps to support a variety of products and resources.
- Employment, Housing, Recreation – Connected transportation systems ensure adequate access to our daily needs and increases our ability to make choices about where we live, work, shop, and recreate.
- Emergency services and security – Emergency vehicles need reliable connections to provide timely services. Beyond daily EMS operations, it is important to plan for natural disasters with complete and well-detailed evacuation routes.

Exhibit Boards

English

CAMPPO
CENTRAL TEXAS AREA METROPOLITAN PLANNING ORGANIZATION

CAMPO 101

WHAT IS CAMPO?

The Capital Area Metropolitan Planning Organization (CAMPO) is the Austin region's transportation decision-making body, coordinating regional transportation planning between counties, local governments and transportation agencies. The organization is made up of a 22-member Transportation Policy Board (TPB) that makes decisions on CAMPO policy and allocates federal transportation funds for the region, a 24-member Technical Advisory Committee (TAC) that provides technical expertise and recommendations to inform the Transportation Policy Board, and the Executive Director, who reports to the TPB and oversees the CAMPO staff.

WHAT IS AN MPO?

A metropolitan planning organization, or MPO, is a regional transportation planning entity designated by the federal government beginning in 1962. MPOs are required in areas with a population greater than 50,000.

WHERE IS CAMPO?

CAMPO conducts regional transportation planning work within six counties: Burnet, Williamson, Travis, Hays, Caldwell, and Bastrop.

campotexas.org

CAMPPO
CENTRAL TEXAS AREA METROPOLITAN PLANNING ORGANIZATION

CAMPO 2050 DIVERSE REGION & NEEDS

The CAMPO six county region boasts bustling city streets, quaint neighborhoods, large cattle ranches, and everything in between. This varied context means that the regional transportation network must consider diverse needs and provide transportation options to meet those different needs.

Craig
Commuter
Craig is a commuter who works in the city and lives in the suburbs. He needs a reliable transportation option to get to work every day.

Lauren
Student
Lauren is a student who lives in the city and attends college in the suburbs. She needs a reliable transportation option to get to school every day.

Nick
Elderly
Nick is an elderly person who lives in the city and needs a reliable transportation option to get to the grocery store every week.

Eric
Family
Eric is a family man who lives in the city and needs a reliable transportation option to get to work every day and take his kids to school.

Rosa
Disabled
Rosa is a person with a disability who lives in the city and needs a reliable transportation option to get to the doctor's office every week.

Carla
Elderly
Carla is an elderly person who lives in the city and needs a reliable transportation option to get to the senior center every week.

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CENTRAL TEXAS AREA METROPOLITAN PLANNING ORGANIZATION

CAMPO 2050 PLAN INTRODUCTION

PLAN OVERVIEW

CAMPO is working to develop the 2050 Plan, a long-range Regional Transportation Plan (RTP) to address transportation needs over the next 25 years in Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties.

This multimodal plan will evaluate a variety of transportation modes such as driving, walking, biking, transit, freight, and emerging technologies. It also forecasts transportation funding and identifies projects and programs likely to be implemented through the year 2050.

CAMPO's Planning Process

- Local and Regional Plans and Studies**
CAMPO works with local governments to identify and coordinate needs.
- Regional Long-Range Plan**
CAMPO develops a long-range plan that identifies transportation needs and priorities for the region.
- Project Selection and Funding**
Local governments and CAMPO work together to select and fund projects.
- Project Implementation**
Local governments and CAMPO work together to implement projects.

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CENTRAL TEXAS AREA METROPOLITAN PLANNING ORGANIZATION

WHY IS IT NEEDED?

2050 REGIONAL GROWTH

Projections show that the growth in population and employment will greatly outpace infrastructure improvements through the year 2050. That means that already congested roads will become even busier and Central Texas can expect to spend more time traveling. Transportation options that include a variety of ways of getting around help address future travel needs.

Population Growth 2020-2050

County	2020-2050 Growth (%)
Burnet	27%
Williamson	29%
Travis	53%
Hays	21%
Caldwell	90%
Bastrop	51%

Employment Growth 2020-2050

County	2020-2050 Growth (%)
Burnet	28%
Williamson	31%
Travis	92%
Hays	24%
Caldwell	109%
Bastrop	50%

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Exhibit Boards

Spanish

CENTRAL TEXAS

CAMPO

CAMPO 101

¿QUÉ ES CAMPO?


La Organización de Planificación Metropolitana del Área Capital (CAMPO), por sus siglas en inglés) es el organismo encargado de la toma de decisiones en transporte de la región de Austin, coordinando la planificación del transporte regional entre los condados, los gobiernos locales y los agencias de transporte, así como la organización y la ejecución de la Junta de Política de Transporte (JPT) de 22 miembros que toma decisiones sobre las políticas de CAMPO y asigna fondos federales de transporte para la región, un Comité Asesor Económico (ACE) de 24 miembros que proporciona recomendaciones y recomendaciones para informar a la Junta de Política de Transporte, y a Director Ejecutivo, quien informa a la JPT y supervisa al personal de CAMPO.

¿QUÉ ES UN MPO?

MPO significa "organización de planificación metropolitana" que es una entidad de planificación de transporte regional designada por el gobierno federal a partir de 1967. Las MPO son necesarias en áreas con una población con más de 50,000 residentes.

¿DÓNDE ES CAMPO?

CAMPO lleva a cabo actividades de planificación de transporte regional en seis condados: Burnet, Williamson, Travis, Hays, Caldwell y Bastrop.



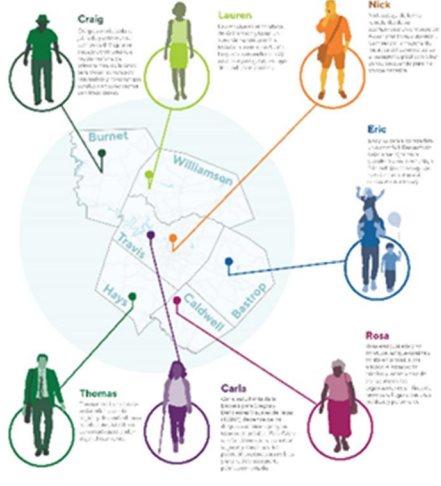
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CENTRAL TEXAS

CAMPO

CAMPO 2050
REGIÓN DIVERSA
Y NECESIDADES

La región de seis condados de CAMPO cuenta con calles bulliciosas, vecindarios tradicionales, ranchos grandes y muchos otros lugares. Esta variedad de contextos significa que una red de transporte que funcione correctamente debe tener en cuenta necesidades muy diversas.



CENTRAL TEXAS

CAMPO

INTRODUCCIÓN AL
PLAN CAMPO 2050

DESCRIPCIÓN GENERAL DEL PLAN

CAMPO está trabajando para desarrollar el Plan 2050, un Plan de Transporte Regional (RTP) a largo plazo para abordar las necesidades de transporte en los próximos 25 años en los condados de Bastrop, Burnet, Caldwell, Hays, Travis y Williamson.

Este plan multimodal evaluará una variedad de modos de transporte como la conducción, los desplazamientos a pie y en bicicleta, el tránsito, el transporte de mercancías y las tecnologías emergentes. También evaluará la financiación del transporte e identificará los proyectos y programas que probablemente se ejecutarán hasta el año 2050.

Proceso de planificación de CAMPO



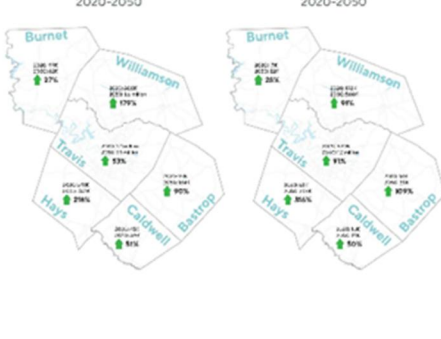
CENTRAL TEXAS

CAMPO

¿POR QUÉ ES
NECESARIO?

CRECIMIENTO REGIONAL EN 2050

Las proyecciones muestran que el crecimiento de la población y el empleo superarán con creces las mejoras de las infraestructuras hasta el año 2050. Esto significa que las carreteras, ya congestionadas, estarán aún más congestionadas y que el centro de Texas pasará más tiempo viajando, a menos que nuestro futuro en el transporte incluya opciones para desplazarse de diversas maneras.



REVISAR MATERIALES
HACER PREGUNTAS
COMPARTAR SUS IDEAS



Complete una encuesta
bit.ly/SurveyRSAP



Deje sus comentarios en
un mapa interactivo
bit.ly/MapRSAP



Envíe sus comentarios
por correo electrónico a:
comments@campo-rsap.com



Póngase en contacto con el equipo del proyecto si tiene alguna pregunta
(512) 651-3964



Envíe sus comentarios
por correo
CAMPO RSAP Team
c/o CD&P
PO Box 5459
Austin, TX 78763

Todos los comentarios deben ser enviados antes del

MIÉRCOLES 27 DE NOVIEMBRE DE 2024

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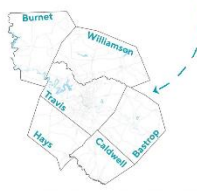
## Brochure

## English

### CAMPO 101

**What is CAMPO?**  
The Capital Area Metropolitan Planning Organization (CAMPO) is the Austin region's transportation decision-making body, coordinating regional transportation planning between counties, local governments and transportation agencies. The organization is made up of a **22-member Transportation Policy Board (TPB)** that makes decisions on CAMPO policy and allocates federal transportation funds for the region; a **24-member Technical Advisory Committee (TAC)** that provides technical expertise and recommendations to inform the Transportation Policy Board; and the **Executive Director**, who reports to the TPB and oversees the CAMPO staff.

**Where is CAMPO?**  
CAMPO conducts regional transportation planning work within six counties: **Bastrop, Burnet, Caldwell, Hays, Travis and Williamson.**



**CAMPO Goals:**

- Progress:** Growth-oriented, multimodal transportation should place safety, mobility, economic vigor and equal opportunity at the forefront.
- Connectivity:** CAMPO believes connectivity, engagement and transparency among diverse decision-makers is meaningful and lasting mobility.
- Equity & Accessibility:** CAMPO believes that transportation improvements also mean "being visible" - that all demographics - and residents of all urban and suburban areas - have equitable access to participate and provide input in the decision-making process.


**CONTACT**

Scan now to visit the project webpage

512.651.3964

CAMPO2050RTP@gmail.com

Every five years, Metropolitan Planning Organizations (MPOs) are required to update their long-range transportation plan. CAMPO is working on the **2050 Regional Transportation Plan (RTP)**, which is a multimodal transportation plan that covers the Central Texas counties of Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties. The RTP anticipates transportation needs for the next 25 years including driving, walking, biking, transit, freight, and the use of emerging technologies. It also forecasts transportation funding availability and identifies projects and programs likely to be implemented through the year 2050.



**CAMPO Mission:** As a regional transportation planning organization encompassing Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties, CAMPO is committed to improving mobility and ultimately quality of life for all within the six-county region and ensuring the benefits of the transportation system are distributed fairly across all demographics through future, urban, and suburban areas.

### CAMPO's Planning Process

CAMPO's planning process starts with local and regional studies which then help to inform the Regional long-range plan. Local governments are involved every step of the way, providing input on planning initiatives. Projects that use federal funding or that are of regional significance must be included in the CAMPO long-range plan before being studied or constructed. Implementation and construction are the responsibility of local governments - CAMPO does NOT construct projects.

Transportation is a regular part of most daily routines. As more and more people move to Central Texas, having a variety of travel options will help us all get around a little easier - but more than just getting around, regional transportation planning also considers:

- Modes of transportation - as Central Texas continues to grow, multiple modes of travel and travel solutions will help us choose the option that is the best fit for a given day or trip
- Economic Opportunities - transportation is a vital piece of the puzzle for businesses to function properly and provide access to employees, customers, and the goods they sell
- Goods and services - daily essentials such as food, medicine, and clothing need a reliable well-connected transportation network so these goods can be delivered to businesses, service providers, and consumers
- Employment, housing, recreation - where do you live in relation to where you work? Where is your favorite restaurant or park? Connections to these locations, whether by road, bus route, or trail, are key parts of the transportation puzzle
- Emergency services and security - emergency vehicles need reliable connections to provide timely services. In addition to first responder operations like fire and EMS, it is important to plan for natural disasters with complete and well-connected transportation and evacuation networks

- 1 Local and Regional Plans and Studies**  
CAMPO works with local governments, leadership, and communities to identify and incorporate needs.
- 2 Regional Long-Range Plan**  
CAMPO uses recommendations from plans and studies to create a cohesive, multi-modal plan. Local governments participate in plan development.
- 3 Project Selection and Funding**  
Local project sponsors submit applications to CAMPO to fund projects identified in plans.
- 4 Project Implementation**  
Local project sponsors analyze, design, and construct projects.

For more details on the plans and studies listed above, please visit [www.campotexas.org](http://www.campotexas.org) or call 512.651.3964

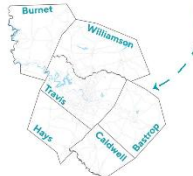
## CAMPO 101

### ¿Qué es CAMPO?

La Organización de Planificación Metropolitana del Área Capital (CAMPO), por sus siglas en inglés, es el organismo encargado de la toma de decisiones en transporte de la región de Austin, coordinando la planificación del transporte regional entre los condados, los gobiernos locales y las agencias de transporte. La organización está compuesta por una **Junta de Política de Transporte (TPB) de 22 miembros** que toma decisiones sobre las políticas de CAMPO y asigna fondos federales de transporte para la región, un **Comité Asesor Técnico (TAC) de 24 miembros** que proporciona conocimientos técnicos y recomendaciones para informar a la Junta de Política de Transporte, y al **Director Ejecutivo**, quien informa a la TPB y supervisa a personal de CAMPO.

### Where is CAMPO?

CAMPO conducts regional transportation planning work within six counties: **Bastrop, Burnet, Caldwell, Hays, Travis and Williamson.**



### Objetivos de CAMPO:

Progreso: La planificación regional de transporte debe ser un proceso continuo que evolucione con el tiempo, adaptándose a las necesidades cambiantes de la región.

Comunicación: CAMPO cree que la comunicación es la clave para el progreso. Trabajamos para asegurar que todos los interesados en el transporte regional estén bien informados y tengan voz en el proceso.

### ¿Qué es un MPO?

MPO significa organización de planificación metropolitana, que es una entidad de planificación de transporte regional designada por el gobierno federal a partir de 1962. Las MPO son necesarias en áreas con una población con más de 50,000 residentes.

### ¿Qué hace CAMPO?

CAMPO coordina con los gobiernos locales y las agencias de transporte, como TxDOT, en la planificación de mejoras regionales en el transporte. Esto incluye trabajar directamente con los gobiernos locales en estudios técnicos relacionados con el transporte y el desarrollo económico. Sin embargo, CAMPO no maneja la construcción de proyectos – esa responsabilidad recae en los patrocinadores del proyecto, como ciudades, condados y agencias de transporte. CAMPO es responsable de crear dos documentos de planificación regional primarios – uno de largo plazo y otro de corto plazo:

- **Plan Regional de Transporte (RTP)** es un plan de más de 20 años, que se adopta cada cinco años, y;
- **Programa de Mejoramiento del Transporte (TIP)**, que se adopta cada dos años, pero cubre un periodo de cuatro años.

Los dos incorporan una variedad de modos de transporte, como el transporte público, áreas peatonales, ciclismo y viajar en automóvil, como se describe en este folleto.



Escanee aquí para visitar la página web del proyecto.

### CONTACTO

512.651.3964  
CAMPO2050RTP@gmail.com



Cada cinco años, las Organizaciones de Planificación Metropolitana (MPO) deben actualizar su plan de transporte a largo plazo. CAMPO está trabajando en el **Plan Regional de Transporte (RTP) 2050**, que es un plan de transporte multimodal que cubre los condados del Centro de Texas: Bastrop, Burnet, Caldwell, Hays, Travis y Williamson. El RTP anticipa las necesidades de transporte para los próximos 25 años incluyendo la conducción, los viajes a pie y en bicicleta, el transporte público, el transporte de mercancías y el uso de tecnologías emergentes. También prioriza el financiamiento del transporte e identifica proyectos y programas que probablemente se implementarán hasta el año 2050.



**Historia de CAMPO:** Como organización regional de planificación de transporte que abarca los condados de Bastrop, Burnet, Caldwell, Hays, Travis y Williamson, CAMPO está comprometida a mejorar la movilidad y la calidad de vida, dentro de la región de seis condados y garantizando que los beneficios del sistema de transporte se distribuyan de manera equitativa entre todos los grupos demográficos en áreas rurales, urbanas y suburbanas.

## Proceso de Planificación de CAMPO

El proceso de planificación de CAMPO comienza con estudios locales y regionales que luego ayudan a informar el plan regional a largo plazo. Los gobiernos locales participan en cada paso del camino, proporcionando información sobre las iniciativas de planificación. Cuando llega el momento de seleccionar los proyectos que recibirán financiación, los gobiernos locales son responsables de preparar las solicitudes de proyectos o de implementar las políticas locales.

La implementación y la construcción son responsabilidad de los gobiernos locales, CAMPO NO construye proyectos.

El transporte es una parte regular de la mayoría de las rutinas diarias. A medida que más y más personas se mudan al Centro de Texas, tener una variedad de opciones de viaje nos ayudará a todos a movernos un poco más fácilmente, pero más que solo movernos, la planificación regional del transporte también considera:

- **Modos de transporte:** a medida que el Centro de Texas continúa creciendo, los múltiples modos de viaje y las soluciones de viaje, como caminar, andar en bicicleta, la conducción, usar el transporte público, uso compartido del automóvil, trabajar desde casa y las nuevas tecnologías nos ayudarán a elegir la opción que mejor se adapte a un día o viaje determinado.



- **Oportunidades económicas:** el transporte es una parte vital para que los negocios funcionen correctamente y faciliten el acceso a los empleados, los clientes y los productos que venden.
- **Productos y servicios:** los productos esenciales como la comida, medicamentos y ropa, necesitan una red de transporte confiable y bien conectada para que estos elementos esenciales puedan entregarse a negocios, proveedores de servicios, y consumidores.
- **Empleo, vivienda, recreación:** ¿dónde vive en relación con el lugar donde trabaja? ¿Dónde está su restaurante o parque favorito? Las conexiones a estos lugares, ya sea por carretera, ruta de autobús o sendero, son partes esenciales en el transporte.
- **Servicios de emergencia y seguridad:** los vehículos de emergencia necesitan conexiones confiables para ofrecer servicios puntuales y, más allá de las operaciones diarias del servicio médico de urgencia (EMS), es importante planear para desastres naturales con planes de evacuación completos y detallados.

### 1 Planes y Estudios Locales y Regionales

CAMPO trabaja con los gobiernos locales, el liderazgo y las comunidades para identificar e incorporar las necesidades.

### 2 Plan Regional a largo plazo

CAMPO utiliza las recomendaciones de planes y estudios para crear un plan cohesivo y multimodal. Los gobiernos locales participan en el desarrollo del plan.

### 3 Selección y financiación de proyectos

Los patrocinadores locales de proyectos presentan solicitudes a CAMPO para financiar proyectos identificados en los planes.

### 4 Implementación del proyecto

Los patrocinadores locales de proyectos analizan, diseñan y construyen proyectos.

Para obtener más detalles sobre los planes y estudios mencionados arriba, visite [www.campotexas.org](http://www.campotexas.org) o llame al 512.651.3964

## Push Card

### English

## Share Your Input on Regional Transportation and Safety Needs!



The Capital Area Metropolitan Planning Organization (CAMPO) invites the public to learn about and participate in the development of the **2050 Regional Transportation Plan** and the **Regional Safety Action Plan**. Online materials, comment opportunities, and a calendar of in-person outreach events for both plans are available at [campotexas.org/get-involved](http://campotexas.org/get-involved).

### REGIONAL SAFETY ACTION PLAN

The Regional Safety Action Plan aims to reduce fatal and serious-injury crashes while improving transportation systems for all users, including pedestrians, cyclists, public transportation users, and drivers, with an emphasis on equitable investment in historically underserved communities. This effort will address the broader regional safety needs including county-specific plans for Bastrop, Burnet, Caldwell, Hays, and Williamson counties, and will provide access to additional funding resources. A separate safety action plan for Travis County is being developed.

### 2050 REGIONAL TRANSPORTATION PLAN

The 2050 Regional Transportation Plan is a multimodal long-range transportation plan for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. This plan considers factors such as regional growth and anticipated funding to develop a regional network for the next several decades to include roads, transit, biking, walking, and using technology to travel more efficiently.

» GET INVOLVED

Learn more and share your input, visit: [campotexas.org/get-involved](http://campotexas.org/get-involved)

For questions or to request printed materials, please contact the project team: **512-651-3964**

Scan now to visit the Get Involved webpage



### Spanish

## ¡Comparta sus comentarios sobre las necesidades regionales de transporte y seguridad!



La Organización de Planificación Metropolitana del Área Capital (CAMPO) invita al público a conocer y participar en el desarrollo del **Plan de Transporte Regional 2050** y el **Plan de Acción de Seguridad Regional**. Hay materiales disponibles en línea, oportunidades de comentarios y un calendario de eventos presenciales para ambos planes en [campotexas.org/get-involved](http://campotexas.org/get-involved).

### PLAN DE ACCIÓN DE SEGURIDAD REGIONAL

El Plan de Acción de Seguridad Regional tiene como objetivo reducir los accidentes mortales y con heridos graves al tiempo que mejora los sistemas de transporte para todos los usuarios, incluidos peatones, ciclistas, usuarios del transporte público y conductores, con un enfoque en la inversión equitativa en las comunidades históricamente desatendidas. Este esfuerzo abordará las necesidades de seguridad regionales más amplias, incluidos los planes específicos de los condados de Bastrop, Burnet, Caldwell, Hays y Williamson, y proporcionará acceso a recursos financieros adicionales. Se está desarrollando un plan de acción de seguridad separado para el condado de Travis.

### 2050 PLAN DE TRANSPORTE REGIONAL

El Plan de Transporte Regional 2050 es un plan de transporte multimodal a largo plazo para los condados de Bastrop, Burnet, Caldwell, Hays, Travis y Williamson. Este plan considera factores como el crecimiento regional y el financiamiento anticipado para desarrollar una red regional durante las próximas décadas que incluya carreteras, tránsito, ciclismo, caminatas y el uso de la tecnología para viajar de manera más eficiente.

» PARTICIPE

Para obtener más información y compartir sus comentarios, visite: [campotexas.org/get-involved](http://campotexas.org/get-involved)

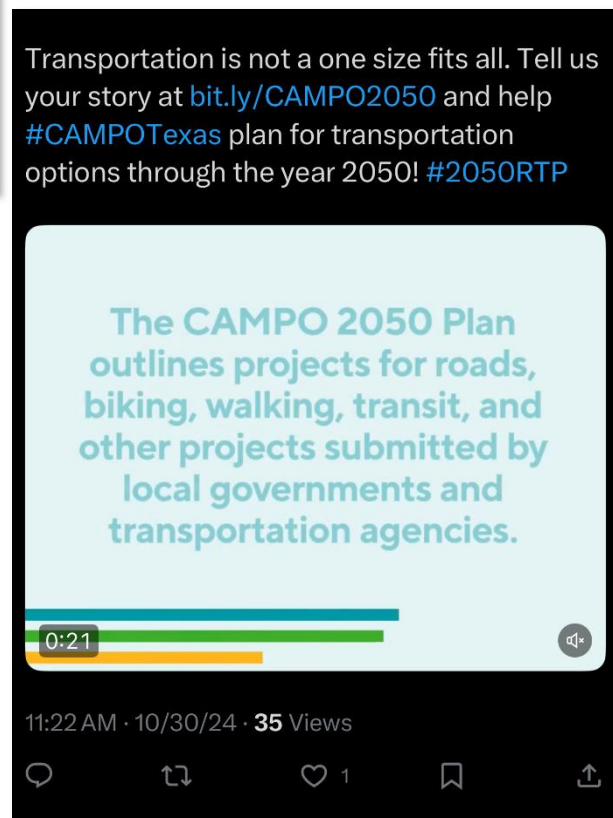
Si tiene preguntas o desea solicitar los materiales, por favor comuníquese con el equipo del proyecto: **512-651-3964**

Escanee ahora para visitar la página web de Participe

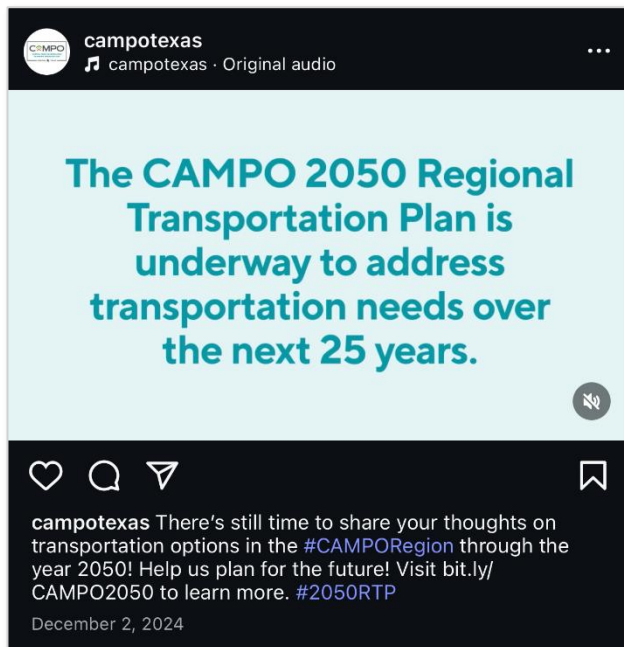
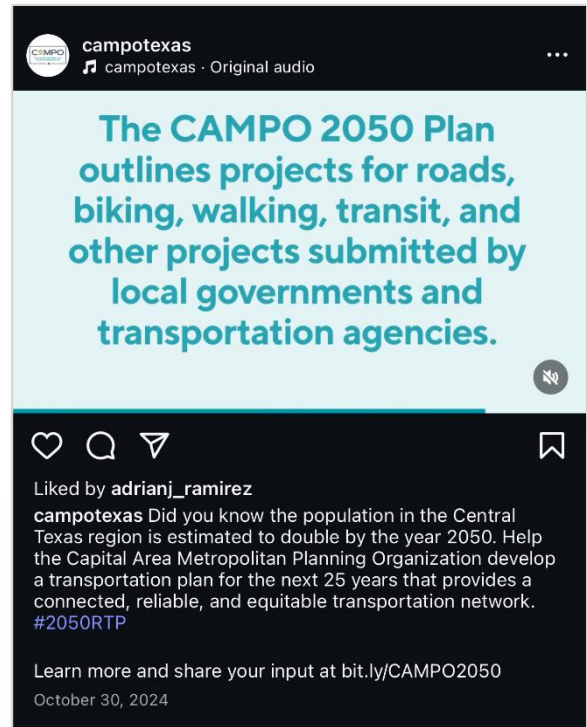


## Social Media

### X (Formally Twitter)



## Instagram



## Facebook

**Capital Area Metropolitan Planning Organization - CAMPO**  
Oct 16 · 🌐

Share your input on regional transportation and safety needs! CAMPO is developing the 2050 Regional Transportation Plan and the Regional Safety Action Plan to address regional transportation and safety needs. Learn more and share your input at [campotexas.org/get-involved](https://campotexas.org/get-involved).

Share your input on transportation and safety needs in our region!


- REGIONAL SAFETY ACTION PLAN
- 2050 REGIONAL TRANSPORTATION PLAN

➤➤➤ [campotexas.org/get-involved](https://campotexas.org/get-involved)



 Like  Comment  Share


 88

2 shares





**Capital Area Metropolitan Planning Organization - CAMPO**  
Oct 30, 2024 · 🌐

Did you know the population in the Central Texas region is estimated to double by the year 2050. Help the Capital Area Metropolitan Planning Organization devel... See more





21 views

 Like  Comment  Send  Share



FOR IMMEDIATE RELEASE

Doise Miers, Community Outreach Manager  
(737) 226-4840 | [Doise.Miers@campotexas.org](mailto:Doise.Miers@campotexas.org)

**CAMPO SEEKS PUBLIC INPUT ON LOCAL TRANSPORTATION, SAFETY CONCERNS,  
NEEDS FOR REGIONAL SAFETY ACTION PLAN**

AUSTIN, TEXAS, **October 2024** – The Capital Area Metropolitan Planning Organization (CAMPO) is developing the **Regional Safety Action Plan** to enhance roadway safety in Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties. CAMPO is holding an online open house to collect input from the community about roadway safety, concerns, and needs. Online materials, commenting opportunities, and listing of in-person outreach events are available at [campotexas.org/get-involved](https://campotexas.org/get-involved). The online open house will be available through **Monday, Nov. 18, 2024**.

The **Regional Safety Action Plan** (RSAP) will identify solutions to enhance traffic safety and reduce and eventually eliminate fatal and serious-injury crashes while improving transportation systems for all users across the six-county region, including pedestrians, cyclists, public transportation users, and drivers, with an emphasis on equitable investment in historically underserved communities. This comprehensive and data-driven effort will address the broader regional safety needs and provide access to additional funding resources. It will also include county-specific plans for Bastrop, Burnet, Caldwell, Hays, and Williamson counties. Each of these plans will be integrated into the overarching RSAP, ensuring a coordinated approach to safety across the region.

A separate safety action plan for Travis County is being developed with the support of a specific grant and is expected to be completed by April 2025. This plan will be seamlessly integrated into the broader RSAP, ensuring that all local insights and solutions are reflected in the regional strategy.

CAMPO is also currently collecting feedback to inform the development of the **2050 Regional Transportation Plan (RTP)**. The 2050 RTP is a multimodal long-range transportation plan that will address transportation needs over the next 25 years for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. This plan considers factors such as regional growth and anticipated funding to develop a regional network for the next several decades to include roads, transit, biking, walking, and using technology to travel more efficiently.

Study information and commenting opportunities for both planning efforts are available at [campotexas.org/get-involved](https://campotexas.org/get-involved). Printed materials can be requested by calling 512-651-3964. A postage paid envelope will be included to return the survey by mail.

Visit [campotexas.org/get-involved](https://campotexas.org/get-involved) to learn more and share your input!

###

*As the regional transportation planning organization encompassing Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties, CAMPO is committed to improving mobility—and ultimately, quality of life—within the six-county region and ensuring the benefits of the transportation system are distributed fairly across all demographics throughout rural, urban, and suburban areas.*

Advertisement

*The Highlander and Burnet Bulletin*



**B**urnet  
Bulletin

PUBLISHER'S AFFIDAVIT

STATE OF TEXAS  
COUNTY OF Burnet

Before me, the undersigned authority, on this day personally appeared Kari Sardo,

who being by me duly sworn, deposes and that (s)he is the

Sales Rep. of the The Highlander / Burnet Bulletin  
(TITLE) (NAME OF NEWSPAPER)

that said newspaper is regularly published in Burnet  
(COUNTY/COUNTIES)

and generally circulated in Burnet, Texas;  
(COUNTY/COUNTIES)

and that the attached notice was published in said newspaper on the following dates, to wit:

October 16 + 18, 2024  
(DATES)

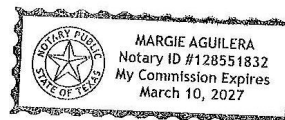
Kari Sardo  
(SIGNATURE OF NEWSPAPER REPRESENTATIVE)

Subscribed and sworn to before me this 12<sup>th</sup> day of November, 2024  
to certify which witness my hand and seal of office.

Margie Aguilera  
Notary Public in and for the State of Texas

Margie Aguilera  
Print or Type Name of Notary Public

Commission Expires March 10, 2027



## Drought

- Watering livestock in leak-proof troughs, and
- Whenever possible, re-circulate, re-use water and monitor all water outlets for leaks and repair

permat from the district as it operated and produced groundwater from its No. 8740 well - also known as Well No. 5 - between April and June last year.

According to officials, the well is "non-exempt"

"The well is permitted now," Sodek said. "They (Whitewater Springs) are compliant."

## Shelter

Generally, the council scolded supportive. However, City Manager Mike Hodge mentioned any new budget allocations or commitments the city devotes to animal services must be considered and weighed "correctly," particularly since recent city sales

"We are taking a hard look at (sales taxes) now," Hodge added. "We want to be careful. We are looking at April or May (next year) when we can make a move."

The council took no action on the matter before the workshop ended.

**SHARE YOUR INPUT ON  
REGIONAL TRANSPORTATION  
AND SAFETY NEEDS!**

CAMPO is developing the **2050 Regional Transportation Plan** and the **Regional Safety Action Plan** to address multimodal transportation and safety needs. Learn more and share your input!

Participate Online or In-Person  
Learn more at [campotexas.org/get-involved](http://campotexas.org/get-involved)  
Contact the study team to learn more or request  
printed materials:



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**FALL Festival**

October 24th-27th  
Johnson Park  
Marble Falls

MARBLE FALLS  
CITY OF MARBLE FALLS  
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Presented By

**THURSDAY**  
CARNIVAL 5pm-10pm

**FRIDAY**  
CARNIVAL 5pm-11pm  
SOUTHERN COMFORT BAND 8pm-10pm

**SATURDAY**  
CARNIVAL 5pm-11pm  
AMERICAN GYPSY BAND 8PM-10PM

**SUNDAY**  
CARNIVAL 1pm-9pm

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**5:30 PM - YMCA in Burnet**

**Pok-e-Jo's BBQ - Auction & Raffles - Wine Pull**  
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| Decadent Saint Winery             | The Hill Country Bakehouse        |
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| Ira Wolf Ranch & Distillery       | Welding Oak Winery                |
| Joice Plus                        | Westgate Cellars Winery & Brewery |
| Milkier's New Market & Smokehouse |                                   |

For more information and photos,  
go to [tastehighlandlakes.com](http://tastehighlandlakes.com).



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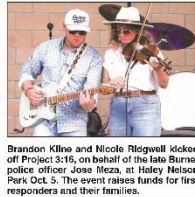
BURNEY COUNTY  
Tennessee

## News



Photos by Moagan McLoon/Laodoko Photography  
Mike Ryan, Jerry Reynolds, and Jon "Flesh" Hunt were on stage headlining Project 316 at Haley Nelson Park Oct. 5 in Burnet.

Thomas Williams with daughter Dakota Williams smiled for a photo Oct. 5 at Haley Nelson Park for Project 316 to raise first responder funds in honor of the late Burnet officer Jose Meza.



Brandon Kline and Nicole Riggs were on stage headlining Project 316, on behalf of the late Burnet police officer Jose Meza, at Haley Nelson Park Oct. 5. The event raises funds for first responders and their families.

## Burnet

From Page 1

quition) technology.

This cutting-edge system allows us to monitor and control the entire water distribution network in real time, ensuring faster responses to potential issues like leaks, pressure drops, or equipment malfunctions.

One of the biggest advantages of SCADA is its ability to help our city staff identify and address problems before

they escalate, minimizing disruptions to water service.

The system continuously tracks water quality indicators and optimizes the operation of pumps, valves, and other critical infrastructure. This ensures that we are delivering the highest quality water to our residents.

Beyond improving the reliability and safety of our water supply, SCADA also allows us to use resources more efficiently.

By reducing operational costs and energy consumption, we're able to create long-term savings for the city and its residents, all while maintaining a sustainable water supply for future generations. This investment underscores our ongoing commitment to maintaining the highest standards for our city's water services.

Burnet City Manager David Vaughn provides a weekly report on municipal activities for the citizens of the community.

## Drought

From Page 1

holding water that have a total capacity of more than 100,000 gallons and, total capacity less than 100,000 gallons is discouraged.

Other Stage 3 recommendations include:

- Washing vehicles only at a car wash when needed.

- Covering fountains, landscape ponds and swimming pools to prevent evaporation.

- Do not use water to wash driveways, parking areas, sidewalks, streets, tennis courts and other outdoor surfaces, except for animal or human health and safety or fire hazard prevention.

- Watering for dust control only as required by law.

- Watering livestock in leak-proof troughs; and
- Whenever possible, re-circulate, re-use water and monitor all water outlets for leaks and repair them.

Also during the Oct. 15 meeting, the board decided to schedule soon a show cause hearing related to Whitewater Springs Water Supply Corporation for its failure to obtain a permit from the district as it operated and produced groundwater from its No. 8740 well - also known as Well No. 5 - between April and June last year.

According to officials, the well is "non-exempt" from district regulations, because it could produce more than 25,000 gallons per acre 24-hour period. "The well is permitted now," Sodak said. "They (Whitewater Springs) are compliant."



Officer Austin McKnight, Sergeant Sean Stohman, Officer Derek Dwyer, Officer Aaron Reyna, Officer Dalton Bachorn, and Project 316 were on stage headlining Project 316, on behalf of the late Burnet police officer Jose Meza, at Haley Nelson Park Oct. 5. The event raises funds for first responders and their families.

## Alamo

From Page 1

sentual qualities of being Texan: duty, honor, and self-sacrifice," said Russell Newton, Co-Founder.

Judge James Oakley, who was named chairman of the Burnet County chapter, is a fifth-generation Burnet County citizen, where he graduated from Burnet High School. After graduating, Oakley worked in corporate communications and public relations for 10 years. In 1999, Judge Oakley began to serve as the Burnet County Commissioner, where he served for 8 years. He

has continued to serve in different elected offices, serving as the Burnet County Judge since 2015. Judge Oakley and his wife, Mrs. Julie Oakley, have 5 children and live in the Spicewood area.

The donor of the 203 pound plaque is Mr. George Seay of Dallas, Texas. He is the grandson of Texas Governor William P. Clements. "Our family moved to Texas in 1819 and settled in San Augustine. We are honored to donate this piece of Texas history back to our original hometown. My children are 8th generation Texans."

Alamo Letter Society

The Alamo Letter Society exists to educate school children, new Texans, and future generations of their forefathers' fight for Liberty and Freedom, through the placement of a large bronze plaque containing the Alamo letter at each of the 254 courthouses in the Lone Star State. For more information, visit [www.alamoletter.com](http://www.alamoletter.com).

"This letter represents the pure spirit of the times for Texas to be independent," said Judge Oakley. For more information, call 512-756-5400 or email [smccormick@burnetcountytxas.org](mailto:smccormick@burnetcountytxas.org).

## SHARE YOUR INPUT ON REGIONAL TRANSPORTATION AND SAFETY NEEDS!



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Contact the study team to learn more or request printed materials.



512-651-3964

# FALL Festival

October 24th 27th  
Johnson Park  
Marble Falls

Presented By

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**THURSDAY**  
CARNIVAL 3pm - 10pm

**FRIDAY**  
CARNIVAL 3pm - 11pm  
SOUTHERN COMFORT BAND 8pm-10pm

**SATURDAY**  
CARNIVAL 1pm - 11pm  
AMERICAN GYPSY BAND 8PM-10PM

**SUNDAY**  
CARNIVAL 1pm - 9pm

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**PUBLISHER'S AFFIDAVIT**

State of Texas

County of Bastrop

Before me, the undersigned authority, on this day personally appeared Niko Demetriou who being duly sworn, deposes and says that he/she is the area editor of the Elgin Courier, that said newspaper is regularly published in Bastrop County, Texas, and generally circulated in Elgin and Bastrop, Texas; and that the notice, a copy of which is hereto attached, was published in said newspaper on the following:

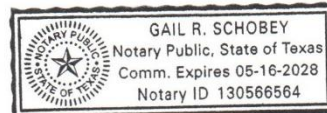
DAY(S) October 16, 2024

Publisher/Agent Signature

Sworn and subscribed before me on this the 16<sup>th</sup> day of October 2024.

Notary Public Signature

Gail Schobey  
Printed Name of Notary Public



My commission expires 5.16.2028 (Affix Notary Seal Above)

## County residents invited to shape future transportation plans

*Photo courtesy of Elgin ISI*

CAMPO is currently gathering public feedback on its draft 2050 Regional Transportation Plan and proposed amendments to the 2025-28 Transportation Improvement Program. The 2050 Plan outlines long-term transportation strategies across six counties, including Bastrop, aiming to improve roads, public transit, biking, walking and other methods of travel. The plan considers regional growth

Bastrop County residents have until Nov. 8 to provide input on the TIP, and until Dec. 9 for the 2030 Plan. CAMPO hosts both an online open house and in-person events throughout the region to collect feedback. Event details are available on CAMPO's Fall 2024

For Bastrop residents looking to influence the transportation landscape, this is an opportunity to shape how the region navigates the future.

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## **AFFIDAVIT OF PUBLICATION**

**STATE OF TEXAS**

**COUNTY OF Travis**

Before me, the undersigned authority, on this day personally appeared

Luis H Diaz, who being by me duly sworn,  
(name of newspaper representative)

deposes and says that (s)he is the Circulation Manager  
(title of newspaper representative)

of the El Mundo Newspaper; that said newspaper is generally circulated  
(name of newspaper)

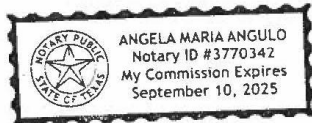
in AUSTIN, Texas;

that the ad for **CAMPO RSAP Advertisement** was published in said newspaper on the following date(s):  
October 17, 2024.

Luis H. Diaz  
(Newspaper representative's signature)

Subscribed and sworn to before me this the 17th day of October 2024 to certify which witness my hand and seal of office.

(Seal)



Angela Maria Angulo  
Notary Public in and for the State of Texas

Angela Maria Angulo  
Print or Type Name of Notary Public

September 10, 2025  
My Commission Expires

LLMUNDO.NEWS@AOL.COM

[illegible]

La campeona del mun-

La campeona del mundo de Eilat hasta el momento de la tabla general. La próxima jornada se jugará a cabezas y cruces, más de noventa y cinco minutos de movimiento, los jugadores más complicados del mundo, los de Sudamérica, ya registran 16 fichas, lo que significa que solo quedan ocho por disputar para definir qué más evaluarán en la próxima jornada mundialista, que se celebrará en Estados Unidos, México y Canadá en meses de dos años. **FIN**



|                             |                             |
|-----------------------------|-----------------------------|
| Argentina: <b>22 puntos</b> | Paraguay: <b>13 puntos</b>  |
| Colombia: <b>19 puntos</b>  | Bolivia: <b>12 puntos</b>   |
| Uruguay: <b>16 puntos</b>   | Venezuela: <b>11 puntos</b> |
| Brasil: <b>16 puntos</b>    | Perú: <b>6 puntos</b>       |
| Ecuador: <b>13 puntos</b>   | Chile: <b>5 puntos</b>      |

Ranger Excavating, LP, ha solicitado a la Comisión de Calidad Ambiental de Texas (TCEQ, por sus siglas en inglés) permiso para Permiso de Calidad de Aire No.176675L001. Que autorizaría la operación continua de una planta trituradora de piedra localizada en 8980 Old 195, Florence, Condado de Williamson Texas 78527. Información adicional sobre esta solicitud se encuentra en la sección de aviso público de este periódico.

DEPOSITION TECHNOLOGY INC., ha solicitado a la Comisión de Calidad Ambiental de Texas (TCEQ, por sus siglas en inglés) lo siguiente:  
Emisión del Permiso 177568.

Esta solicitud autorizaría operación continua de la Deposition Technology Facility ubicada en 3733 Drossett Drive Austin, condado de Travis, Texas 78744. Información adicional sobre esta solicitud se encuentra en la sección de avisos público de este periódico.

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CAMPO está desarrollando el Plan Regional de Transporte 2050 y el Plan de Acción Regional de Seguridad para abordar las necesidades de seguridad y transporte multimodal. ¡Obtenga más información y comparta su opinión!

Participe en línea o en persona

Para más información, visite [campotexas.org/get-involved](http://campotexas.org/get-involved)  
Comuníquese con el equipo de estudio para obtener más información o solicitar materiales de impresión.



# Hays Free Press

113 West Center Street § P.O. Box 339  
Kyle, Texas 78640 § Buda, Texas 78610  
(512) 268-7862 • (512) 268-0262 (fax)

State of Texas §  
County of Hays § Affidavit of Publication

RE: Safety Action Plan

ACCT: 19431

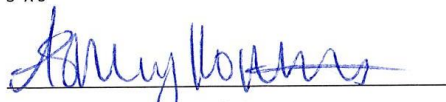
AD ID: 57172

My name is Ashley Kontnier, and I am Publisher of the Hays Free Press. I am over the age of 18, have personal knowledge of the facts stated herein and am other-wise competent to make this affidavit.

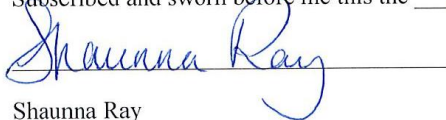
The Hays Free Press is a legal newspaper publication under Texas law, headquartered and regularly published in Hays County, Texas. It is a newspaper of general circulation and is generally circulated in Hays County.

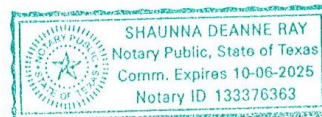
The attachment hereto was published in the Hays Free Press on 10/16/2024 at or below the classified legals rate:

Legal Display – Main News  
CAMPO Regional Safety Action Plan  
3 X 5

  
Ashley Kontnier, Publisher

Subscribed and sworn before me this the 7 day of November, 2024.

  
Shaunna Ray  
Notary Public TX 133376363



## Hays County's best kept secret: Board supports children of abuse, neglect



PHOTO BY BRITTANY KELLEY

The Hays County Child Protective Board has existed in the county for 46 years. Pictured, the Rainbow Room serves as an essential pit stop for Child Protective Services caseworkers, where they can pick up items a child needs after being removed from a potentially abusive household.

By Brittany Kelley

**SAN MARCOS**—When a child is hastily removed from a home by Child Protective Services (CPS), the experience is often traumatic. Although it is difficult to adjust this initial experience, the Hays County Child Protective Board has attempted to make the process easier for 46 years.

In 2020, Karen Housewright was newly retired and ready for something new when she moved to San Marcos with her husband. After learning about the board from a friend, she applied to the board and became its secretary in 2021.

"I think it's one of Hays County's best kept secrets," said Housewright.

According to Housewright, the Hays County Child Protective Board began in 1978 and operates under a contract with the state of Texas and with the Hays County Commissioners Court. Its mission is to aid children and families in a crisis by providing support and services not funded by the state.

Each month, CPS workers bring the needs of children they work with to the board to be considered for funding. Of these are hygiene products, mattresses, bedding, medical expenses and more.

"Often, children are removed from their homes in the middle of the night, due to suspected neglect or abuse, and often, they leave their homes with nothing but the clothes on their back," explained Housewright.

Although many of the requests are for basic needs, the board also approves items that add to the quality of life for the child, such as summer camp. "Some of the more fun things we've been able to do include buying a graduation ring for a young man, who had been in foster care for many years. What he wanted more than anything was a graduation ring and some assistance with getting his cap and gown. We saw that as an opportunity to celebrate some very, very happy news and that's just kind of the thing we do," the secretary said.

Other options of aid could be rent assistance for parents that are getting

back on their feet, security systems if a parent feels as though they are at risk for harm from an ex-spouse or funding transportation to aid in parental visitations.

Because the board is one of several resources for children working with CPS, there is often collaboration with other services, such as Court Appointed Special Advocates. Part of the position of the board is to also inform its recipients of other opportunities and services within the area that could aid families.

The Hays County Child Protective Board has received a \$60,000 budget from the commissioners court for at least the past four years, said Housewright, which, along with donations from cities within the county, the McCoy Foundation and the Romme Foundation, helped fund a Rainbow Room.

Abby Mender Villegas, an employee at the Rainbow Room, explained that this is a 24/7 large storage area where CPS caseworkers can visit to collect new and unused items for children.

This location, which opened in 2021, is offsite—a luxury, as most are situated within the Department of Family Protective Services. Prior to its opening, Housewright stated that the items were "in someone's closet" at the department, but now that it's been expanded, it can provide so much more for children and families.

"Everything is unused because we feel it's really important for kids who are placed in an environment that is not their home, that they get things that are for them and them only," said Mender Villegas. "So, anything that they need—socks, underwear, we have toys, developmental toys for babies—we have... A lot of thought has gone into that and into getting items for children that they just need and that their needs are truly met when a worker comes through here."

"It's a beautifully stocked, beautifully maintained facility that we're very proud of and the people of Hays County

See RAINBOW ROOM, Page 4

## Sights and sounds of fall abound at Umland Fall Fest



PHOTO BY ASHLEY KONTNIE

Children of all ages scale Mount Haymore in the noon sun at the Umland Fall Fest on Saturday, Oct. 12. The festival, which is held on 97 acres at 39 Dairy Road in Umland, is open from 10 a.m. to 7 p.m. Saturdays and Sundays through Oct. 27.



PHOTO BY ASHLEY KONTNIE

Children are delighted by a barrel train ride at the Umland Fall Fest. The festival is run by the producers of the former Dripping Springs Pumpkin Festival and features more than 50 unique attractions for all ages, including a petting zoo, pumpkin patch, feed trucks, live music and more. For more information, visit [www.ahlandfallfest.com](http://www.ahlandfallfest.com).



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Participate Online or In-Person

Learn more at

[campotexas.org/get-involved](http://campotexas.org/get-involved)

Contact the study team to learn more or request printed materials:

512-651-3964



Benji, Male, 1-year-old, Shepherd / Mix

The most handsome boy is Benji, a lovable little shepherd mix who loves everyone he meets. His calm and gentle demeanor quickly earned Benji the title of staff and volunteer favorite. He is the only shelter pup who likes quietly in his kennel and walks politely for adoption, no jumping or barking. He is also a

dream to walk, meandering peacefully down the trail without pulling at all. Benji is just an outgoing gentleman who will be a wonderful addition to any household!

His look has this to say, "So you had Benji for nearly 3 weeks and he has slowly come out of his shell. Day by day he has opened up and shared us his sweet loving character. He will come to you for a head scratch or just to lay his head on your arm. He is so affectionate. He is good with other dogs and has children and all the spinning and peeing him whenever he's out walking and he is happy. In fact he's the attention. Like all dogs he adores his walks and is getting more comfortable in his surroundings. He will be a perfect family dog as he wants to get on with everyone and is a great buddy. He's just looking for a family of his own where he can actually show his face and learn new tricks. He is great with the local wildlife and extremely interested in the cool funnest but doesn't chase which is a plus.

## PAWS Shelter of Central Texas

is a non-profit, not-for-profit shelter operated primarily on donations and adoptions.  
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## Affidavit of Publication


THE STATE OF TEXAS  
COUNTY OF WILLIAMSON  
IN THE MATTER OF

CD&P

CAMPO's Regional Safety Action Plan (RSAP)

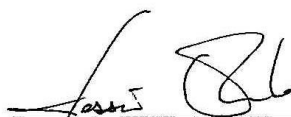
The Williamson County Sun / Sunday Sun, newspapers of general circulation have continuously and regularly published for a period of not less than one year in the County of WILLIAMSON, preceding the date of the above referenced notice. Said notice was published in said newspapers as follows:

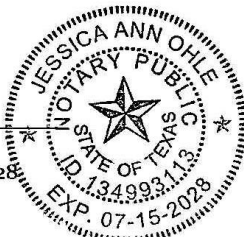
October 16, 2024

  
Newspaper Representative

Subscribed and sworn to before me this

date: November 20 2024

  
Jessica Ann Ohle, Notary Public  
My Commission Expires July 15, 2028



"Iris Lopez" <ilopez@cdandp.com>

# South Main Arts Festival

October 19 Live Music Schedule

## Art Center Splash Pad

10 a.m.-noon Mark Street Jazz Band  
10:30-1 p.m. Lili Cheri  
1 p.m. Morgan Oberhaus  
3:30 p.m. Soulshine Rhythms

## Church at Ninth Street Stage

10:15-11:45 a.m. Secret Seven  
11:45 a.m.-1:30 p.m. Erie Hanko Music  
1:30-3:45 p.m. Mega Tune  
5 p.m. The Suffers

# Oktoberfest events includes live music

Williamson County is home to a multitude of live music genres from rock and country to classical and symphonic. Find your place to enjoy the tunes and voices.



## October 16

6 p.m., Michael Ingalls, Urban Eat, Drink, Round Rock, 512-585-6570, [utensentrink.com](http://utensentrink.com)

## October 17

4 p.m., Autumn Art Stroll, Georgetown, South Main Arts District

6:30 p.m., Bruce Smith, Spirit of Texas Brewstillery Pflugerville, 512-889-9292, [spiritofth.com](http://spiritofth.com)

7 p.m., American Cypriot Band, Round Rock Tavern, 512-255-0777, [roundrocktavern.com](http://roundrocktavern.com)

7 p.m., Mesquite Creek Outfitters, Georgetown, 512-455-0253, [mesquitecreekoutfitters.com](http://mesquitecreekoutfitters.com)

7 p.m., Vester Dand, Bar Louie, Round Rock, 512-957-0880, [barlouie.com](http://barlouie.com)

7 p.m., Music on Main, LeCarré and Eric Family Heritage Square, Taylor

7:30 p.m., Faith in Action Annual Choral Concert, First Baptist Church, Georgetown, [faithinaction.org](http://faithinaction.org)

8 p.m., Trent Creek Backpackers Social, Round Rock, 512-326-9066

## October 18

3 p.m., Muscatel, Sarofim School of Fine Arts, Southwestern University, Georgetown, [tixon.com](http://tixon.com)

4 p.m., Anish Nines Band, Bar Louie, Round Rock, 512-957-0880, [barlouie.com](http://barlouie.com)

4:30 p.m., Jody Barry & Scott Hill, Georgetown Winery, 512-884-8800, [georgetownwinery.com](http://georgetownwinery.com)

5 p.m., Isak Klaus, Lederhosen Junkies, Deutschen Platz, Pflug Park, 512-936-7411, [hausespilve.com](http://hausespilve.com)

6 p.m., Terri Clark, Kleist, Cedar Park, 512-936-7411, [hausespilve.com](http://hausespilve.com)

6 p.m., Siewer Band, Dahl's Cade, Liberty Hill, 512-515-7772, [dahlscade.com](http://dahlscade.com)

6:30 p.m., Videl Riter, Wolfgang German Restaurant, 512-863-8846, [wolgangerestaurant.com](http://wolgangerestaurant.com)

7 p.m., Lazy Days Release Show, Mesquite Creek Outfitters, Georgetown

7 p.m., Backroads Band, Dale's Essenhaus, Georgetown, 512-819-4175, [dalessenhaus-wolfgang.com](http://dalessenhaus-wolfgang.com)

7 p.m., Them That Know, South Park Pub, Food & Brew, Georgetown, 512-595-2376, [southparkpub.com](http://southparkpub.com)

7 p.m., Brothers in Music, Space Bar, Cedar Park, 713-357-3532, [spacebarlive.com](http://spacebarlive.com)

7:30 p.m., Craig Marshall, Spirit of Texas Brewstillery, Pflugerville, 512-889-9292, [spiritofth.com](http://spiritofth.com)

8:30 p.m., William Beckman & Clay Hall, Compadre Dancehall, 512-734-2935, [compadredancehall.com](http://compadredancehall.com)

9 p.m., Cade Bacus Shooters, Cedar Park, 512-330-3300, [shootersdahlscade.com](http://shootersdahlscade.com)

11 a.m., 3:30 & 7 p.m., Oktoberfest, Barrow Brewing, Sabalo, 254-947-3544, [barrowbrewing.com](http://barrowbrewing.com)

2 p.m., Wind Ensemble/Orchestra Concert, Alma Thomas Fine Arts Center, Southwestern University, Georgetown, [tixon.com](http://tixon.com)

2 p.m., Liberty Hill Sculpture

## October 19

4 p.m., Mayhem Traveler, The Local Vine, Salado, 254-256-2838, [thelocalvinesalado.com](http://thelocalvinesalado.com)

4:30 p.m., Bryan Pulver, Georgetown Winery, 512-889-9800, [georgetownwinery.com](http://georgetownwinery.com)

5 p.m., Lederhosen Junkies, Deutschen Platz, Pflug Park, 512-936-7411, [hausespilve.com](http://hausespilve.com)

5 p.m., The Suffers, South Main Arts Festival, Georgetown, [www.georgetown.org/southmainartsfest](http://www.georgetown.org/southmainartsfest)

5 p.m., Common Kings, Haute Spot, Cedar Park, 512-486-7411, [hautespilve.com](http://hautespilve.com)

6 p.m., Dale Watson, Nameless Salsan, Leander, 757-345-7020, [namelessalsan.com](http://namelessalsan.com)

6 p.m., Boat Rock Boys, Dahl's Cade, Liberty Hill, 512-515-7772, [dahlscade.com](http://dahlscade.com)

6 p.m., OHSO Education Foundation R.O.C.K. barn event, [gsdohsodag/50-4000-fest](http://gsdohsodag/50-4000-fest)

6:30 p.m., Poshlum Hearty's, The Vineyard at Plover, 512-572-7000, [thevineyardatplover.com](http://thevineyardatplover.com)

6:30 & 8:30 p.m., Candlelight: A Hallowed Evening of Hol- loween Classics, Lola Perkins Chapel, Southwestern University, Georgetown

7 p.m., Them That Know, Southwestern University, Georgetown, 512-642-3824, [thetowntownhall.com](http://thetowntownhall.com)

7 p.m., Justice Band, Dale's Essenhaus, Georgetown, 512-819-9775, [dalessenhaus-wolfgang.com](http://dalessenhaus-wolfgang.com)

7 p.m., MeBe: Trotter Jams, Spirit of Texas Brewstillery, Pflugerville, 512-889-9292, [spiritofth.com](http://spiritofth.com)

7 p.m., Duality Space Bar, Cedar Park, 713-357-3532, [spacebarlive.com](http://spacebarlive.com)

8 p.m., Craig Howell, Cotton Country Club, Granger, 512-562-2125, [cotton-country-club.com](http://cotton-country-club.com)

8 p.m., North of Luck, Bar Louie, Round Rock, 512-957-0880, [barlouie.com](http://barlouie.com)

8:30 p.m., Suele, Compadre Dancehall, Compadre Dancehall, 512-734-2935, [compadredancehall.com](http://compadredancehall.com)

## October 20

Non-6 p.m., Sunshine Market, Wolf Ranch Farm Center, Georgetown

1 p.m., Sky Space Bar, Cedar Park, 713-357-3532, [spacebarlive.com](http://spacebarlive.com)

2 p.m., Roman Raitaytsky, Georgetown Public Library, 512-590-5553, [librarygeorgetown.org](http://librarygeorgetown.org)

2 p.m., Zoo Cures, Georgetown Winery, 512-889-9800, [georgetownwinery.com](http://georgetownwinery.com)

6 p.m., Chris Knight, Haute Spot, Cedar Park, 512-486-7411, [hautespilve.com](http://hautespilve.com)

5:30 p.m., Dery Hughes & The Debonaires, Cotton Country Club, Granger, 512-562-2125, [cotton-country-club.com](http://cotton-country-club.com)

## October 23

4 p.m.-midnight, Williamson County Fair & Rodeo, Taylor Fair Grounds

6 p.m., Michael Ingalls, Urban Eat, Drink, Round Rock, 512-585-6570, [utensentrink.com](http://utensentrink.com)

Some venues require tickets, reservations or have a cover charge. Submit information to [allen@wilcosun.com](mailto:allen@wilcosun.com)

# Pumpkins are in season

## COOK'S CORNER

Laurie Locke

Fall is here, and pumpkins are everywhere! I don't know why most folks only cook with pumpkin in the fall and winter, but perhaps that makes it more special when we do! Today I have four new recipes using pumpkin or pumpkin seeds that I think you'll have fun trying.

This recipe comes from the famous Peach Tree Tea Room in Fredericksburg. It used to be served when the tea room was also open for evening dining, and was always a hit!

## Pumpkin Seed Crusted Rainbow Trout

**3/4 cup walnuts**  
**1/3 cup sunflower seeds**  
**1/4 cup pumpkin seeds, toasted**  
**1/3 cup Peach Tree Blackened Seasoning (recipe follows)**  
**1/3 cup unbleached flour**  
**2 T. white cornmeal**  
**2 eggs**  
**3/4 cup milk**  
**4 trout, about 10 inches long for other similar fish**  
**Canola oil for frying 1/4 to 1/2 inch deep in skillet**  
In a food processor, place first six ingredients and pulse until nuts are finely chopped. Place in a bowl. In a separate shallow bowl, mix eggs with milk. Dip trout into egg mixture and then into flour mixture. Heat oil in a skillet. Fry fish one at a time in hot oil, turning once or twice until golden and crispy on both sides. Drain on paper towels and repeat with other fish. Serve at once. Serves four. *The Peach Tree Tea Room.*

Use this on fish, shrimp or chicken to season before cooking.

## Peach Tree Blackened Seasoning

**1/4 cup dried thyme leaves**  
**1 T. salt, dried**  
**1/4 cup oregano leaves, dried**  
**1/4 cup salt**  
**1/2 cup paprika**  
**2 T. cayenne**  
**2 T. dried parsley, crushed**  
**2 T. freshly ground black pepper**  
**1 T. curry powder**  
**2 T. garlic powder**  
**1/2 cup cayenne powder**  
**1 T. onion powder**  
Stir together and keep in an airtight container. Makes 2 cups. *The Peach Tree Tea Room.*

These moist muffins will become a new favorite!

## Pumpkin Spice Muffins

**3 cups sugar**  
**1 cup Crisco shortening**  
**3 eggs**  
**1 (16 oz.) can pumpkin**  
**3 cups flour**  
**1 t. baking soda**



PHOTO BY ANDY SHARP

James Mitchell, 14, a student at East View High School, is joined by her step-father Leland Maly as they unload pumpkins at First United Methodist Church on Wednesday, October 9.

**2 t. baking powder**  
**1 t. ground cloves**  
**1 t. nutmeg**  
**1 t. cinnamon**  
**1 t. allspice**  
**1 t. vanilla**  
**Brown Sugar Glaze:**  
**1/2 cup brown sugar**  
**2 T. melted butter, cooled**  
**1 cup powdered sugar**  
**1 T. milk, for spreading consistency**  
**Peanut butter**  
Cream sugar and shortening. Add eggs and pumpkin and mix well. Stir in dry ingredients. Add vanilla and mix in. Bake in greased and floured muffin pans for 15-20 minutes at 350 degrees.

For glaze, cream sugar with melted butter. Add powdered sugar and then milk, mixing until right consistency and adding more milk if necessary. Spread over top of each muffin, and place 1 pecan half on each. Makes two dozen.

If it ever gets cool again, this will make a wonderful first course, or supper treat, served with a half sandwich or a salad.

## Bayou Bisque

**1 cup chopped onion**  
**1 whole clove garlic, peeled**  
**2 T. butter**  
**2 cups chicken broth (homemade is best)**  
**1 t. salt**  
**1/2 t. ground nutmeg**  
**1/2 t. ground allspice**  
**1/2 t. ground coriander**  
**1/4 t. pepper**  
**2 cups Half and Half cream**  
**1/2 cups canned pumpkin**  
**1/2 c. can dried tomatoes, well-drained**  
In a saucepan, sauté onion and garlic in butter for 8-10 minutes, until golden brown. Remove garlic and discard. Stir in chicken broth, salt, nutmeg, allspice, coriander and pepper. Bring to a boil, reduce heat, cover and simmer for 15 minutes.

Combine cream and pumpkin, mixing until smooth. When the

broth has simmered for 15 minutes, stir in pumpkin mixture along with the tomatoes. Heat gently until very hot, but do not boil. Serve hot. Serves six.

Finally, this is one of those incredibly easy dump cake recipes that is ready for the oven in less than 10 minutes. It comes out part warm cake and part pudding, with pecans throughout. Yum! Perfect for a cool, crisp evening.

## Pumpkin Crisp with Nutmeg Whipped Cream

**Crisp:**  
**1 (15 oz.) can pumpkin**  
**1 cup evaporated milk**  
**1 cup sugar**  
**1 t. vanilla**  
**1/2 t. ground cinnamon**  
**1 box house-flavored yellow cake mix**  
**1 cup chopped pecans**  
**1 cup butter, melted**  
**Whipped Cream:**  
**1 cup whipping cream, chilled**  
**2 T. powdered sugar, or more to taste**  
**Dash of ground nutmeg**  
To prepare crisp, heat the oven to 350 degrees. Grease a 9x13 inch baking dish. Stir together pumpkin, milk, sugar, vanilla and cinnamon in a large bowl until smooth. Pour into the prepared pan. Sprinkle cake mix evenly over pumpkin mixture. Sprinkle pecans evenly over cake mix. Drizzle butter evenly over pecans.  
Bake at 350 degrees for 1 hour or until golden brown. Cool 10 minutes before serving.  
For whipped cream, beat cream in a bowl with an electric mixer until peaks increase speed to high and gradually add powdered sugar and nutmeg, beating until soft peaks form. Serve cake warm or at room temperature topped with whipped cream. Serves 12.

Good, fall flavors in anticipation of crisp evenings! Enjoy!

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BEFORE ME, the undersigned authority, on this day personally appeared Gail Watson who being duly sworn on her oath stated as follows:

My name is Gail Watson. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ads were published in Community Impact Newspaper and were placed on Community Impact.com in the following markets:

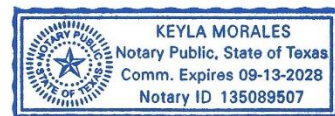
- Leander/Liberty Hill edition paper on October 15, 2024 at the cost of \$525.
- San Marcos/Buda/Kyle edition paper on October 16, 2024 at the cost of \$600.
- Georgetown edition paper on October 22, 2024 at the cost of \$525.
- Bastrop/Cedar Creek edition paper on October 31, 2024 at the cost of \$525.
- Round Rock edition paper on November 5, 2024 at the cost of \$600.
- Pflugerville/Hutto edition paper on November 8, 2024 at the cost of \$525.
- Cedar Park/Far Northwest Austin edition paper on November 12, 2024 at the cost of \$600.
- Leander/Liberty Hill edition website from October 15, 2024 to November 14, 2024 at the cost of \$300.
- San Marcos/Buda/Kyle edition website from October 15, 2024 to November 14, 2024 at the cost of \$300.
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- Pflugerville/Hutto edition website from October 15, 2024 to November 14, 2024 at the cost of \$300.
- Cedar Park/Far Northwest Austin edition website from October 15, 2024 to November 14, 2024 at the cost of \$300.

I certify that the attached tear sheets are a true and accurate copy of the publications as they appeared in the Community Impact Newspaper on the above-specified dates.

SUBSCRIBED AND SWORN TO BEFORE ME on this 25th day of November, 2024, to certify which witness my hand and official seal.

  
Employee, Community Impact Newspaper

  
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(seal)

# Community Impact

(printed and distributed throughout the 6 counties)

## Education

BY BROOKE LUBBERG & CHLOE YOUNG

### LISD provides update on staff retention, survey

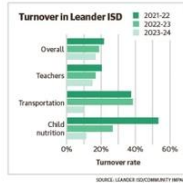
A new report from Leander ISD highlights a decline in staff turnover, and increased student participation in industry-based certifications and Advanced Placement exams.

District officials delivered a presentation on LISD's Community-Based Accountability System report for the 2023-24 school year at an Oct. 10 board of trustees meeting.

#### Adverse look

Last school year, LISD saw a reduction in staff turnover across the board. The district employed a variety of recruitment efforts, including job fairs, college visits and alternative certification programs for teachers, said Rachel Mackey, LISD executive director of human resources.

About 17% of staff reported they pay next cost of living and 57% said they agreed or strongly agreed they had work-life balance.



#### What else?

Among high school students, the number of industry-based certifications awarded increased from 1,362 to 4,653 from the 2019-20 to 2023-24 school year, and an additional 1,200 AP exams were administered to 300 more students, Area Superintendent Kriston Alex said.

### Board approves one-time staff payments

Leander ISD will distribute around \$5.5 million in one-time payments to thousands of staff members.

#### How it works

In December, full-time employees will receive a one-time \$1,000 payment, while part-time employees will receive \$500. These payments, which LISD has also distributed in previous school years, are intended to reduce turnover and retain staff while improving employee morale, according to district documents.

LISD does not expect the one-time payments will cause issues due to the district's \$185 million fund balance, which is \$70 million larger than the amount recommended by the Texas Education Agency, district documents state.

### RRISD to prioritize funding, accountability in 89th Legislature

The Round Rock ISD board of trustees revised its legislative priorities identified ahead of the 89th Texas legislative session, again approving a slate of priorities focused on increasing state funding via the basic allotment, funding for special education, mental health and school safety as well as a restructuring of revenue and adjustments to how accountability ratings are determined.

#### What's happening?

District officials and administrators are working to involve the community in the setting and advocacy of priorities that will guide district efforts at the Capitol during the legislative session and through the Texas Association of School Boards, of which RRISD is a member district. Board Secretary and Place 4 trustee Alicia Markum said at an

#### RRISD legislative priorities

Following an update based on community feedback, areas of priority identified by the district now include:

- Improving the accountability rating system
- Reallocating revenue to allow districts to retain more local funds
- Increasing the basic allotment and indexing it to keep pace with inflation, and keeping it separate from discussions of vouchers
- Improving funding for a variety of school-based services

SOURCE: ROUND ROCK EDUCUNITY HUB

Oct. 17 meeting that while the district had initially planned to do this via listening circles, a pilot paper and online survey of community members was conducted earlier this year to gauge sentiment regarding some of the district's priorities.

In a 5-2 vote, trustees approved a list of priorities for the upcoming legislative session, adding recognition, mental health, school safety and funding for prekindergarten programming to the list.

### Trainers to support dyslexic instruction

Round Rock ISD announced Oct. 22 the district has developed certified in-district trainers to support dyslexia educators and strengthen the program.

#### What you need to know

Two-State Board of Education certified trainers are helping to support the district's dyslexia program, ensuring students receive high quality language instruction.

These trainers are certified in the Wilson Reading System, and are mentoring teachers who are working toward certification.

"The addition of these two dedicated professionals ensures that every campus has fully trained teachers, meeting the highest standards for our students' education," said Donna Wise, director of dyslexia services, in a district posting.

### LISD prepares to adopt FY 2025-26 budget shortfall

Leander ISD officials began discussing the district's priorities for its fiscal year 2025-26 budget at an Oct. 10 board of trustees meeting.

#### Zooming out

The district is projected to adopt a \$29.8 million shortfall for FY 2025-26, assuming the district does not make any budget adjustments from previous fiscal years, Chief Financial Officer Pete Piper said.

the district will make changes.

"If we continue to do the exact same things that we do, we kind of know we're in trouble," Piper said. "We want to be ahead of the game (as) much as possible to still meet what our goals are and what our focus is."

Board members also wrote down their budget priorities in the areas of student and teacher support, health care, staffing, and facilities.

#### Potential funding reductions and expenses, FY 2025-26

- \$7M due to lower enrollment and interest savings
- \$3M in potential pay increases
- \$3.25M for a 1% compensation increase
- \$1.5M reduction in Title I funding
- \$1.85M in expenses for the new LISD Police Department

SOURCE: LEANDER EDUCUNITY HUB

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**Real estate**

**Texas needs 306,000 more homes to meet demand, housing experts say**

Texas' population growth has outpaced homebuilding since 2020, resulting in a widespread housing shortage, the state comptroller's office reported Aug. 27. A 2023 report from Up for Growth, a national housing policy organization, shows Texas needs about 306,000 more homes to meet demand.

High home prices, steep mortgage rates and limited supply are driving some potential homebuyers out of the market, said Core Knapp, a housing economist for the Austin Board of Realtors. Texas also had the sixth-highest property tax rate—1.69%—in 2021, according to research from the Tax Foundation.

Home prices shot up during the height of the COVID-19 pandemic. Knapp added, as remote work policies allowed more people to move to Texas.

In 2018, the median home price in Texas was \$241,138, according to data from the Texas Real Estate Research Center at Texas A&M University. Median home prices peaked around \$340,000 in 2022 and came down to about \$335,000 in 2023.

**Texas home prices, 2020-23**

**Buying a home in Texas has become more expensive in the years since the COVID-19 pandemic began, according to the Texas Real Estate Research Center.**

**One more thing**

Texas should make it easier to build homes in commercial areas and reduce the minimum lot size for single-family residences, said Nicole Nisick, the founder of Texas for Reasonable Solutions, an organization that aims to solve the housing shortage.

In May, city of Austin officials voted to cut the city's minimum lot size from 5,750 square feet to 1,800 square feet. The change was proposed as a strategy to permit more housing types and smaller homes than have traditionally been allowed in Austin.

BY HANNAH NORTON

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COMMUNITYIMPACT

## Government

BY SAM SCHAFER

### New Liberty Hill police chief to prioritize outreach

Liberty Hill's new police chief was sworn in during City Council's Sept. 25 meeting. Chief Jeff Ringstaff said his goal is to build strong bonds between his police force and the community it serves. Royce Graeter held the role previously, according to a city news release, but he left around two months ago.

"Chief Ringstaff is an experienced and proven leader that will be able to take the department to a new level of service and professionalism, while protecting and serving the Liberty Hill community," City Manager Paul Broadnburg said in a news release. "We are honored that he will be leading the department."

#### Career history

Ringstaff said he started with the Liberty Hill Police Department as an unpaid reserve officer in 2006, months after the department itself had formed. He was hired as a full-time patrol officer the next year.

"If the public's comfortable talking to the officers, they're going to give a lot more information about things that we need to know about to help protect the community."

JEFF RINGSTAFF  
LIBERTY HILL POLICE CHIEF

#### The plan

Ringstaff said proactive policing, where officers are present and building relationships in the community, is important for effective policing. Ringstaff said providing resources to the community and being available for people who need assistance, even if it's not necessarily related to policing, is important to the department. Keeping up with technology is another priority for the department, he said.

### Liberty Hill raises tax rate by almost \$0.03

Liberty Hill's property tax rate is set to increase by \$0.02847 per \$100 of taxable home value.

City Council approved the fiscal year 2024-25 property tax rate of \$0.48202 per \$100 valuation during its Sept. 25 meeting.

#### Zooming in

Of the money collected, \$0.317978 per \$100 valuation will go toward operations and maintenance, while the rest of the money collected by the city, \$0.165049 per \$100 valuation, will go toward servicing the city's debt, according to the agenda item.

City documents state the two portions of the tax rate may not equal the sum due to fractional differences in rounding.

The rate change comes after council passed a \$12.32 million 2024-25 budget.

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**Participate Online or In-Person**  
Learn more at [camptexas.org/get-involved](https://camptexas.org/get-involved)  
Contact the study team to learn more or request printed materials: (512) 651-3964

QR code linking to participation information.

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## Nonprofit

BY COMMUNITY IMPACT STAFF

# Volunteer guide

2024

#### Advocate for animals

##### Jack Jack's Park Street Dog Rescue

The organization rehabilitates and reunites or finds new homes for lost, dumped and abused dogs in Central Texas.

**• Sample activities:** Volunteers can take dogs to the vet, walk dogs, help clean up at adoption events or foster dogs.

**• Donations accepted:** Cactus cactus brand and grain-free dog food, dog beds, enrichment toys, bully sticks, martingale collars, monetary donations.

(512) 470-9877  
[www.jackjacks.org](https://www.jackjacks.org)

##### PAWlaska Rescue and Reunite

The nonprofit dog rescue works to reunite missing dogs with their families as well as find homes for street dogs.

**• Sample activities:** Volunteers may assist with adoption events and other rescue operations, including walking dogs. The organization is also seeking a volunteer to help increase its social media presence.

**• Donations accepted:** Monetary donations, Tractor Supply gift cards to be used for dog food, martingale collars, large leashes.

(512) 575-2966  
Facebook: PAWlaska Rescue and Reunite

##### Pflugerville Animal Welfare Services

The nonprofit works to protect the health and safety of pets and homeless animals in Pflugerville.

**• Sample activities:** Volunteers assist with walking dogs, playing with cats, cleaning and enriching animal enclosures, among other tasks.

**• Donations accepted:** monetary donations, pet supplies

(512) 470-9877  
[www.pflugervillatx.gov/city-government/animal-welfare-services](https://www.pflugervillatx.gov/city-government/animal-welfare-services)

##### Simple Sparrow Care Farm

This nonprofit organization provides therapeutic care to people via caring for animals for a variety of programs.

**• Sample activities:** Volunteers can clean cages, brush rabbits, weed gardens, water plants, feed chickens,

clean homes and provide administrative assistance.

**• Donations accepted:** Items can be purchased from an Amazon wishlist and monetary donations are welcome.

(512) CR 107, Hutto, TX 78643  
[www.simpleparrowfarm.com](https://www.simpleparrowfarm.com)

#### Contribute to the community

##### CHASCO Family YMCA

The organization offers child care, youth arts, cooking programs and youth sports.

**• Sample activities:** Volunteers provide a variety of assistance in activities and programs geared toward building stronger families and communities.

**• Donations accepted:** N/A

(800) N-1-33, Round Rock  
[www.ymcagc.org/locations/round-rock](https://www.ymcagc.org/locations/round-rock)

##### Giving Christmas Spirit

The nonprofit provides Christmas trees, ornaments and lights to families who cannot afford them.

**• Sample activities:** Volunteers will help set up for events, pick up donated Christmas decorations and ornaments, and staff giving events.

**• Donations accepted:** Monetary donations, Christmas lights, Christmas trees, ornaments, decorations, garlands and wreaths.

[www.givingchristmascap.org](https://www.givingchristmascap.org)

##### Hutto Resource Center

The center provides resources to improve people's well-being and promotes independence and financial self-sufficiency. The center has a community food pantry, which serves 70-85 families each week.

**• Sample activities:** Volunteers to help at the center, provide donations or become a sponsor.

**• Donations accepted:** Monetary donations

(202) E. Live Oak St., Hutto  
[www.huttoresourcecenter.org](https://www.huttoresourcecenter.org)

##### Round Rock Area Serving Center

The center serves families by providing financial assistance for necessities, such as rent and utilities.

**• Sample activities:** Volunteers assist in picking up and sorting through donations, restocking the pantry, unloading trucks and completing data entries.

**• Donations accepted:** monetary food, clothing, furniture, appliances and grocery bags.

(509) E. Main St., Round Rock  
[www.rnac.org](https://www.rnac.org)

#### United Way for Greater Austin

The organization is a nonprofit aimed at advocating for the health, education and financial literacy of all residents in Austin.

**• Sample activities:** Volunteer opportunities include mentoring students, volunteering at its free tax center, assisting at special events, performing social media tasks and providing administrative tasks.

**• Donations accepted:** monetary donations

(512) 116-125, Ste. 220, Round Rock  
[www.unitedwayaustin.org](https://www.unitedwayaustin.org)

#### Benefit seniors

##### Meals on Wheels-Round Rock

The organization makes and delivers meals to homebound members of the Round Rock community, including those 60 years of age and older.

**• Sample activities:** Volunteers assist in delivering meals by car.

**• Donations accepted:** monetary donations

(512) W. Bagdad Ave., Ste. 2, Round Rock  
[www.mealsonwheels-williamsaunt.org](https://www.mealsonwheels-williamsaunt.org)

**Benefit seniors**

**AGE of Central Texas**

Austin Groups for the Elderly helps older adults and caregivers thrive as they navigate the realities and opportunities of aging.

**• Sample activities:** Volunteers help provide care and assist in programs for those living with dementia and other memory loss conditions.

**• Donations accepted:** monetary donations, adult incontinence products and gently used durable medical equipment.

(475) Round Rock West Drive, Ste. 120, Round Rock  
[www.ageofcentraltx.org](https://www.ageofcentraltx.org)

CONTINUED ON 24

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**Pflugerville Home Sales** • [www.pflugervillerealestate.com](https://www.pflugervillerealestate.com)

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Call for weekend appointments

## Real estate

### Forest Creek, 78664

The master-planned community Forest Creek, includes around 3,200 homes built from the late 1990s to the mid 2000s. The neighborhood, centered around the Forest Creek Golf Club, also includes townhomes available for rent.

- Average square footage: 3,377
- Number of homes for sale as of Oct. 7: 18
- School district: Round Rock ISD
- Amenities: playground, rock wall, community pool, tennis courts and trails



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[EmeraldCottages.com](http://EmeraldCottages.com)

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## Election

BY SERA MARTIN

KEY: Democrat Republican \*Incumbent

### Hays County District Clerk

**Amanda K. Culvert**  
Occupation & experience: Administrative Fellow Lead Supervisor at Hays County District Attorney's Office, 11 years at the District Attorney's Office  
[www.aacdc.vote](http://www.aacdc.vote)



#### What is the most important issue facing residents and how would you address it?

The most important issue facing the District Clerk's office is the community not having faith in the office to do its job and know that it will be executed timely and correctly. Restoring that trust with the community will be our goal before the remainder of [this] term is complete.

#### If elected, what would be your top 3 priorities?

My top three priorities are to immediately address high priority issues experienced by legal professionals and the public, to develop a systematic training procedure for staff to increase knowledge and have consistent operating procedures, and to ensure we are meeting all standards and reporting requirements required by law.

**Phillip Muzzy**  
Occupation & experience: Business owner, 30 years of budgetary, policy and administrative leadership experience in both public and private sectors  
[www.muzzy.vote](http://www.muzzy.vote)



An exuberant amount of taxpayer money is spent outsourcing matters awaiting trial. I will provide the court all documents and case filings in a timely manner and improve the jury service experience. This will allow courts to efficiently set hearing dates and conduct speedy trials.

Return the office to full compliance, create an online records search option that will provide the public and attorneys access to documents from home or work, and improve the jury service experience for all.

### Hays County Sheriff

**Alex Villalobos**  
Occupation & experience: Candidate did not respond before publication time  
[www.alexforsheriff.com](http://www.alexforsheriff.com)



#### What is the most important issue facing residents and how would you address it?

Increased growth and ensuring the Hays County Sheriff's Department can meet the county's demands in its traditional roles, support its role as a regional law enforcement partner, and build strong relationships with all areas.

**Anthony Hipolito**  
Occupation & experience: Deputy, Hays County Sheriff's Office, 26 years of law enforcement, 21 of those years at the Austin Police Department  
[www.hipolitoforsheriff.com](http://www.hipolitoforsheriff.com)



The most pressing issue is maintaining public safety and the [county's] crisis and ensuring school security. I will focus on enhancing community policing, improving response strategies, and increasing educational efforts to combat drug abuse. By prioritizing these areas, we can create a safer environment for all residents.

#### If elected, what would be your top 3 priorities?

Build trust with the community, build a robust recruitment and retention plan for the Hays County Sheriff's Department, school safety, reduce crime through community engagement, and build a 5-year strategic plan that modernizes the sheriff's Department to be able to respond to our fast-changing community.

If elected, my top three priorities will be: enhancing employee retention and recruitment to build a strong team, ensuring overall public safety through community-focused initiatives, and developing a robust school resource officer program to have a presence in every school across the county, safeguarding our children effectively.

Candidates were asked to keep responses under 50 words, answer the questions provided and avoid attacking opponents. Answers may have been edited or cut to adhere to those guidelines, or for style and clarity. For more election coverage, go to [www.communityimpact.com/voter-guide](http://www.communityimpact.com/voter-guide).

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**Medicare Annual Enrollment Period is October 15th-December 7th,**  
The Inflation Reduction Act (IRA) brings changes to Part D  
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Joe and Monique Barajas

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SAN MARCOS - RUIDA - KYLE EDITION

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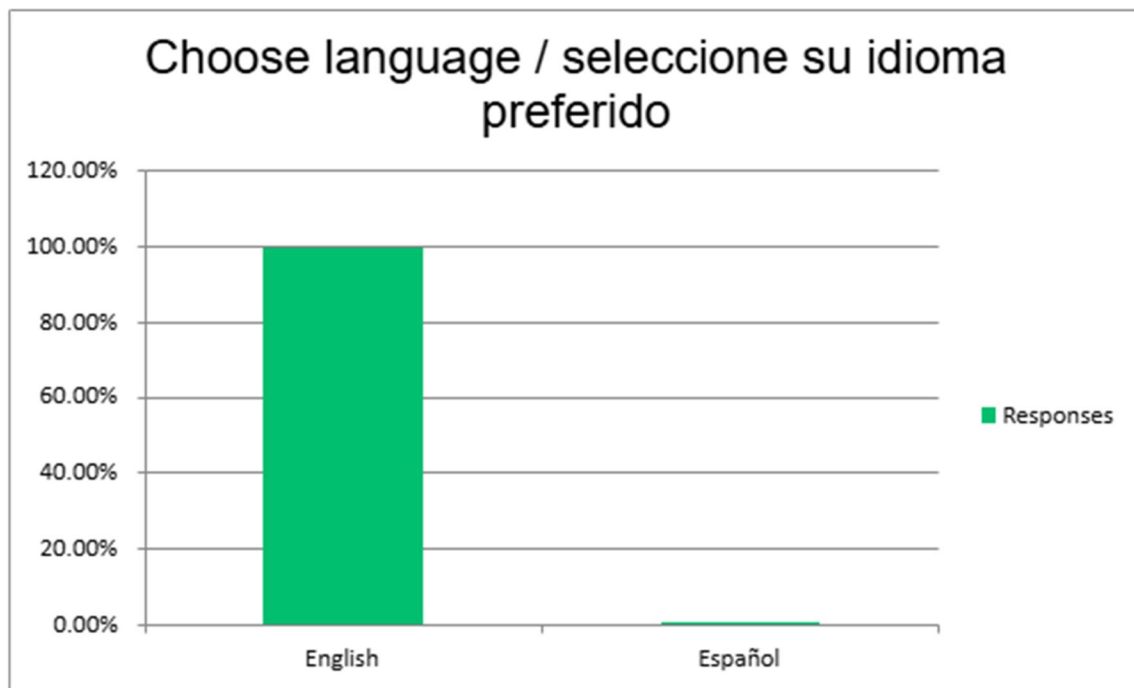
## Survey Summary

The survey was presented to community members throughout the region during the longevity of the comment period to gather feedback on their road safety concerns.

### Survey Questions

#### Q1- Choose language / selecciona su idioma preferido

211 responses



#### Q2- In what zip code do you live?

163 responses

| Zip Code | # of responses |       |   |
|----------|----------------|-------|---|
| 78654    | 33             | 78752 | 1 |
| 78657    | 13             | 78751 | 1 |
| 78611    | 10             | 78744 | 1 |
| 78666    | 10             | 78739 | 1 |
| 78653    | 9              | 78736 | 1 |
| 78613    | 6              | 78735 | 1 |
| 78748    | 4              | 78731 | 1 |
| 78732    | 4              | 78728 | 1 |

|       |   |       |   |
|-------|---|-------|---|
| 78759 | 3 | 78726 | 1 |
| 78757 | 3 | 78705 | 1 |
| 78745 | 3 | 78702 | 1 |
| 78722 | 3 | 78676 | 1 |
| 78703 | 3 | 78660 | 1 |
| 78669 | 3 | 78656 | 1 |
| 78663 | 3 | 78643 | 1 |
| 78640 | 3 | 78642 | 1 |
| 78639 | 3 | 78634 | 1 |
| 78626 | 3 | 78628 | 1 |
| 78749 | 2 | 78619 | 1 |
| 78723 | 2 | 78610 | 1 |
| 78704 | 2 | 78553 | 1 |
| 78645 | 2 | 78528 | 1 |
| 78612 | 2 | 78510 | 1 |
| 78602 | 2 | 78216 | 1 |
| 76574 | 2 |       |   |
| 78758 | 1 |       |   |
| 78756 | 1 |       |   |

### Q3- In what zip code do you work?

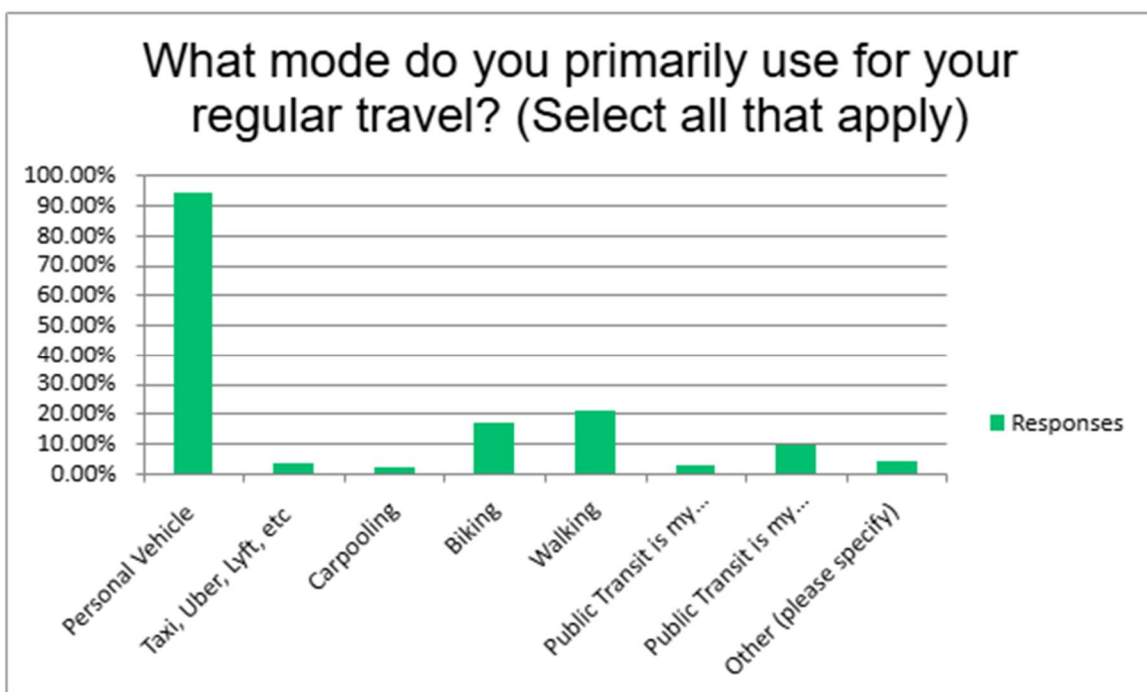
156 responses

| Zip Code | # of Responses |       |   |
|----------|----------------|-------|---|
| 78654    | 34             | 78617 | 1 |
| 78666    | 10             | 78624 | 1 |
| 78701    | 8              | 78626 | 1 |
| 78657    | 5              | 78627 | 1 |
| Retired  | 6              | 78628 | 1 |
| NA       | 4              | 78634 | 1 |
| 78613    | 3              | 78643 | 1 |
| 78641    | 3              | 78652 | 1 |
| 78653    | 3              | 78660 | 1 |
| 78704    | 3              | 78669 | 1 |
| 78723    | 3              | 78681 | 1 |
| 78741    | 3              | 78702 | 1 |
| 78745    | 3              | 78666 | 1 |
| 78612    | 3              | 78712 | 1 |

|       |   |          |   |
|-------|---|----------|---|
| 78758 | 3 | 78717    | 1 |
| 78759 | 3 | 78721    | 1 |
| 78612 | 3 | 78722    | 1 |
| 76574 | 2 | 78725    | 1 |
| 78640 | 2 | 78728    | 1 |
| 78642 | 2 | 78732    | 1 |
| 78663 | 2 | 78735    | 1 |
| 78744 | 2 | 78736    | 1 |
| 78703 | 2 | 78738    | 1 |
| 78720 | 1 | 78746    | 1 |
| 78745 | 1 | 78749    | 1 |
| 78757 | 1 | 78750    | 1 |
| 78759 | 1 | 78751    | 1 |
| 00000 | 1 | 78753    | 1 |
| 73301 | 1 | 78785    | 1 |
| 77654 | 1 | Bee Cave | 1 |
| 78205 | 1 |          |   |
| 78510 | 1 |          |   |
| 78610 | 1 |          |   |

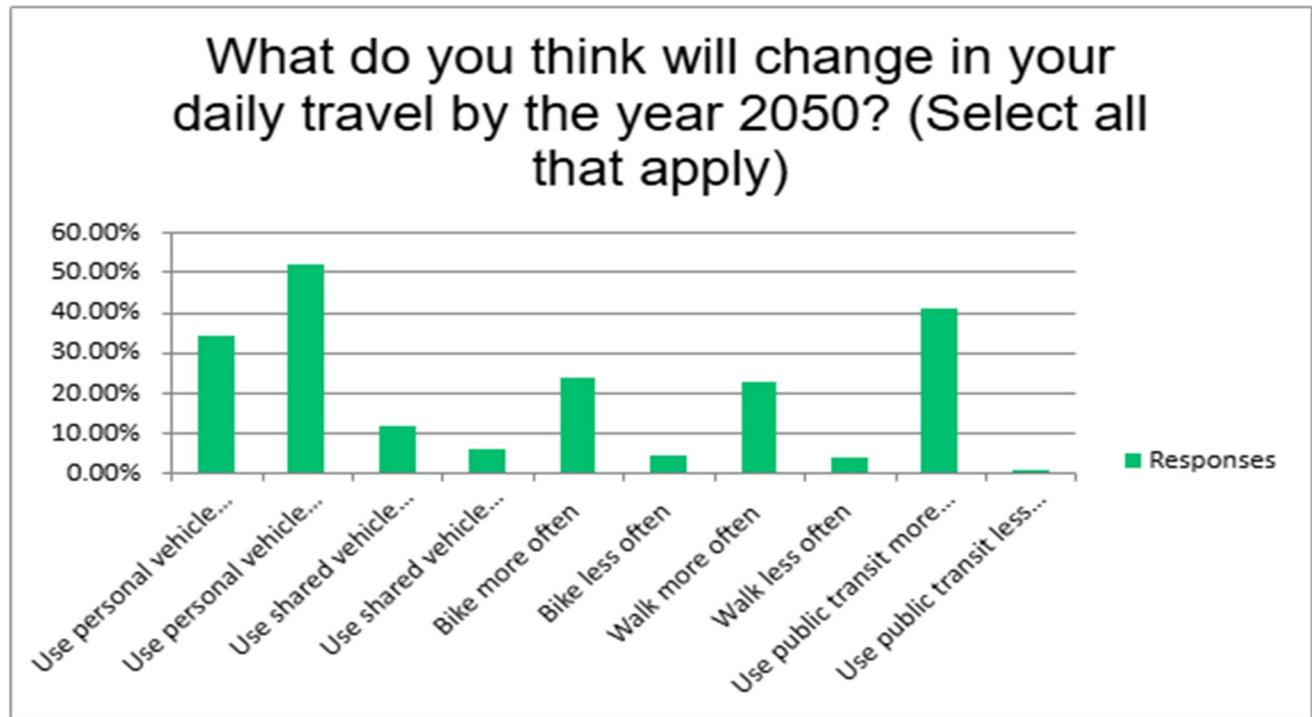
#### Q4- What mode do you primarily use for your regular travel? (Select all that apply)

163 responses



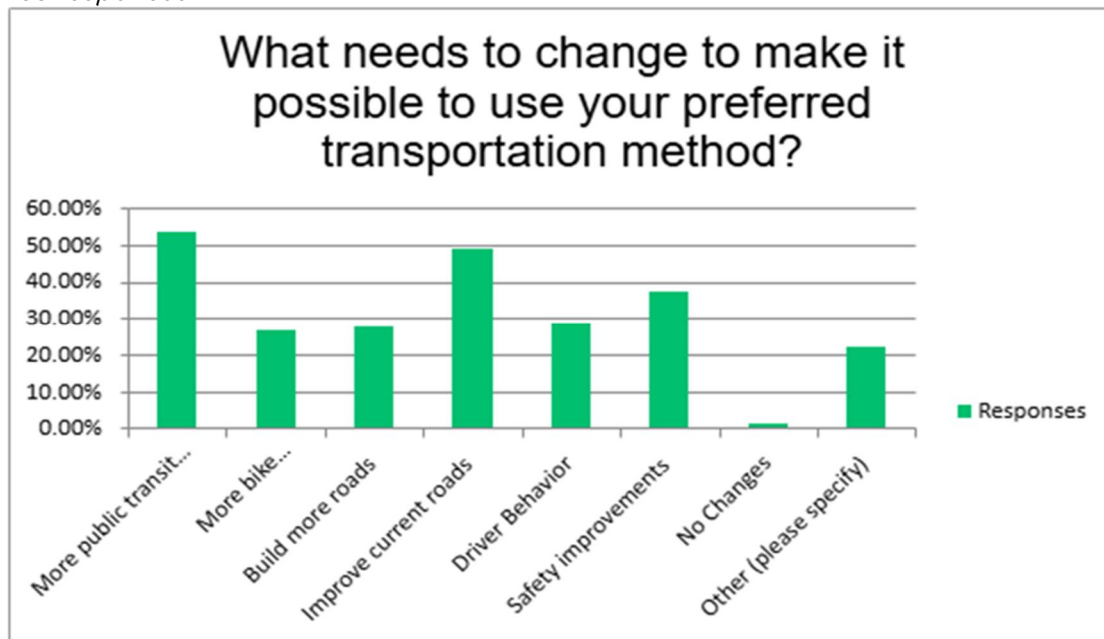
**Q5- What do you think will change in your daily travel by the year 2050? (Select all that apply)**

157 responses



**Q6- What needs to change to make it possible to use your preferred transportation method?**

163 responses



**Q7- Where in Central Texas do you currently see the most transportation needs?**

156 responses

Community Members currently see the most transportation needs in the following areas:

- Rail system
- Burnet-US 281
- Elgin- US 290
- Manor- US 290
- Marble Falls- US 281
- Hays County
- SH 71

## Q8- How can the transportation needs listed above be addressed in the next 25 years?

154 responses

### **Major Themes**

- Rail system
  - Community members would like to see improvements to our rail system by expanding it to the inner city to enhance connectivity. They would like the rail system to expand to the Hill Country and suburbs of Austin, as well as to other major cities such as San Antonio and Houston.
- Less focus on expanding highways and roadway improvements
  - Community members believe there should be less focus and spending on expanding roadways/highways and road improvements. Many members would like more focus and funding to go public transit.
- Enhance public transit
  - Community members would like more focus and funding to enhance our public transit system. Community members would like more public transit options, more connectivity options, public transit options to expand into the suburbs and hill country, and more bus lanes.
- Improving roadways and highways
  - Community members would like more flyovers and bypasses that are not toll roads. They would like to see roadways/highways widened, more turn lanes, and designated lanes for 18-wheelers. Community members would like more investment into safety on roadways/highways.
- Adding more bike lanes and sidewalks
  - Community members would like to see more bike lanes and sidewalks. A big concern among community members is making bike lanes and sidewalks safer.
- Increase overall connectivity in central Austin and surrounding cities
  - Community members would like to see an increase in overall connectivity. Specifically, community members would like increased connectivity to Cedar Park, Driftwood, Dripping Springs, Elgin, Georgetown, Liberty Hill, Manor, Marble Falls, and Pflugerville.

## Q9- ¿En qué código postal vive?

0 responses

## Q10- ¿En qué código postal trabaja o va a la escuela?

0 responses

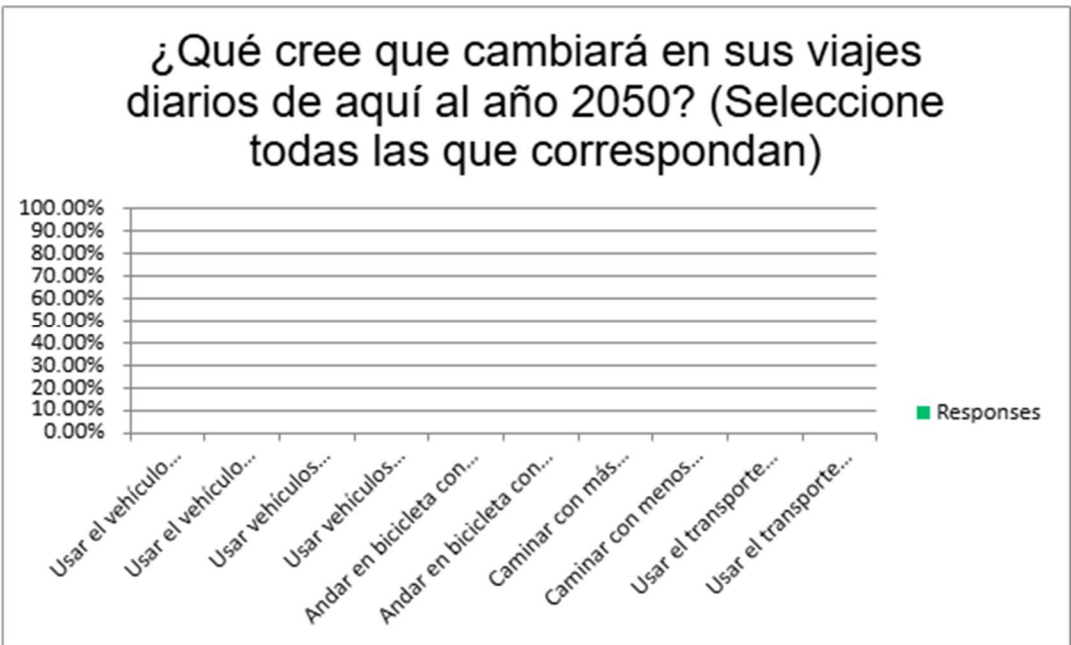
**Q11-¿Qué modo utiliza normalmente para sus viajes diarios? (Seleccione todas las que correspondan)**

0 responses



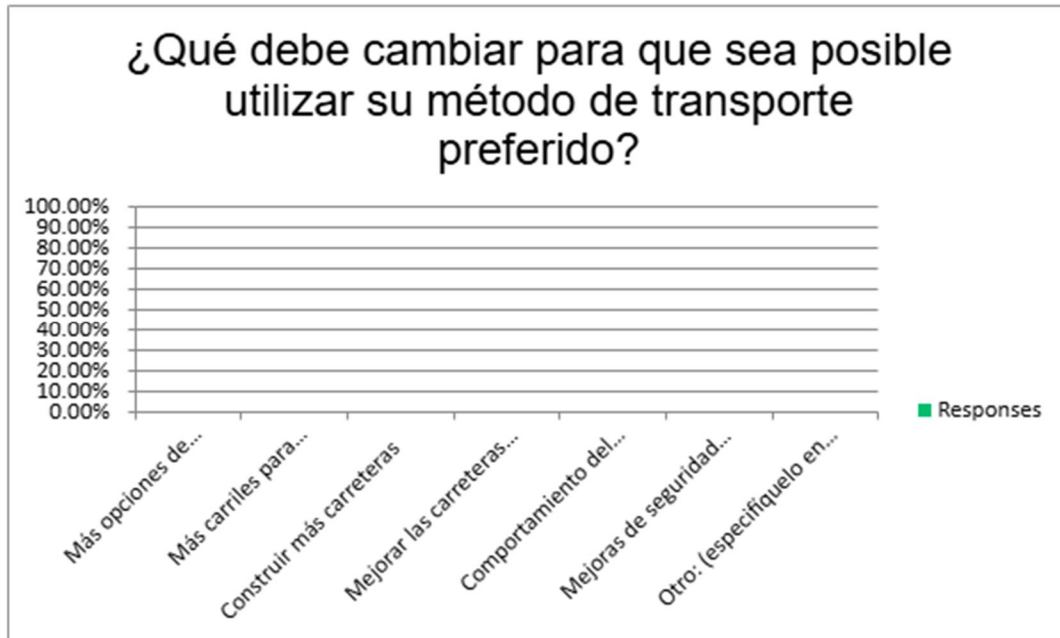
**Q12-¿Qué cree que cambiará en sus viajes diarios de aquí al año 2050? (Seleccione todas las que correspondan)**

0 responses



**Q13-¿Qué debe cambiar para que sea posible utilizar su método de transporte preferido?**

0 responses



**Q14-¿En qué parte del Centro de Texas se ven actualmente las mayores necesidades de transporte?**

0 responses

**Q15-¿Cómo pueden abordarse en los próximos 25 años las necesidades de transporte mencionadas arriba?**

0 responses

## Verbal Comment Summary

### Hays County

Kyle City Fest – October 19, 2024

#### Themes of Verbal Comments

- Calls for safer roadways, especially near Lehman High School, and crosswalks for school zones.
- Heavy traffic on 1626, Kyle Crossing, and BeeBee Road; suggestions for turn lanes, lights, and improved flow.
- Public interest in trolleys, commuter buses to Austin, and more local bus services.
- Concerning speeding, especially on Veterans Drive, and the need for better driver education on right-of-way and roundabouts.

### Williamson County

Georgetown Parks and Recreation Department Trick-or-Treat Trail – October 24, 2024

#### Themes of Verbal Comments

- 195 & Cattleman Dr. going to Sun City has a dangerous intersection.

### Travis County

Manor Night Out – Friday, Oct. 25, 2024

#### Themes of Verbal Comments

- Strong demand for expanded bus services, including routes in Manor neighborhoods, along Blake Manor Road to shopping areas, and pickup services for seniors.
- Calls to build an overpass on US 290 and address heavy congestion on I-35, which many avoid due to traffic.
- Four-way stop signs are needed at the Fuchs Road & Cameron Road and Hillro & Lexington intersections to improve safety.
- Requests for more bike lanes, safer sidewalks, and new sidewalks, particularly near schools and along Old Hwy 20 by Skimmer Run.

### Burnet County

Fall Fest – Saturday, Oct. 26, 2024

#### Themes of Verbal Comments

- Identified the area next to Marble Falls High School as dangerous
- Need for sidewalks (getting to local nearby stores)

### Caldwell County

Lockhart First Friday Downtown – Downtown Lockhart, TX

#### Themes of Verbal Comments

- Identified the area next to Marble Falls High School as dangerous

- Need for sidewalks (getting to local nearby stores)

## **Bastrop County**

Heroes and Hotrods – Saturday, Nov. 9, 2024

### **Themes of Verbal Comments**

- High-risk areas like 71 & McAllister, 21 in Cedar Creek, 969, and locations near Hunters Crossing and Buc-ee's need safety improvements due to crashes.
- Rapid development has outpaced road improvements in 969, 304, and other key areas, with calls to complete overdue projects like overpasses.
- Better lighting, stricter traffic enforcement, and safer exits and turns are needed to address speeding and hazardous driving behaviors.
- Expand bike paths, consider railways in medians, and build connector roads to reduce congestion and support growing traffic demands.

### **Email Comment Summary**


The CAMPO 2050 project team received 8 email comments from October 7 – December 9, 2024.

### **Themes of Email Comments**

- There is a need for increased transit funding
- US 290 from SH 45/130 to Elgin is too congested and needs to be prioritized
- Stop expanding roadways and prioritize transit and bike/ped
- Work with elected officials to develop a vision for public transit and active transportation
- Require local government buy in on infrastructure projects







## Appendix – Round 2 Materials

### Webpage Announcement



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### PLANS & STUDIES

- 2050 Plan
  - Regional Freight Plan
- 2045 Plan
- 2040 Plan
- 2035 Plan
- Previous Plans
  - Transportation Improvement Program
  - Funding Opportunities
    - Project Progress Reporting
    - Transportation Development Credits
  - Unified Planning Work Program (UPWP)
  - Annual Performance and Expenditure Review (APER)
  - Local Plans and Studies
    - CAMPO Project Readiness Program
    - FM 1626/RM 967 Intersection Study
    - Georgetown Austin Avenue Corridor Study
    - Northeast Burnet County Transportation Study
    - Regional Safety Action Plan
    - Regional Transportation Emission Reduction Plan
  - Regional Transit Coordination Committee

## CAMPO 2050 REGIONAL TRANSPORTATION PLAN


The CAMPO 2050 Regional Transportation Plan is a multimodal transportation plan that covers the Central Texas Region including Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. The plan anticipates the transportation needs for the next 25-years including driving, walking, biking, transit, freight, and the use of emerging technologies. It also forecasts transportation funding and identifies projects and programs likely to be implemented through the year 2050.

Visit the [online open house](#) or attend an [in-person open house](#) to review projects submitted for the 2050 Plan, read the draft 2050 Plan document, and complete a survey or submit comments. A public hearing for the 2050 Plan is anticipated at the [April 14 CAMPO Transportation Policy Board meeting](#). Call 512-651-3964 to request information and a survey by mail.

### 2050 PLAN ONLINE OPEN HOUSE

The 2050 RTP process includes:

- Robust public engagement and stakeholder involvement
- Updates to the Active Transportation Network (sidewalks, bike lanes, and trails)
- Opportunities to improve regional transportation connections
- Strategies to manage travel demand and congestion
- Transit investments designed to create more travel choice and affordability
- Safety enhancements for all users of the transportation system
- Incident Management to reduce the impact of crashes and travel disruptions on traffic flow (coordination with first responders and use of technology to notify travelers of delays and availability of alternate routes)



**Help plan for the future of transportation in Central Texas**

Ever think about ways to make it easier to get around our region? CAMPO wants to hear your thoughts! Your participation and input are key in determining preferences and priorities for the 2050 Regional Transportation Plan. Two rounds of public outreach will take place prior to the CAMPO Transportation Policy Board's anticipated action on the 2050 Plan in May 2025.

For many, having options to travel around the region is essential each day – but even if you rarely travel long distances, regional planning still affects you.

Regional planning gives access to:

- Multiple modes of transportation – Different land uses and different persons' abilities and preferences require different types of transportation.
- Economic opportunities – Transportation is a vital piece of the puzzle for businesses to function properly, including access to employees, customers, and freight.
- Resources and goods – From the soap you love to your favorite foods, each item you buy at the grocery store arrives via the transportation network. A well-connected network helps to support a variety of products and resources.
- Employment, Housing, Recreation – Connected transportation systems ensure adequate access to our daily needs and increases our ability to make choices about where we live, work, shop, and recreate.
- Emergency services and security – Emergency vehicles need reliable connections to provide timely services. Beyond daily EMS operations, it is important to plan for natural disasters with complete and well-detailed evacuation routes.

## Exhibit Boards

### English

CENTRAL TEXAS

**CAMPO**  
CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

**CAMPO 101**

**WHAT IS CAMPO?**  
The Capital Area Metropolitan Planning Organization (CAMPO) is the Austin region's transportation decision-making body, coordinating regional transportation planning between counties, local governments and transportation agencies. The organization is made up of a 22-member Transportation Policy Board (TPB) that makes decisions on CAMPO policy and allocates federal transportation funds for the region, a 24-member Technical Advisory Committee (TAC) that provides technical expertise and recommendations to inform the Transportation Policy Board, and the Executive Director, who reports to the TPB and oversees the CAMPO staff.

**WHAT IS AN MPO?**  
A metropolitan planning organization, or MPO, is a regional transportation planning entity designed by the federal government beginning in 1962. MPOs are required in areas with a population greater than 50,000.

**WHERE IS CAMPO?**  
CAMPO conducts regional transportation planning work within six counties: Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson.

campotexas.org

CENTRAL TEXAS

**CAMPO**  
CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

**CAMPO 2050  
DIVERSE REGION & NEEDS**

The CAMPO six-county region boasts bustling city streets, quaint neighborhoods, large cattle ranches, and everything in between. This varied context means that the regional transportation network must consider diverse needs and provide transportation options to meet those different needs.

**Craig**  
Craig is an elderly person who needs transportation options that are accessible and safe for seniors.

**Lauren**  
Lauren is a young professional who needs transportation options that are convenient and efficient for commuting.

**Nick**  
Nick is a commuter who needs transportation options that are reliable and fast for getting to work.

**Eric**  
Eric is a family that needs transportation options that are safe and comfortable for everyone.

**Rosa**  
Rosa is a rural resident who needs transportation options that are accessible and convenient for long distances.

**Carla**  
Carla is an urban resident who needs transportation options that are efficient and reliable for city living.

CENTRAL TEXAS

**CAMPO**  
CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

**CAMPO 2050  
PLAN INTRODUCTION**

**PLAN OVERVIEW**  
CAMPO is working to develop the 2050 Plan, a long-range Regional Transportation Plan (RTP) to address transportation needs over the next 25 years in Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. This multimodal plan will evaluate a variety of transportation modes such as driving, walking, biking, transit, freight, and emerging technologies. It also forecasts transportation funding and identifies projects and programs likely to be implemented through the year 2050.

**CAMPO's Planning Process**

- 1 Local and Regional Plans and Studies**  
CAMPO works with local governments to identify transportation needs and priorities.
- 2 Regional Long-Range Plan**  
CAMPO develops a long-range plan that addresses regional transportation needs and priorities.
- 3 Project Selection and Funding**  
CAMPO evaluates transportation projects and identifies funding sources.
- 4 Project Implementation**  
CAMPO implements transportation projects and programs.

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CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

**WHY IS IT NEEDED?**

**2050 REGIONAL GROWTH**  
Projections show that the growth in population and employment will greatly outpace infrastructure improvements through the year 2050. That means that already congested roads will become even busier and Central Texas can expect to spend more time traveling. Transportation options that include a variety of ways of getting around help address future travel needs.

**Population Growth 2020-2050**

| County     | 2020-2050 Growth (%) |
|------------|----------------------|
| Burnet     | 87%                  |
| Williamson | 179%                 |
| Travis     | 51%                  |
| Hays       | 218%                 |
| Caldwell   | 90%                  |
| Bastrop    | 91%                  |

**Employment Growth 2020-2050**

| County     | 2020-2050 Growth (%) |
|------------|----------------------|
| Burnet     | 28%                  |
| Williamson | 91%                  |
| Travis     | 34%                  |
| Hays       | 314%                 |
| Caldwell   | 90%                  |
| Bastrop    | 90%                  |

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CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

**CAMPO REGION RTP  
PROJECT MAP**

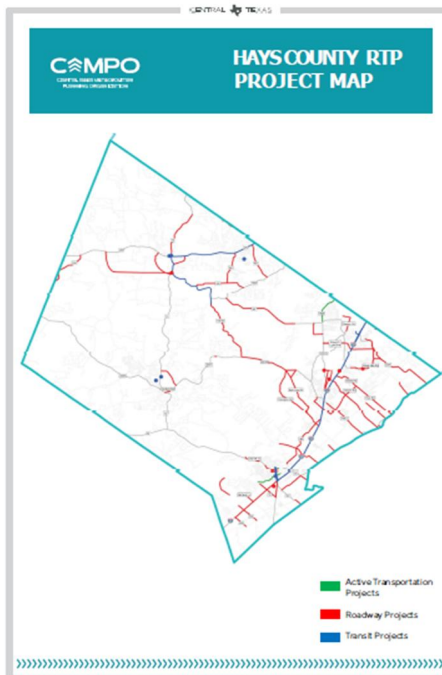
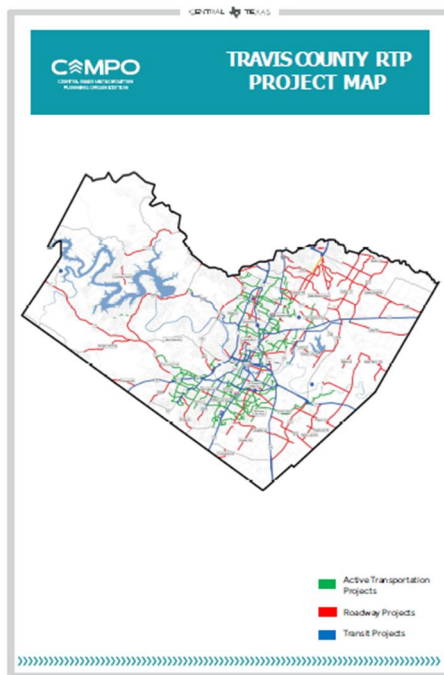
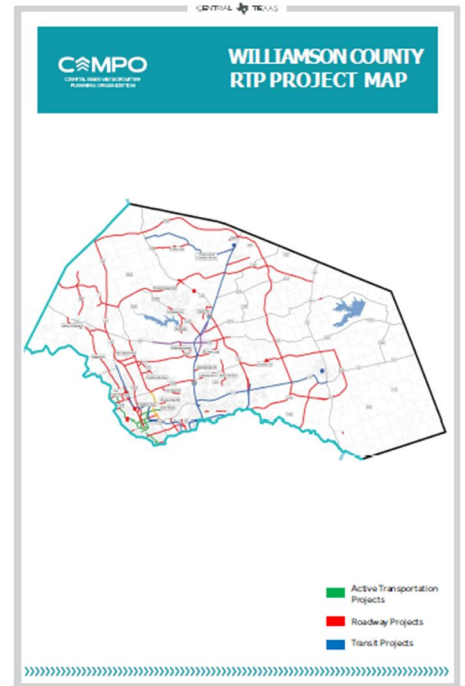
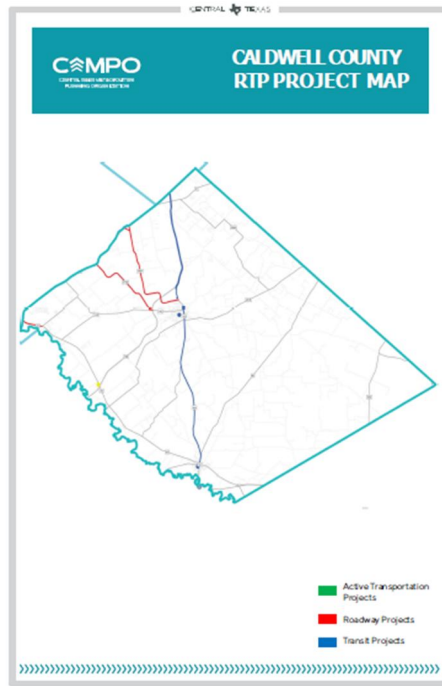
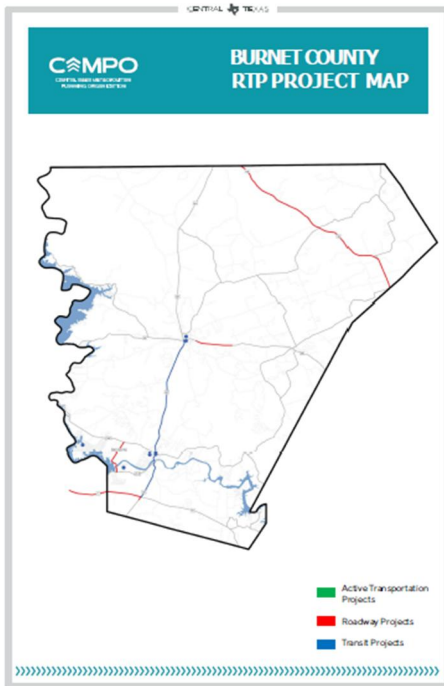
Active Transportation Projects  
Roadway Projects  
Transit Projects

CENTRAL TEXAS

**CAMPO**  
CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

**BASTROP COUNTY  
RTP PROJECT MAP**

Active Transportation Projects  
Roadway Projects  
Transit Projects



CENTRAL TEXAS

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CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

**HOW TO COMMENT**

**REVIEW MATERIALS  
ASK QUESTIONS  
SHARE YOUR THOUGHTS**

Complete a survey  
[bit.ly/CAMPO2050](https://bit.ly/CAMPO2050)

Email comments to  
[CAMPO2050RTP@gmail.com](mailto:CAMPO2050RTP@gmail.com)

Contacts the project team  
with any questions  
(512) 651-3964

Mail comments to  
**CAMPO 2050 Team**  
c/o CD&P  
PO Box 5459  
Austin, TX 78763

All comments must be submitted by  
**TUESDAY APRIL 15, 2025**

## Exhibit Boards

### Spanish

CENTRAL TEXAS

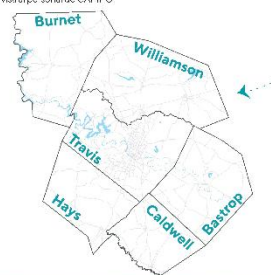
**CAMPO**  
CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

**CAMPO 101**

**¿QUÉ ES CAMPO?**  
La Organización de Planificación Metropolitana del Área Capital (CAMPO, por sus siglas en inglés) es el organismo encargado de la toma de decisiones en transporte de la región de Austin, coordinar la planificación del transporte regional entre los condados, los gobiernos locales y los agencias de transporte. La organización está compuesta por una Junta de Política de Transporte (TPB) de 22 miembros que representa a los gobiernos locales de CAMPO y asigna fondos federales de transporte para el registro, un Comité Asesor Técnico (ATC) de 24 miembros que proporciona comentarios técnicos y recomendaciones para informar a la Junta de Política de Transporte, y a Director Ejecutivo, quien informa a la TPB y supervisa al personal de CAMPO.

**¿QUÉ ES UN MPO?**  
MPO significa "organización de planificación metropolitana" que es una entidad de planificación del transporte regional designada por el gobierno federal a partir de 1960. Las MPO son necesarias en áreas con una población con más de 50,000 residentes.

**¿DÓNDE ES CAMPO?**  
CAMPO cubre los condados de planificación de transporte regional en los condados de Burnet, Travis, Hays, Caldwell y Bastrop.



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CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

**CAMPO 2050  
REGIÓN DIVERSA  
Y NECESIDADES**

La región de seis condados de CAMPO cuenta con calles bufcas, vecindarios tradicionales, ranchos ganaderos y muchos otros lugares. Este variado contexto significa que una red de transporte que funcione correctamente debe tener en cuenta necesidades muy diversas.

**Craig**  
Organizador de eventos  
Craigslist  
Craigslist es una plataforma de Internet que permite a los usuarios encontrar cosas para comprar, vender o intercambiar. También se puede usar para encontrar trabajo, alquileres y servicios.

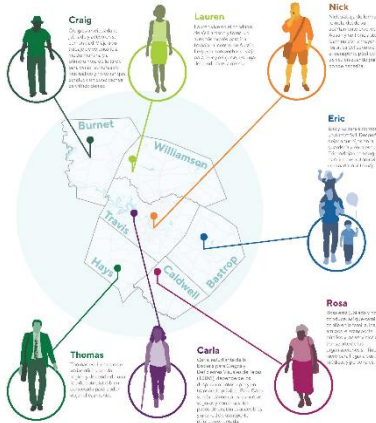
**Lauren**  
Estudiante de medicina  
Lauren es una estudiante de medicina que trabaja en un hospital. Ella es una persona muy trabajadora y dedicada a su carrera.

**Nick**  
Trabajador de oficina  
Nick es un trabajador de oficina que trabaja en una empresa de tecnología. Él es una persona muy creativa y innovadora.

**Eric**  
Trabajador de oficina  
Eric es un trabajador de oficina que trabaja en una empresa de tecnología. Él es una persona muy creativo y innovadora.

**Rosa**  
Trabajadora de oficina  
Rosa es una trabajadora de oficina que trabaja en una empresa de tecnología. Ella es una persona muy creativo y innovadora.

**Carla**  
Trabajadora de oficina  
Carla es una trabajadora de oficina que trabaja en una empresa de tecnología. Ella es una persona muy creativo y innovadora.



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**CAMPO**  
CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

**INTRODUCCIÓN AL  
PLAN CAMPO 2050**

**DESCRIPCIÓN GENERAL DEL PLAN**  
CAMPO está trabajando para desarrollar el Plan 2050, un Plan de Transporte Regional (RTP) a largo plazo para abordar las necesidades del transporte en los próximos 23 años en los condados de Bastrop, Burnet, Caldwell, Hays, Travis y Williamson. Este plan multimodal evaluará una variedad de modos de transporte como la conducción, los deslramentos a pie y en bicicleta, el tránsito, el transporte de mercancías y las tecnologías emergentes. También prevé la financiación del transporte e identificar los proyectos y programas que probablemente se ejecutarán hasta el año 2050.

**Proceso de planificación de CAMPO**

- 1 Planes y Estudios Locales y Regionales**  
CAMPO trabaja con los gobiernos locales para desarrollar planes de transporte locales y regionales que se integren con el Plan Regional.
- 2 Plan Regional a Largo Plazo**  
CAMPO desarrolla el Plan Regional a Largo Plazo, que establece la visión de transporte para la región y proporciona una guía para la planificación de proyectos.
- 3 Selección y financiación de proyectos**  
CAMPO selecciona y financia proyectos de transporte que se alinean con el Plan Regional y que son viables financieramente.
- 4 Implementación del proyecto**  
CAMPO implementa los proyectos de transporte seleccionados, trabajando con los gobiernos locales y los proveedores de servicios de transporte.



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PLANNING ORGANIZATION

**¿POR QUÉ ES NECESARIO?**

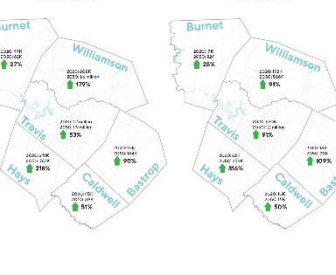
**CRECIMIENTO REGIONAL EN 2050**  
Las proyecciones muestran que el crecimiento de la población y el empleo superarán con creces las mejoras de las infraestructuras hasta el año 2050. Esto significa que las carreteras ya congestionadas, ocurrirán en más congestión y que el control de Texas pasará más tiempo viajando, a menos que nuestro futuro en el transporte incluya opciones para desplazarse de diversas maneras.

**Crecimiento de la población 2020-2050**

| Condado    | 2020      | 2050      | Crecimiento |
|------------|-----------|-----------|-------------|
| Burnet     | 128,175   | 210,445   | 63%         |
| Williamson | 220,000   | 310,000   | 41%         |
| Travis     | 1,200,000 | 1,800,000 | 50%         |
| Hays       | 100,000   | 150,000   | 50%         |
| Caldwell   | 100,000   | 150,000   | 50%         |
| Bastrop    | 100,000   | 150,000   | 50%         |

**Crecimiento del empleo 2020-2050**

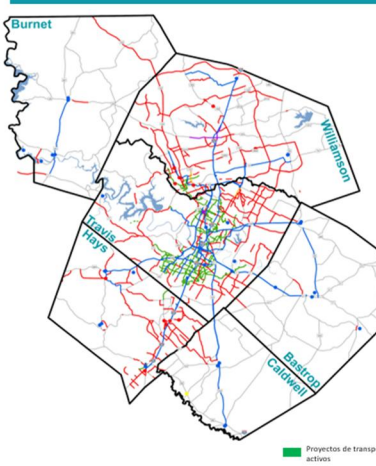
| Condado    | 2020      | 2050      | Crecimiento |
|------------|-----------|-----------|-------------|
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CENTRAL TEXAS

**CAMPO**  
CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

**MAPA DEL PROYECTO RTP DE LA REGIÓN DE CAMPO**

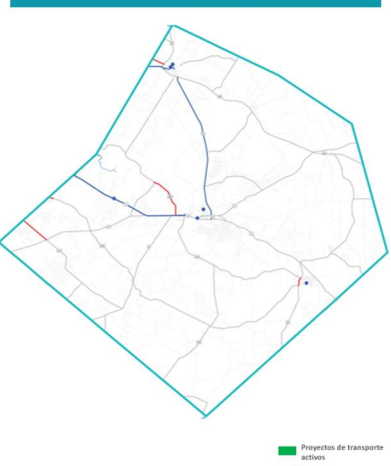


Proyectos de transporte activos  
Proyectos de carreteras  
Proyectos de tránsito

CENTRAL TEXAS

**CAMPO**  
CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

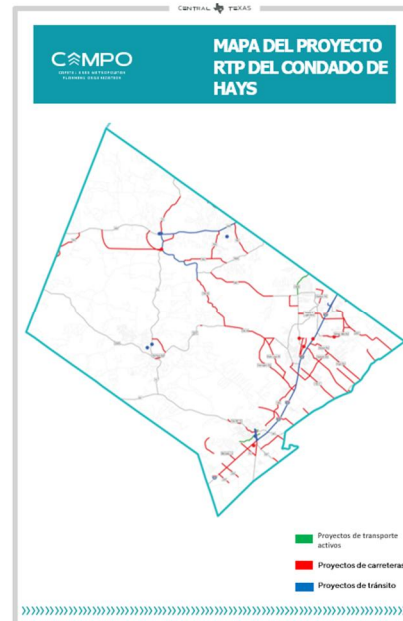
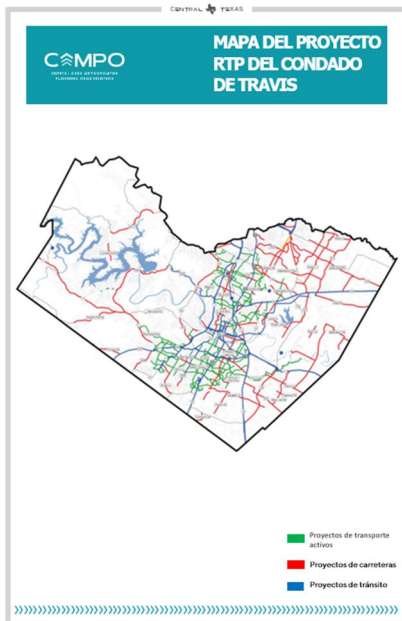
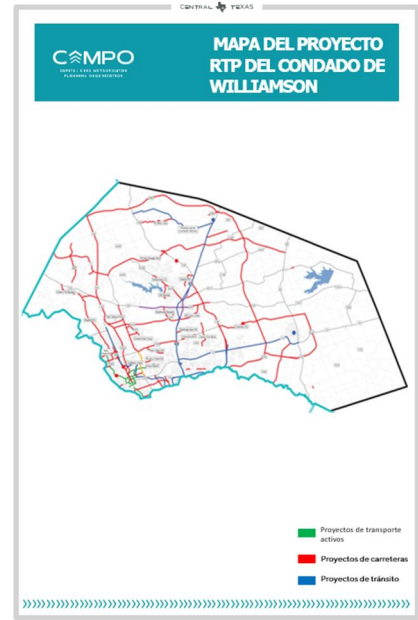
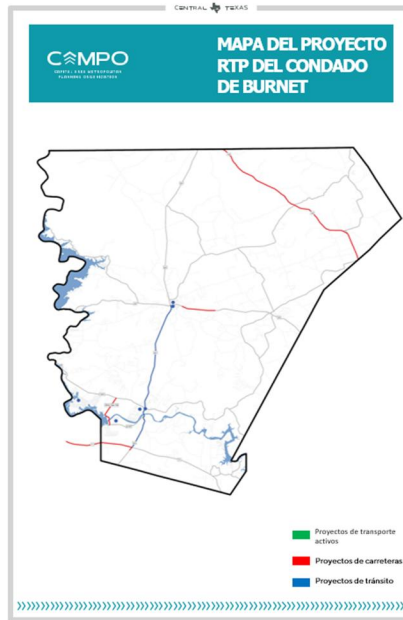
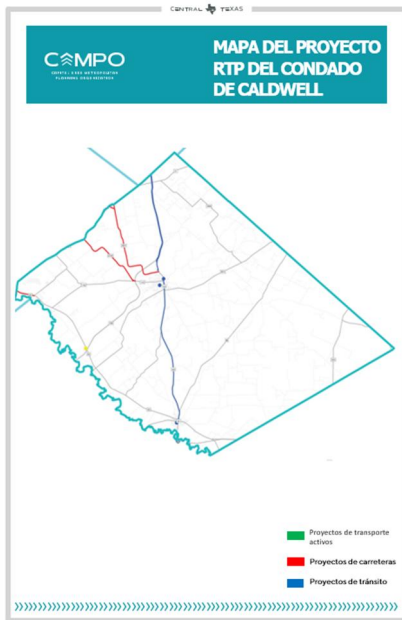
**MAPA DEL PROYECTO RTP DEL CONDADO DE BASTROP**



Proyectos de transporte activos  
Proyectos de carreteras  
Proyectos de tránsito

## Exhibit Boards

### Spanish



CENTRAL TEXAS

**CAMPO**  
CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

**CÓMO ENVIAR  
COMENTARIOS**

**REVISAR MATERIALES  
HACER PREGUNTAS  
COMPARTIR SUS IDEAS**

Complete una encuesta  
[bit.ly/CAMPO2050](http://bit.ly/CAMPO2050)

Envíe sus comentarios  
por correo electrónico a  
[CAMPO2050RTP@gmail.com](mailto:CAMPO2050RTP@gmail.com)

Póngase en contacto con  
el equipo del proyecto si  
tiene alguna pregunta  
(512) 651-3964

Envíe sus comentarios por correo  
**CAMPO 2050 Team**  
c/o CDAP  
PO Box 5459  
Austin, TX 78763

Todos los comentarios deben ser enviados antes del  
**MARTES, 15 DE ABRIL DE 2025**

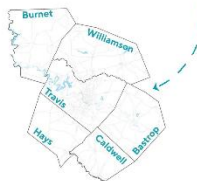
## Brochure

### English

### CAMPO 101


**What is CAMPO?**  
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**Where is CAMPO?**  
CAMPO conducts regional transportation planning work within six counties: **Bastrop, Burnet, Caldwell, Hays, Travis and Williamson.**



**CAMPO Goals:**


- Progress:** Growth-oriented method for planning and policy making, local to regional and equal opportunity for all.
- Communication:** CAMPO believes in transparency, engagement, and transparency among all stakeholders in planning and building mobility.
- Equity & Accessibility:** CAMPO believes that transportation improvements should be "proportional" to the needs of all demographics – and residents of rural, urban, a not urban areas – have equitable access to public transit and provide input in the decision-making process.




**CONTACT**

512.651.3964

CAMPO2050RTP@gmail.com



Every five years, Metropolitan Planning Organizations (MPOs) are required to update their long-range transportation plan. CAMPO's working on the **2050 Regional Transportation Plan (RTP)**, which is a multimodal transportation plan that covers the Central Texas counties of Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties. The RTP anticipates transportation needs for the next 25 years including driving, walking, biking, transit, freight, and the use of emerging technologies. It also forecasts transportation funding availability and identifies projects and programs likely to be implemented through the year 2050.



**2050  
TRANSPORTATION  
PLAN**  
CENTRAL TEXAS

**CAMPO Mission:** As a regional transportation planning organization encompassing Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties, CAMPO is committed to improving mobility and ultimately quality of life within the six-county region and ensuring benefits to the transportation system are distributed fairly across all demographics throughout rural, urban, and suburban areas.

## CAMPO's Planning Process

CAMPO's planning process starts with local and regional studies which then help to inform the Regional long-range plan. Local governments are involved every step of the way, providing input on planning initiatives. Projects that use federal funding or that are of regional significance must be included in the CAMPO long-range plan before being studied or constructed. Implementation and construction are the responsibility of local governments – CAMPO does NOT construct projects.

Transportation is a regular part of most daily routines. As more and more people move to Central Texas, having a variety of travel options will help us all get around a little easier – but more than just getting around, regional transportation planning also considers:

- Modes of transportation** – as Central Texas continues to grow, multiple modes of travel and travel solutions will help us choose the option that is the best fit for a given day or trip
- Economic Opportunities** – transportation is a vital piece of the puzzle for businesses to function properly and provide access to employees, customers, and the goods they sell
- Goods and services** – daily essentials such as food, medicine, and clothing need a reliable well-connected transportation network so these goods can be delivered to businesses, service providers, and consumers
- Employment, housing, recreation** – where do you live in relation to where you work? Where is your favorite restaurant or park? Connections to these locations, whether by road, bus route, or trail, are key parts of the transportation puzzle
- Emergency services and security** – emergency vehicles need reliable connections to provide timely services. In addition to first responder operations like fire and EMS, it is important to plan for natural disasters with complete and well-connected transportation and evacuation networks

### 1 Local and Regional Plans and Studies

CAMPO works with local governments, leadership, and communities to identify and incorporate needs

➔

### 2 Regional Long-Range Plan

CAMPO uses recommendations from plans and studies to create a cohesive, multimodal plan. Local governments participate in plan development.

### 3 Project Selection and Funding

Local project sponsors submit applications to CAMPO to fund projects identified in plans.

➔

### 4 Project Implementation

Local project sponsors analyze, design, and construct projects

For more details on the plans and studies listed above, please visit [www.camptexas.org](http://www.camptexas.org) or call 512.651.3964

## Spanish

### CAMPO 101

#### ¿Qué es CAMPO?

La Organización de Planificación Metropolitana del Área Capital (CAMPO), por sus siglas en inglés, es el organismo encargado de la toma de decisiones en transporte de la región de Austin, coordinando la planificación del transporte regional entre los condados, los gobiernos locales y las agencias de transporte. La organización está compuesta por una **Junta de Política de Transporte (TPB) de 22 miembros** que toma decisiones sobre las políticas de CAMPO y asigna fondos federales de transporte para la región, un **Comité Asesor Técnico (TAC) de 24 miembros** que proporciona conocimientos técnicos y recomendaciones para informar a la Junta de Política de Transporte, y al **Director Ejecutivo**, quien informa a la TPB y supervisa al personal de CAMPO.

#### Where is CAMPO?

CAMPO conducts regional transportation planning work within six counties: **Bastrop, Burnet, Caldwell, Hays, Travis and Williamson.**



#### Objetivos de CAMPO:

Progreso: La planificación mejorará la orientación al crecimiento de la región, mejorando la seguridad, la movilidad, la accesibilidad y la equidad de los recursos.

Comunicación: CAMPO cree que la comunicación, la participación y la transparencia entre las partes interesadas son clave para una movilidad segura y estable.

Equidad y accesibilidad: CAMPO cree que las mejoras en el transporte son "progresivas" en la medida en que benefician a los grupos vulnerables y a los residentes de áreas rurales, urbanas y suburbanas, tengan acceso equitativo a la movilidad y mejoran la equidad en el proceso de toma de decisiones.



Escanea aquí para visitar la página web del proyecto

#### CONTACTO

512.651.3964

CAMPO2050RTP@gmail.com



Cada cinco años, las Organizaciones de Planificación Metropolitana (MPO) deben actualizar su plan de transporte a largo plazo. CAMPO está trabajando en el Plan Regional de Transporte (RTP) 2050, que es un plan de transporte multimodal que cubre los condados del Centro de Texas: Bastrop, Burnet, Caldwell, Hays, Travis y Williamson. El RTP anticipa las necesidades de transporte para los próximos 25 años incluyendo la conducción, los viajes a pie y en bicicleta, el transporte público, el transporte de mercancías y el uso de tecnologías emergentes. También pronostica el financiamiento del transporte e identifica proyectos y programas que probablemente se implementarán hasta el año 2050.



**Misión de CAMPO:** Como organización regional de planificación de transporte que abarca los condados de Bastrop, Burnet, Caldwell, Hays, Travis y Williamson, CAMPO está comprometida a mejorar la movilidad y, a su vez, la calidad de vida, dentro de la región de seis condados y garantizando que las necesidades de transporte se satisfagan de manera equitativa entre todos los grupos demográficos en áreas rurales, urbanas y suburbanas.



## Proceso de Planificación de CAMPO

El proceso de planificación de CAMPO comienza con estudios locales y regionales que luego ayudan a informar el plan regional a largo plazo. Los gobiernos locales participan en cada paso del camino, proporcionando información sobre las iniciativas de planificación. Cuando llega el momento de seleccionar los proyectos que recibirán financiación, los gobiernos locales son responsables de preparar las solicitudes de proyectos o de implementar las políticas locales.

La implementación y la construcción son responsabilidad de los gobiernos locales, CAMPO NO construye proyectos.

El transporte es una parte regular de la mayoría de las rutinas diarias. A medida que más y más personas se mudan al Centro de Texas, tener una variedad de opciones de viaje nos ayudará a todos a movernos un poco más fácilmente, pero más que solo movernos, la planificación regional del transporte también considera:

- Modos de transporte: a medida que el Centro de Texas continúa creciendo, los múltiples modos de viaje y las soluciones de viaje, como caminar, andar en bicicleta, la conducción, usar el transporte público, uso compartido del automóvil, trabajar desde casa y las nuevas tecnologías nos ayudarán a elegir la opción que mejor se adapte a un día o viaje determinado



- Oportunidades económicas: el transporte es una parte vital para que los negocios funcionen correctamente y faciliten el acceso a los empleados, los clientes y los productos que venden
- Productos y servicios: los productos esenciales como la comida, medicamentos y ropa, necesitan una red de transporte confiable y bien conectada para que estos elementos esenciales puedan entregarse a negocios, proveedores de servicios, y consumidores.
- Empleo, vivienda, recreación: ¿dónde vive en relación con el lugar donde trabaja? ¿Dónde está su restaurante o parque favorito? Las conexiones a estos lugares, ya sea por carretera, ruta de autobús o sendero, son partes esenciales en el transporte
- Servicios de emergencia y seguridad: los vehículos de emergencia necesitan conexiones confiables para ofrecer servicios puntuales y, más allá de las operaciones diarias del servicio médico de emergencia (EMS), es importante planear para desastres naturales con planes de evacuación completos y detallados

### 1 Planes y Estudios Locales y Regionales

CAMPO trabaja con los gobiernos locales, el liderazgo y las comunidades para identificar e incorporar las necesidades

### 2 Plan Regional a largo plazo

CAMPO utiliza las recomendaciones de planes y estudios para crear un plan cohesivo y multimodal. Los gobiernos locales participan en el desarrollo del plan.

### 3 Selección y financiación de proyectos

Los patrocinadores locales de proyectos presentan solicitudes a CAMPO para financiar proyectos identificados en los planes.

### 4 Implementación del proyecto

Los patrocinadores locales de proyectos analizan, diseñan y construyen proyectos

Para obtener más detalles sobre los planes y estudios mencionados arriba, visite [www.campotexas.org](http://www.campotexas.org) o llame al 512.651.3964



## Push Card

### English

## Share Your Input on Regional Transportation and Safety Needs!



The Capital Area Metropolitan Planning Organization (CAMPO) invites the public to learn about and participate in the development of the **2050 Regional Transportation Plan** and the **Regional Safety Action Plan**. Online materials, comment opportunities, and a calendar of in-person outreach events for both plans are available at [campotexas.org/get-involved](http://campotexas.org/get-involved).

### REGIONAL SAFETY ACTION PLAN

The Regional Safety Action Plan aims to reduce fatal and serious-injury crashes while improving transportation systems for all users, including pedestrians, cyclists, public transportation users, and drivers, with an emphasis on investment in vulnerable communities. This effort will address the broader regional safety needs including county-specific plans for Bastrop, Burnet, Caldwell, Hays, and Williamson counties, and will provide access to additional funding resources. A separate safety action plan for Travis County is being developed.

#### » GET INVOLVED

Learn more and share your input, visit: [campotexas.org/get-involved](http://campotexas.org/get-involved)  
For questions or to request printed materials, please contact the project team: **512-651-3964**

### 2050 REGIONAL TRANSPORTATION PLAN

The 2050 Regional Transportation Plan is a multimodal long-range transportation plan for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. This plan considers factors such as regional growth and anticipated funding to develop a regional network for the next several decades to include roads, transit, biking, walking, and using technology to travel more efficiently.

Scan now to  
visit the Get  
Involved  
webpage



### Spanish

## ¡Comparta sus comentarios sobre las necesidades regionales de transporte y seguridad!



La Organización de Planificación Metropolitana del Área Capital (CAMPO) invita al público a conocer y participar en el desarrollo del **Plan de Transporte Regional 2050** y el **Plan de Acción de Seguridad Regional**. Hay materiales disponibles en línea, oportunidades de comentarios y un calendario de eventos presenciales para ambos planes en [campotexas.org/get-involved](http://campotexas.org/get-involved).

### PLAN DE ACCIÓN DE SEGURIDAD REGIONAL

El Plan de Acción de Seguridad Regional tiene como objetivo reducir los accidentes mortales y con heridos graves al tiempo que mejora los sistemas de transporte para todos los usuarios, incluidos peatones, ciclistas, usuarios del transporte público y conductores, con un enfoque en la inversión en comunidades vulnerables. Este esfuerzo abordará las necesidades de seguridad regionales más amplias, incluidos los planes específicos de los condados de Bastrop, Burnet, Caldwell, Hays y Williamson, y proporcionará acceso a recursos financieros adicionales. Se está desarrollando un plan de acción de seguridad separado para el condado de Travis.

#### » PARTICIPE

Para obtener más información y compartir sus comentarios, visite: [campotexas.org/get-involved](http://campotexas.org/get-involved)

Si tiene preguntas o desea solicitar los materiales, por favor comuníquese con el equipo del proyecto: **512-651-3964**

### 2050 PLAN DE TRANSPORTE REGIONAL

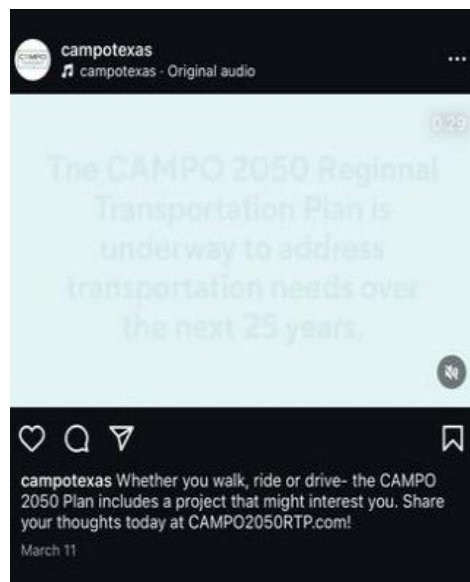
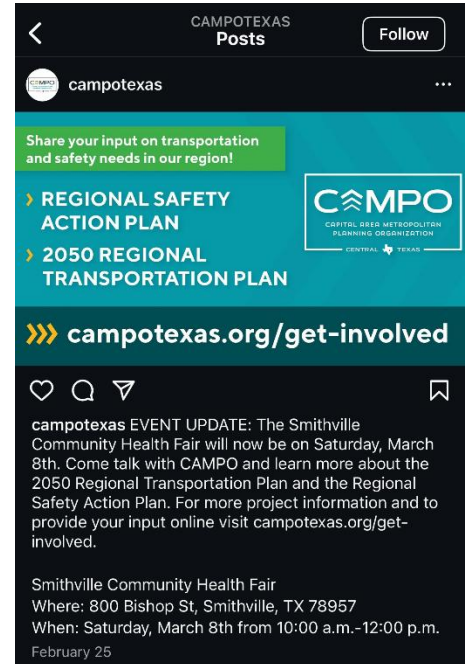
El Plan de Transporte Regional 2050 es un plan de transporte multimodal a largo plazo para los condados de Bastrop, Burnet, Caldwell, Hays, Travis y Williamson. Este plan considera factores como el crecimiento regional y el financiamiento anticipado para desarrollar una red regional durante las próximas décadas que incluya carreteras, tránsito, ciclismo, caminatas y el uso de la tecnología para viajar de manera más eficiente.

Escanee ahora  
para visitar la  
página web de  
Participe



## Social Media

### Instagram



## Facebook

**Capital Area Metropolitan Planning Organization - CAMPO**  
Feb 19 · 🌐

Share your thoughts on roadway safety concerns and solutions! CAMPO is creating the 2050 Regional Transportation Plan and the Regional Safety Action Plan to tackle regional transportation and safety issues. Learn more and provide your input at [campotexas.org/get-involved](http://campotexas.org/get-involved).

Share your input on transportation and safety needs in our region!



**REGIONAL SAFETY ACTION PLAN**

**2050 REGIONAL TRANSPORTATION PLAN**

»» [campotexas.org/get-involved](http://campotexas.org/get-involved)

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👍👍👍 20

Most relevant ▾

**Capital Area Metropolitan Planning Organization - CAMPO**  
Feb 20 · 🌐

CAMPO is going out in the community to get your feedback on roadway safety concerns and solutions! Join us at the following events and learn more about the 2050 Regional Transportation Plan and the Regional Safety Action Plan. For more project information and to provide your input online visit [campotexas.org/get-involved](http://campotexas.org/get-involved).

Bertram Library Pop-Up

Where: 10 N Gabriel St, Bertram, TX 78605

When: Friday, February 21st from 11:30 a.m.-1:30 p.m.

Smithville Community Health Fair

Where: 800 Bishop St, Smithville, TX 78957

When: Saturday, March 1st from 10:00 a.m.-12:00 p.m.

Share your input on transportation and safety needs in our region!

» **REGIONAL SAFETY ACTION PLAN**

» **2050 REGIONAL TRANSPORTATION PLAN**



»» [campotexas.org/get-involved](http://campotexas.org/get-involved)

👍 Like    💬 Comment    📧 Send    ➦ Share

**Capital Area Metropolitan Planning Organization - CAMPO**  
Feb 25 · 🌐

EVENT UPDATE: The Smithville Community Health Fair will now be on Saturday, March 8th. Come talk with CAMPO and learn more about the 2050 Regional Transportation Plan and the Regional Safety Action Plan. For more project information and to provide your input online visit [campotexas.org/get-involved](http://campotexas.org/get-involved).

Smithville Community Health Fair

Where: 800 Bishop St, Smithville, TX 78957

When: Saturday, March 8th from 10:00 a.m.-12:00 p.m.

Share your input on transportation and safety needs in our region!



**REGIONAL SAFETY ACTION PLAN**

**2050 REGIONAL TRANSPORTATION PLAN**

»» [campotexas.org/get-involved](http://campotexas.org/get-involved)

👍 Like    💬 Comment    📧 Send    ➦ Share

**Capital Area Metropolitan Planning Organization - CAMPO**  
Mar 3 · 🌐

The development of the CAMPO 2050 Regional Transportation Plan has begun! Join the Capital Area Metropolitan Planning Organization in planning for the next 25 years, with a focus on roadways, transit, and active transportation options like walking and biking. Learn more and share your input at <https://www.campo2050rtp.com> through April 15.

**The CAMPO 2050 Regional Transportation Plan is underway to address transportation needs over the next 25 years.**



24 views

👍 Like    💬 Comment    📧 Send    ➦ Share

**Capital Area Metropolitan Planning Organization - CAMPO**  
Mar 11 · 🌐

Whether you walk, ride or drive- the CAMPO 2050 Plan includes a project that might interest you. Share your thoughts today at [CAMPO2050RTP.com](http://CAMPO2050RTP.com)!



**2050 TRANSPORTATION PLAN**  
CENTRAL TEXAS



👍 Like    💬 Comment    📧 Send    ➦ Share

**Capital Area Metropolitan Planning Organization - CAMPO**  
Mar 26 · 🌐

What will transportation look like for Central TX kids in the future? Visit [CAMPO2050RTP.com](http://CAMPO2050RTP.com) to learn more and provide your feedback on the CAMPO 2050 plan!



**2050 TRANSPORTATION PLAN**  
CENTRAL TEXAS



👍 Like    💬 Comment    📧 Send    ➦ Share

👍 1

**Capital Area Metropolitan Planning Organization - CAMPO**  
Apr 2 · 🌐

Share your input and help CAMPO in planning transportation options for 2050 by visiting [CAMPO2050RTP.com](http://CAMPO2050RTP.com) through April 15th. #2050RTP

**The CAMPO 2050 Plan outlines projects for roads, biking, walking, transit, and other projects submitted by local governments and transportation agencies.**



[campo2050rtp.com](http://campo2050rtp.com)

**CAMPO 2050**

[Learn more](#)

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👍 3



**FOR IMMEDIATE RELEASE**

Doise Miers, Community Outreach Manager  
(737) 226-4840 | [Doise.Miers@campotexas.org](mailto:Doise.Miers@campotexas.org)

**CAMPO SEEKS PUBLIC INPUT ON POTENTIAL ROADWAY SAFETY SOLUTIONS**

AUSTIN, TEXAS, **February 2025** – The Capital Area Metropolitan Planning Organization (CAMPO) is developing the **Regional Safety Action Plan** to enhance roadway safety in Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties. CAMPO is holding its second online open house to collect feedback on roadway safety concerns and potential solutions. Online materials, commenting opportunities, and a listing of in-person outreach events are available at [campotexas.org/get-involved](https://campotexas.org/get-involved). The online open house will be available through **Friday, March 14, 2025**.

The **Regional Safety Action Plan (RSAP)** will identify solutions to enhance traffic safety and reduce and eventually eliminate fatal and serious-injury crashes while improving transportation systems for all users across the six-county region, including pedestrians, cyclists, public transportation users, and drivers, with an emphasis on investment in vulnerable communities. This comprehensive and data-driven effort will address the broader regional safety needs and provide access to additional funding resources. It will also include county-specific plans for Bastrop, Burnet, Caldwell, Hays, and Williamson counties. Each of these plans will be integrated into the overarching RSAP, ensuring a coordinated approach to safety across the region.

A separate safety action plan for Travis County is being developed and will be integrated into the RSAP, ensuring local insights and solutions are reflected in the regional strategy.

CAMPO is also currently collecting feedback to inform the development of the **2050 Regional Transportation Plan (RTP)**. The 2050 RTP is a multimodal long-range transportation plan that will address transportation needs over the next 25 years for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. This plan considers factors such as regional growth and anticipated funding to develop a regional network for the next several decades to include roads, transit, biking, walking, and using technology to travel more efficiently.

Study information and commenting opportunities for both planning efforts are available at [campotexas.org/get-involved](https://campotexas.org/get-involved). Printed materials can be requested by calling 512-651-3964. A postage-paid envelope will be included to return the survey by mail.

Visit [campotexas.org/get-involved](https://campotexas.org/get-involved) to learn more and share your input!

###

*As the regional transportation planning organization encompassing Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties, CAMPO is committed to improving mobility—and ultimately, quality of life—within the six-county region and ensuring the benefits of the transportation system are distributed fairly across all demographics throughout rural, urban, and suburban areas.*

**Advertisement**

**The Highlander and Burnet Bulletin**



**Burnet  
Bulletin**

**PUBLISHER'S AFFIDAVIT**

STATE OF TEXAS  
COUNTY OF Burnet

Before me, the undersigned authority, on this day personally appeared Kari Sardo,  
who being by me duly sworn, deposes and that (s)he is the  
Sales Rep. of the The Highlander / Burnet Bulletin  
(TITLE) (NAME OF NEWSPAPER)

that said newspaper is regularly published in Burnet  
(COUNTY/COUNTIES)

and generally circulated in Burnet, Texas;  
(COUNTY/COUNTIES)

and that the attached notice was published in said newspaper on the following dates, to wit:

October 16 + 18, 2024  
(DATES)

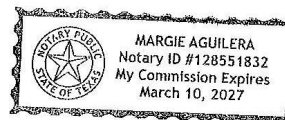
Kari Sardo  
(SIGNATURE OF NEWSPAPER REPRESENTATIVE)

Subscribed and sworn to before me this 12th day of November, 2024  
to certify which witness my hand and seal of office.

Margie Aguilera  
Notary Public in and for the State of Texas

Margie Aguilera  
Print or Type Name of Notary Public

Commission Expires March 10, 2027



### News

## Drought

From Page 1A

- Covering fountains, landscape ponds and swimming pools to prevent evaporation.
- Do not use water to

wash driveways, parking areas, sidewalks, streets, tennis courts and other outdoor surfaces, except for animal or human health and safety or fire hazard prevention.

- Watering for dust

control only as required by law.

- Watering livestock, in leak-proof troughs, and
- Whenever possible, re-circulate, re-use water and monitor all water outlets for leaks and repair

them.

Also during the Oct. 15 meeting, the board decided to schedule soon a show cause hearing related to Whitewater Springs Water Supply Corporation for its failure to obtain a

permit from the district as it operated and produced groundwater from its No. 8740 well also known as Well No. 5 – between April and June last year.

According to officials, the well is “non-compliant”

from district regulations, because it could produce more than 25,000 gallons per one 24-hour period.

“The well is permitted now,” Sodek said. “They (Whitewater Springs) are compliant.”

## Shelter

From Page 1A

that don't currently exist,” adding U.S. Texas Rep. John Carter (R-11) supports new funding for wayward animals in rural communities.

Too, private donations to the partnership would be slightly for a

“tax write off,” Hanson pointed out.

Generally, the council stumbled supportive. However, City Manager Mike Hodge mentioned any new budget allocations or commitments the city desires to animal services must be considered and weighed “carefully,” particularly since mental city sales

tax collections look “deficient.”

“We are taking a hard look at (sales tax) now,” Hodge added. “We want to be careful. We are looking at April or May (next year) when we can make a move.”

The council took no action on the matter before the workshop ended.

## SHARE YOUR INPUT ON REGIONAL TRANSPORTATION AND SAFETY NEEDS!



CAMPO is developing the 2050 Regional Transportation Plan and the Regional Safety Action Plan to address multimodal transportation and safety needs. Learn more and share your input!

Participate Online or In-Person  
Learn more at [camptexas.org/get-involved](https://camptexas.org/get-involved)  
Contact the study team to learn more or request printed materials:



512-651-3964

**FALL Festival** October 24th-27th Johnson Park Marble Falls

Presented By **TR**

**THURSDAY** CARNIVAL 5pm - 10pm

**FRIDAY** CARNIVAL 5pm - 11pm SOUTHERN COMFORT BAND 8pm - 10pm

**SATURDAY** CARNIVAL 1pm - 11pm AMERICAN CYPRESS BAND 8PM - 10PM

**SUNDAY** CARNIVAL 1pm - 5pm

FOR UPDATES VISIT: [WWW.MARBLEFALLS.ORG](http://WWW.MARBLEFALLS.ORG)

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- ✓ Address Border Security
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**ELECTION DAY: TUESDAY, NOVEMBER 5**

**Chuck Wagon CHOW DOWN**

**SATURDAY JAN. 25, 2025**  
**5:30 PM - YMCA in Burnet**

**Pok-e-Jo's BBQ - Auction & Raffles - Wine Pull**  
**Music by Billy Scott**

Benefiting Scholarships for women pursuing further education Grants to area non-profit organizations

<https://chuckwagon2025.hellofund.io>

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Smokehouse

**Overlook Restaurant**  
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Packsaddle Nectars  
& Tain's Honey  
Perriss's Vineyard & Winery  
Popcorn Paradise Kettle Corn  
Save The World Brewing Co.  
The Hill Country Bakehouse  
The Christy Armadillo  
Lifted Vineyard  
Wakepoint  
Wedding Oak Winery  
Westcott Cellars Winery &  
Brewery

For more information and photos,  
go to [tastehighlandlakes.com](https://tastehighlandlakes.com)

### News



Photos by Moagan McLean/Laodoko Photography  
Mike Ryan, Jerry Reynolds, and Jon "Flea" Hunt were on stage headlining Project 316 at Haley Nelson Park Oct. 5 in Burnet.



Thomas Williams with daughter Dakota Williams, smiling for a photo Oct. 5 at Haley Nelson Park for Project 316 to raise first responder funds in honor of the late Burnet officer Jose Meza.



Brandon Kline and Nicole Riggsby, on behalf of the late Burnet police officer Jose Meza, at Haley Nelson Park Oct. 5. The event raises funds for first responders and their families.

### Burnet

From Page 1

quition) technology.

This cutting-edge system allows us to monitor and control the entire water distribution network in real time, ensuring faster responses to potential issues like leaks, pressure drops, or equipment malfunctions.

One of the biggest advantages of SCADA is its ability to help our city staff identify and address problems before

they escalate, minimizing disruptions to water service.

The system continuously tracks water quality indicators and optimizes the operation of pumps, valves, and other critical infrastructure. This ensures that we are delivering the highest quality water to our residents.

Beyond improving the reliability and safety of our water supply, SCADA also allows us to use resources more efficiently.

By reducing operational costs and energy consumption, we're able to create long-term savings for the city and its residents, all while maintaining a sustainable water supply for future generations. This investment underscores our ongoing commitment to maintaining the highest standards for our city's water services.

Burnet City Manager David Vaughn provides a weekly report on municipal activities for the citizens of the community.

### Drought

From Page 1

holding water that have a total capacity of more than 100,000 gallons and, total capacity less than 100,000 gallons is discouraged.

Other Stage 3 recommendations include:

- Washing vehicles only at a car wash when needed.

- Covering fountains, landscape ponds and swimming pools to prevent evaporation.

- Do not use water to wash driveways, parking areas, sidewalks, streets, tennis courts and other outdoor surfaces, except for animal or human health and safety or fire hazard prevention.

- Watering for dust control only as required by law.

- Watering livestock in leak-proof troughs; and
- Whenever possible, re-circulate, re-use water and monitor all water outlets for leaks and repair them.

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"The well is permitted now," Sodak said. "They (Whitewater Springs) are compliant."

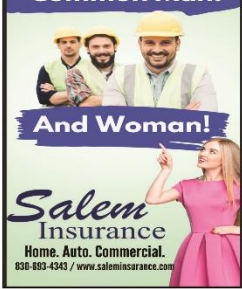


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Officer Austin McKnight, Sergeant Sean Stohman, Officer Derek Dwyer, Officer Aaron Reyna, Officer Dalton Bachorn, and Project 316 Oct. 5 at Haley Nelson Park.

### Alamo

From Page 1

sential qualities of being Texan: duty, honor, and self-sacrifice," said Russell Newton, Co-Founder.

Judge James Oakley, who was named chairman of the Burnet County chapter, is a fifth-generation Burnet County citizen, where he graduated from Burnet High School. After graduating, Oakley worked in corporate communications and public relations for 10 years. In 1999, Judge Oakley began to serve as the Burnet County Commissioner, where he served for 8 years. He

has continued to serve in different elected offices, serving as the Burnet County Judge since 2015. Judge Oakley and his wife, Mrs. Julie Oakley, have 5 children and live in the Spicewood area.

The donor of the 203 pound plaque is Mr. George Seay of Dallas, Texas. He is the grandson of Texas Governor William P. Clements. "Our family moved to Texas in 1819 and settled in San Augustine. We are honored to donate this piece of Texas history back to our original hometown. My children are 8th generation Texans."

Alamo Letter Society

The Alamo Letter Society exists to educate school children, new Texans, and future generations of their forefathers' fight for Liberty and Freedom, through the placement of a large bronze plaque containing the Alamo letter at each of the 254 courthouses in the Lone Star State. For more information, visit [www.alamoletter.com](http://www.alamoletter.com).

"This letter represents the pure spirit of the times for Texas to be independent," said Judge Oakley. For more information, call 512-756-5400 or email [smccormick@burnetcountytxas.org](mailto:smccormick@burnetcountytxas.org).

### SHARE YOUR INPUT ON REGIONAL TRANSPORTATION AND SAFETY NEEDS!



CAMPO is developing the 2050 Regional Transportation Plan and the Regional Safety Action Plan to address multimodal transportation and safety needs. Learn more and share your input!

Participate Online or In-Person

Learn more at [camptexas.org/get-involved](http://camptexas.org/get-involved)  
Contact the study team to learn more or request printed materials.



512-651-3964

## FALL Festival

October 24th 27th  
Johnson Park  
Marble Falls

Presented By

THUNDER ROCK

The Highlander

Vyve

United Rentals

Baylor Scott & White

THURSDAY  
CARNIVAL 3pm - 10pm

FRIDAY  
CARNIVAL 3pm - 11pm  
SOUTHERN COMFORT BAND 9pm-10pm

SATURDAY  
CARNIVAL 1pm - 11pm  
AMERICAN GYPSY BAND 8PM-10PM

SUNDAY  
CARNIVAL 1pm - 9pm

For UPDATES VISIT:  
[WWW.MARBLEFALLS.ORG](http://WWW.MARBLEFALLS.ORG)

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**PUBLISHER'S AFFIDAVIT**

State of Texas

County of Bastrop

Before me, the undersigned authority, on this day personally appeared Niko Demetriou who being duly sworn, deposes and says that he/she is the area editor of the Elgin Courier, that said newspaper is regularly published in Bastrop County, Texas, and generally circulated in Elgin and Bastrop, Texas; and that the notice, a copy of which is hereto attached, was published in said newspaper on the following:

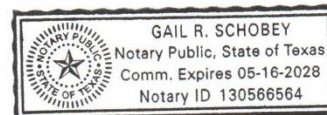
DAY(S) October 16, 2024

Publisher/Agent Signature

Sworn and subscribed before me on this the 16<sup>th</sup> day of October 2024.

Notary Public Signature

Gail Schobey  
Printed Name of Notary Public



My commission expires 5.16.2028 (Affix Notary Seal Above)

## Elgin Middle School boys claim district XC title



Elgin Independent School District's eighth-grade boys cross-country team captured the district championship at the Northeast Conference meet earlier this month, with several runners earning top 10 finishes. Erik Travino led the way with a second-place finish, followed by Christian Garcia in fifth, Javier Ramirez in seventh, Mason Lopez in eighth and Jaime Cienfuegos in ninth. The meet marked the end of a strong season for all Elgin Middle School cross-country runners, many of whom achieved personal records.

Photo courtesy of Elgin ISD

## County residents invited to shape future transportation plans

By Nilo Demetrio  
1617-202-1617  
ndemetrio@campo.org

The Capital Area Metropolitan Planning Organization is calling on Bastrop County residents to share their input on the future of transportation.

CAMPO is currently gathering public feedback on its draft 2050 Regional Transportation Plan and proposed amendments to the 2025-28 Transportation Improvement Program.

The 2050 Plan outlines long-term transportation strategies across six counties, including Bastrop, aiming to improve roads, public transit, biking, walking and other modes of travel. The plan considers regional growth

and available funding to project future transportation needs over the coming decades, according to CAMPO, and the TIP focuses on short-term projects expected to begin in the next four years.

Both the 2050 Plan and TIP amendments will shape the region's transportation future, making public feedback essential, the organization said.

Bastrop County residents have until Nov. 8 to provide input on the TIP, and until Dec. 9 for the 2050 Plan. CAMPO hosts both an online open house and in-person events throughout the region to collect feedback. Event details are available on CAMPO's Fall 2024

Outreach Events page, and printed materials or a survey can be requested by calling 512-651-3964.

Public input will continue into early 2025, when a second outreach phase will allow further feedback on the 2050 Plan and proposed project list. The CAMPO Transportation Policy Board is expected to hold a public hearing on the TIP amendments Nov. 4 and will likely review the 2050 Plan for adoption in May.

For Bastrop residents looking to influence the transportation landscape, this is an opportunity to shape how the region navigates the future.

## HONOR THAT VETERAN! IN OUR VETERANS TRIBUTE SECTION!

The Courier will say 'thank you' to local veterans in our **Nov. 7** issue as we observe Veterans' Day.

We are seeking new photos of local veterans to publish along with their name, rank, military branch and years of service.

Simply email the photo and info to [marketingteam@granitemediapartners.com](mailto:marketingteam@granitemediapartners.com), or visit our office at 111 W. Second St. #101 and we can scan your photo, or even take a new photo!

If you've already sent in a photo, there's no need to resubmit, but feel free to call (512) 285-3333 to verify. This special dedication to our vets

**PHOTOS MUST BE RECEIVED  
BY WEDNESDAY 10/23**

[www.elgincourier.com](http://www.elgincourier.com)

## SHARE YOUR INPUT ON REGIONAL TRANSPORTATION AND SAFETY NEEDS!



CAMPO is developing the 2050 Regional Transportation Plan and the Regional Safety Action Plan to address multimodal transportation and safety needs. Learn more and share your input!

**Participate Online or In-Person**

Learn more at [campotexas.org/get-involved](http://campotexas.org/get-involved)

Contact the study team to learn more or request printed materials:



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**FEATURED PROPERTIES**

**HOME ON 5 ACRES** Home has a finished cabana, pool, covered patio, a separate back, 10 bedrooms and 6 bathrooms. The story or see the website. 562 THE CONE BOULEVARD, ELGIN, TX

**3/2 JUST LISTED** Home in "Elgin Middle School, 10th Elementary, and two very parks. Large living room with large windows for lots of light. 1219 N AVENUE C, ELGIN, TX

**32 INBA** custom walk-in shower, a completely upgraded kitchen, and floor that looks like an Italian tile on some groups. Plus 600 sq ft, two big master beds, building with concrete floor. 219 COOL, WHITE DRIVE, 512-802-1114

**FEATURED RENTALS**

**3-BEDROOM COUPAGE** Three big bedrooms, 2 full bathrooms, 1 full kitchen, covered patio, and a pool. 11111 N. AVENUE C, ELGIN, TX

**3-BEDROOM HOUSE** 3 bedrooms, 2 full bathrooms, 1 full kitchen, covered patio, and a pool. 11111 N. AVENUE C, ELGIN, TX

**3-BEDROOM HOUSE** 3 bedrooms, 2 full bathrooms, 1 full kitchen, covered patio, and a pool. 11111 N. AVENUE C, ELGIN, TX

# MARKETPLACE

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**AFFIDAVIT OF PUBLICATION**

**STATE OF TEXAS**

**COUNTY OF Travis**

Before me, the undersigned authority, on this day personally appeared

Luis H Diaz, who being by me duly sworn,  
(name of newspaper representative)

deposes and says that (s)he is the Circulation Manager  
(title of newspaper representative)

of the El Mundo Newspaper; that said newspaper is generally circulated  
(name of newspaper)

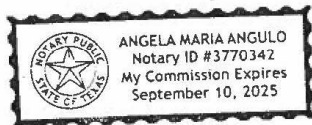
in AUSTIN, Texas;

that the ad for **CAMPO RSAP Advertisement** was published in said newspaper on the following date(s):  
October 17, 2024.

Luis H. Diaz  
(Newspaper representative's signature)

Subscribed and sworn to before me this the 17th day of October 2024 to certify which witness my hand and seal of office.

(Seal)



Angela Maria Angulo  
Notary Public in and for the State of Texas

Angela Maria Angulo  
Print or Type Name of Notary Public

September 10, 2025  
My Commission Expires

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Semana del 17 al 23 de Octubre Año 36 • 2024 • Número 42 Edición Central Texas

**El Mundo**  
GRATIS FREE  
Director: Angel Argueta Publisher: Lucio Borede Argueta

**ABOGADOS DE LESIONES**  
(512) 382-7707  
4807 Spicewood Springs  
Ed. 2 #100 Austin, TX 78759

## ENCIERRO SIN DERECHO A FIANZA

Una decisión de jueces del Quinto Circuito pone a inmigrantes en riesgo de detención indefinida por parte de ICE.

Pesa a la página 2



| Equipo                 | Fecha      | Hora   | Equipo                 | Fecha      | Hora   |
|------------------------|------------|--------|------------------------|------------|--------|
| Argentina vs. Paraguay | Octubre 26 | 6PM    | Brasil vs. Uruguay     | Octubre 26 | 6PM    |
| Colombia vs. Ecuador   | Octubre 27 | 2:30PM | Venezuela vs. Chile    | Octubre 27 | 5PM    |
| Perú vs. Bolivia       | Octubre 28 | 7PM    | Paraguay vs. Argentina | Octubre 28 | 7PM    |
| Uruguay vs. Colombia   | Octubre 29 | 6:30PM | Brasil vs. Paraguay    | Octubre 29 | 6:30PM |
| Chile vs. Ecuador      | Octubre 30 | 8:30PM | Venezuela vs. Colombia | Octubre 30 | 8:30PM |
| Bolivia vs. Perú       | Octubre 31 | 8PM    | Argentina vs. Paraguay | Octubre 31 | 8PM    |

## Eliminatorias Conmebol



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**LOS RESULTADOS DE LA JORNADA 10:**

|           |     |           |
|-----------|-----|-----------|
| Colombia  | 4-0 | Chile     |
| Paraguay  | 2-1 | Venezuela |
| Uruguay   | 0-0 | Ecuador   |
| Argentina | 6-0 | Bolivia   |
| Brasil    | 4-0 | Perú      |

**TABLA DE POSICIONES:**

|                      |                      |
|----------------------|----------------------|
| Argentina: 22 puntos | Paraguay: 13 puntos  |
| Colombia: 19 puntos  | Bolivia: 12 puntos   |
| Uruguay: 16 puntos   | Venezuela: 11 puntos |
| Brasil: 16 puntos    | Perú: 6 puntos       |
| Ecuador: 13 puntos   | Chile: 5 puntos      |

**A TODAS LAS PERSONAS Y PARTES INTERESADAS:**  
Ranger Excavating, LP, ha solicitado a la Comisión de Calidad Ambiental de Texas (TCEQ, por sus siglas en inglés) permiso para Permiso de Calidad de Aire No.176675L001. Que autorizaría la operación continua de una planta trituradora de piedra localizada en 8880 Old 195, Florence, Condado de Williamson, Texas 76867. Información adicional sobre esta solicitud se encuentra en la sección de aviso público de este periódico.

**A TODAS LAS PERSONAS Y PARTES INTERESADAS:**  
DEPOSITION TECHNOLOGY INC., ha solicitado a la Comisión de Calidad Ambiental de Texas (TCEQ, por sus siglas en inglés) lo siguiente:  
Emisión del Permiso 177568.  
Esta solicitud autorizaría operación continua de la Deposition Technology Facility ubicada en 3733 Drossett Drive, Austin, condado de Travis, Texas 78744. Información adicional sobre esta solicitud se encuentra en la sección de aviso público de este periódico.

**CAMPO**  
COMPARTE SU OPINIÓN SOBRE LAS NECESIDADES REGIONALES DE TRANSPORTE Y SEGURIDAD!  
912-451-3664

## Hays Free Press

113 West Center Street § P.O. Box 339  
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(512) 268-7862 • (512) 268-0262 (fax)

State of Texas                    §  
County of Hays                §      Affidavit of Publication

RE: Safety Action Plan

ACCT: 19431

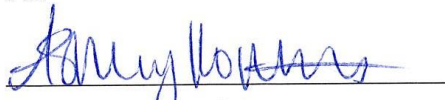
AD ID: 57172

My name is Ashley Kontnier, and I am Publisher of the Hays Free Press. I am over the age of 18, have personal knowledge of the facts stated herein and am other-wise competent to make this affidavit.

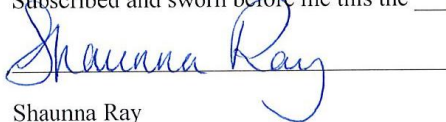
The Hays Free Press is a legal newspaper publication under Texas law, headquartered and regularly published in Hays County, Texas. It is a newspaper of general circulation and is generally circulated in Hays County.

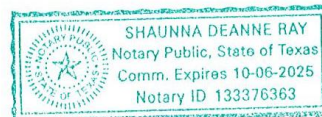
The attachment hereto was published in the Hays Free Press on 10/16/2024 at or below the classified legals rate:

Legal Display – Main News  
CAMPO Regional Safety Action Plan  
3 X 5

  
Ashley Kontnier, Publisher

Subscribed and sworn before me this the 7 day of November, 2024.

  
Shaunna Ray  
Notary Public TX 133376363



## Hays County's best kept secret: Board supports children of abuse, neglect



PHOTO BY BRITTANY KELLEY

The Hays County Child Protective Board has existed in the county for 46 years. Pictured, the Rainbow Room serves as an essential pit stop for Child Protective Services caseworkers, where they can pick up items a child needs after being removed from a potentially abusive household.

By Brittany Kelley

**SAN MARCOS**—When a child is hastily removed from a home by Child Protective Services (CPS), the experience is often traumatic. Although it is difficult to adjust this initial experience, the Hays County Child Protective Board has attempted to make the process easier for 46 years.

In 2020, Karen Housewright was newly retired and ready for something new when she moved to San Marcos with her husband. After learning about the board from a friend, she applied to the board and became its secretary in 2021.

"I think it's one of Hays County's best kept secrets," said Housewright.

According to Housewright, the Hays County Child Protective Board began in 1978 and operates under a contract with the state of Texas and with the Hays County Commissioners Court. Its mission is to aid children and families in a crisis by providing support and services not funded by the state.

Each month, CPS workers bring the needs of children they work with to the board to be considered for funding. Of these are hygiene products, mattresses, bedding, medical expenses and more.

"Often, children are removed from their homes in the middle of the night, due to suspected neglect or abuse, and often, they leave their homes with nothing but the clothes on their back," explained Housewright.

Although many of the requests are for basic needs, the board also approves items that add to the quality of life for the child, such as summer camp. "Some of the more fun things we've been able to do include buying a graduation ring for a young man, who had been in foster care for many years. What he wanted more than anything was a graduation ring and some assistance with getting his cap and gown. We saw that as an opportunity to celebrate some very, very happy news and that's just kind of the thing we do," the secretary said.

Other options of aid could be rent assistance for parents that are getting

back on their feet, security systems if a parent feels as though they are at risk for harm from an ex-spouse or funding transportation to aid in parental visitations.

Because the board is one of several resources for children working with CPS, there is often collaboration with other services, such as Court Appointed Special Advocates. Part of the position of the board is to also inform its recipients of other opportunities and services within the area that could aid families.

The Hays County Child Protective Board has received a \$60,000 budget from the commissioners court for at least the past four years, said Housewright, which, along with donations from cities within the county, the McCoy Foundation and the Romme Foundation, helped fund a Rainbow Room.

Abby Mender Villegas, an employee at the Rainbow Room, explained that this is a 24/7 large storage area where CPS caseworkers can visit to collect new and unused items for children.

This location, which opened in 2021, is offsite—a luxury, as most are situated within the Department of Family Protective Services. Prior to its opening, Housewright stated that the items were "in someone's closet" at the department, but now that it's been expanded, it can provide so much more for children and families.

"Everything is unused because we feel it's really important for kids who are placed in an environment that is not their home, that they get things that are for them and them only," said Mender Villegas. "So, anything that they need—socks, underwear, we have toys, developmental toys for babies—we have...A lot of thought has gone into that and into getting items for children that they just need and that their needs are truly met when a worker comes through here."

"It's a beautifully stocked, beautifully maintained facility that we're very proud of and the people of Hays County

See RAINBOW ROOM, Page 4

## Sights and sounds of fall abound at Umland Fall Fest



PHOTO BY ASHLEY KONTNIE

Children of all ages scale Mount Haymore in the noon sun at the Umland Fall Fest on Saturday, Oct. 12. The festival, which is held on 97 acres at 39 Dairy Road in Umland, is open from 10 a.m. to 7 p.m. Saturdays and Sundays through Oct. 27.



PHOTO BY ASHLEY KONTNIE

Children are delighted by a barrel train ride at the Umland Fall Fest. The festival is run by the producers of the former Dripping Springs Pumpkin Festival and features more than 50 unique attractions for all ages, including a petting zoo, pumpkin patch, feed trucks, live music and more. For more information, visit [www.ahlandfallfest.com](http://www.ahlandfallfest.com).



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Benji, Male, 1-year-old, Shepherd / Mix

The most handsome boy in Benji is a lovable little shepherd mix who loves everyone he meets. He's calm and gentle demeanor quickly earned Benji the title of staff and volunteer favorite. He is the only shelter pup who lays quietly in his kennel and waits patiently for adoption, no jumping or barking. He is also a

dream to walk, meandering peacefully down the trail without pulling at all. Benji is just an outgoing gentleman who will be a wonderful addition to any household!

His look has this to say, "So you had Benji for nearly 3 weeks and he has slowly come out of his shell. Day by day he has opened up and shared us his sweet loving character. He will come to you for a head scratch or just to lay his head on your arm. He is so affectionate. He is good with other dogs and has children and all the spinning and peeing him whenever he's out walking and he is happy. In fact he's the attention. Like all dogs he adores his walks and is getting more comfortable in his surroundings. He will be a perfect family dog as he wants to get on with everyone and is a great buddy. He's just looking for a family of his own where he can actually show his face and learn new tricks. He is great with the local wildlife and extremely interested in the local forest but doesn't chase which is a plus.

### PAWS Shelter of Central Texas

is a non-profit, not-for-profit shelter operated primarily on donations and adoptions.  
500 FM 150 E. Kyle, TX • 512.268-1611 • [pawshelter.org](http://pawshelter.org)  
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Participate Online or In-Person

Learn more at

[campotexas.org/get-involved](http://campotexas.org/get-involved)

Contact the study team to learn more or request printed materials:



512-651-3964

## **Affidavit of Publication**

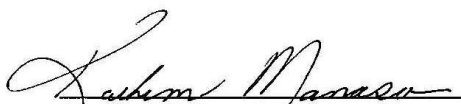
**THE STATE OF TEXAS  
COUNTY OF WILLIAMSON  
IN THE MATTER OF**

**CD&P**

**CAMPO's Regional Safety Action Plan (RSAP)**


The Williamson County Sun / Sunday Sun, newspapers of general circulation have continuously and regularly published for a period of not less than one year in the County of WILLIAMSON, preceding the date of the above referenced notice. Said notice was published in said newspapers as follows:

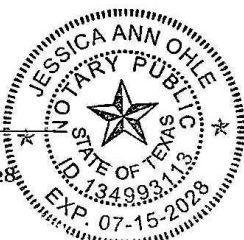
October 16, 2024

  
Newspaper Representative

Subscribed and sworn to before me this

date: November 20 2024

  
Jessica Ann Ohle, Notary Public  
My Commission Expires July 15, 2028



"Iris Lopez" <ilopez@cdandp.com>

## South Main Arts Festival

October 19 Live Music Schedule

### Art Center Splash Pad

10 a.m.-noon Mark Street Jazz Band  
10:30-1 p.m. Lili Cheri  
1 p.m. Morgan Oberhaus  
3-5 p.m. Soulshine Rhythms

### Church at Ninth Street Stage

10-11:45 a.m. Secret Seven  
11:45 a.m.-1:30 p.m. Erie Hanko Music  
1:30-4:45 p.m. Mega Tune  
5 p.m. The Suffers

## Oktoberfest events includes live music

Williamson County is home to a multitude of live music genres from rock and country to classical and symphonic. Find your place to enjoy the tunes and voices.

**STRINGS THINGS**  
Ellen Greeney

### October 16

6 p.m. Michael Ingalls, Urban Eat, Drink, Round Rock, 512-589-6570, [utseumetlink.com](http://utseumetlink.com)

### October 17

4 p.m., Autumn Art Stroll, Georgetown, South Main Arts District

6:30 p.m., Bruce Smith, Spirit of Texas Brewsellers Pilgrimage, 512-889-9292, [spiritofth.com](http://spiritofth.com)

7 p.m., American Cypriot Band, Round Rock Tavern, 512-255-0777, [roundrocktavern.com](http://roundrocktavern.com)

7 p.m., Mesquite Creek Outfitters, Georgetown, 512-455-9253, [mesquitecreekoutfitters.com](http://mesquitecreekoutfitters.com)

7 p.m., Yester Dared, Bar Louie, Round Rock, 512-957-0889, [barlouie.com](http://barlouie.com)

7 p.m., Music on Main, LeCarré and Erie Family Heritage Square, Taylor

7:30 p.m., Faith in Action Annual Choral Concert, First Baptist Church, Georgetown, [faithinaction.org](http://faithinaction.org)

8 p.m., Trent Creek Backpack Social, Round Rock, 512-326-9066

### October 18

3 p.m., Musicals, Sarofim School of Fine Arts, Southwestern University, Georgetown, [tiscorn.tiscorn.com](http://tiscorn.tiscorn.com)

4 p.m., Anish Nines Band, Bar Louie, Round Rock, 512-957-0889, [barlouie.com](http://barlouie.com)

4:30 p.m., Jody Barry & Scott Hill, Georgetown Wherry, 512-889-9292, [georgetownwherry.com](http://georgetownwherry.com)

5 p.m., Isaac Klaus, Lederhosen Junkies, Deutsches Pils, Pflugerville

6 p.m., Terri Clark, Haute Spot, Cedar Park, 512-966-7411, [hautespottlho.com](http://hautespottlho.com)

6 p.m., Stevie Band, Dahlia Cafe, Liberty Hill, 512-515-7772, [dahlia cafe.com](http://dahlia cafe.com)

6:30 p.m., Videl Viter, Wolfgang German Restaurant, 512-863-8846, [wolgangerestaurant.com](http://wolgangerestaurant.com)

7 p.m., Lazy Days Release Show, Mesquite Creek Outfitters, Georgetown

7 p.m., Backroads Band, Dale's Essenhaus, Georgetown, 512-819-9175, [dalessessenhaus-wolfgang.com](http://dalessessenhaus-wolfgang.com)

7 p.m., Them That Know, South Park Pub, Food & Brew, Georgetown, 512-595-2376, [southparkpub.com](http://southparkpub.com)

7 p.m., Brothers in Music, Space Bar, Cedar Park, 713-357-3532, [spacebarlho.com](http://spacebarlho.com)

7:30 p.m., Craig Marshall, Spirit of Texas Brewsellers Pilgrimage, 512-889-9292, [spiritofth.com](http://spiritofth.com)

8:30 p.m., William Beckman & Clay Hall, Compadre Dancehall, 512-734-2935, [compadredancehall.com](http://compadredancehall.com)

9 p.m., Cade Bacus Shooters, Cedar Park, 512-330-2000, [shootersdahlia.com](http://shootersdahlia.com)

9 p.m., Wind Ensemble/Orchestra Concert, Alma Thomas Fine Arts Center, Southwestern University, Georgetown, [tiscorn.tiscorn.com](http://tiscorn.tiscorn.com)

2 p.m., Liberty Hill Sculpture

### October 16

6 p.m., Michael Ingalls, Urban Eat, Drink, Round Rock, 512-589-6570, [utseumetlink.com](http://utseumetlink.com)

4 p.m., Autumn Art Stroll, Georgetown, South Main Arts District

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2 p.m., Liberty Hill Sculpture

4 p.m.-midnight, Williamson County Fair & Rodeo, Taylor Fair Grounds

6 p.m., Michael Ingalls, Urban Eat, Drink, Round Rock, 512-589-6570, [utseumetlink.com](http://utseumetlink.com)

Some venues require tickets, reservations or have a cover charge. Submit information to [allen@wilcosun.com](mailto:allen@wilcosun.com)

## Pumpkins are in season

### COOK'S CORNER

Laurie Locke

Fall is here, and pumpkins are everywhere! I don't know why most folks only cook with pumpkin in the fall and winter, but perhaps that makes it more special when we do! Today I have four new recipes using pumpkin or pumpkin seeds that I think you'll have fun trying.

This recipe comes from the famous Peach Tree Tea Room in Fredericksburg. It used to be served when the tea room was also open for evening dining, and was always a hit!

### Pumpkin Seed Crusted Rainbow Trout

**3/4 cup walnuts**  
**1/3 cup sunflower seeds**  
**1/4 cup pumpkin seeds, toasted**  
**1/3 cup Peach Tree Blackened Seasoning (recipe follows)**  
**1/3 cup unbleached flour**  
**2 T. white cornmeal**  
**2 eggs**  
**3/4 cup milk**  
**4 trout, about 10 inches long for other similar fish**  
**Canola oil for frying 1/4 to 1/2 inch deep in skillet**  
In a food processor, place first six ingredients and pulse until nuts are finely chopped. Place in a bowl. In a separate shallow bowl, mix eggs with milk. Dip trout into egg mixture and then into flour mixture. Heat oil in a skillet. Fry fish one at a time in hot oil, turning once or twice until golden and crispy on both sides. Drain on paper towels and repeat with other fish. Serve at once. Serves four. *The Peach Tree Tea Room.*

Use this on fish, shrimp or chicken to season before cooking.

### Peach Tree Blackened Seasoning

**1/4 cup dried thyme leaves**  
**1 T. salt, dried**  
**1/4 cup oregano leaves, dried**  
**1/4 cup salt**  
**1/2 cup paprika**  
**2 T. cayenne**  
**2 T. dried parsley, crushed**  
**2 T. freshly ground black pepper**  
**1 T. curry powder**  
**2 T. garlic powder**  
**1/2 cup cayenne powder**  
**1 T. onion powder**  
Stir together and keep in an airtight container. Makes 2 cups. *The Peach Tree Tea Room.*

These moist muffins will become a new favorite!

### Pumpkin Spice Muffins

**3 cups sugar**  
**1 cup Crisco shortening**  
**3 eggs**  
**1 (16 oz.) can pumpkin**  
**3 cups flour**  
**1 t. baking soda**



James Mitchell, 14, a student at East View High School, is joined by her step-father Leland Maly as they unload pumpkins at First United Methodist Church on Wednesday, October 9.

**2 t. baking powder**  
**1 t. ground cloves**  
**1 t. nutmeg**  
**1 t. cinnamon**  
**1 t. allspice**  
**1 t. vanilla**  
**Brown Sugar Glaze:**  
**1/2 cup brown sugar**  
**2 T. melted butter, cooled**  
**1 cup powdered sugar**  
**1 T. milk, for spreading consistency**  
**Pecan halves**  
Cream sugar and shortening. Add eggs and pumpkin and mix well. Stir in dry ingredients. Add vanilla and mix in. Bake in greased and floured muffin pans for 15-20 minutes at 350 degrees. For glaze, cream sugar with melted butter. Add powdered sugar and then milk, mixing until right consistency and adding more milk if necessary. Spread over top of each muffin, and place 1 pecan half on each. Makes two dozen.

If it ever gets cool again, this will make a wonderful first course, or supper (it's served with a half sandwich or a salad).

### Bayou Bisque

**1 cup chopped onion**  
**1 whole clove garlic, peeled**  
**2 T. butter**  
**2 cups chicken broth (homemade is best)**  
**1 t. salt**  
**1/2 t. ground nutmeg**  
**1/2 t. ground allspice**  
**1/2 t. ground cardamom**  
**1/4 t. pepper**  
**2 cups Half and Half cream**  
**1/2 cups canned pumpkin**  
**1/2 t. can dried tomatoes, well-drained**  
In a saucepan, sauté onion and garlic in butter for 8-10 minutes, until golden brown. Remove garlic and discard. Stir in chicken broth, salt, nutmeg, allspice, cardamom and pepper. Bring to a boil, reduce heat, cover and simmer for 15 minutes.

Combine cream and pumpkin, mixing until smooth. When the

broth has simmered for 15 minutes, stir in pumpkin mixture along with the tomatoes. Heat gently until very hot, but do not boil. Serve hot. Serves six.

Finally, this is one of those incredibly easy dump cake recipes that is ready for the oven in less than 10 minutes. It comes out part warm cake and part pudding, with pecans throughout. Yum! Perfect for a cool, crisp evening.

### Pumpkin Crisp with Nutmeg Whipped Cream

**Crisp:**  
**1 (15 oz.) can pumpkin**  
**1 cup evaporated milk**  
**1 cup sugar**  
**1 t. vanilla**  
**1/2 t. ground cinnamon**  
**1 box brown-flavored yellow cake mix**  
**1 cup chopped pecans**  
**1 cup butter, melted**  
**Whipped Cream:**  
**1 cup whipping cream, chilled**  
**2 T. powdered sugar, or more to taste**  
**Dash of ground nutmeg**  
To prepare crisp, heat the oven to 350 degrees. Grease a 9x13 inch baking dish. Stir together pumpkin, milk, sugar, vanilla and cinnamon in a large bowl until smooth. Pour into the prepared pan. Sprinkle cake mix evenly over pumpkin mixture. Sprinkle pecans evenly over cake mix. Drizzle butter evenly over pecans.  
Bake at 350 degrees for 1 hour or until golden brown. Cool 10 minutes before serving.  
For whipped cream, beat cream in a bowl with an electric mixer until peaks increase speed to high and gradually add powdered sugar and nutmeg, beating until soft peaks form. Serve cake warm or at room temperature topped with whipped cream. Serves 12.

Good, fall flavors in anticipation of crisp evenings! Enjoy!

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CAMPO is developing the **2050 Regional Transportation Plan** and the **Regional Safety Action Plan** to address multimodal transportation and safety needs. Learn more and share your input!

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512-651-3964



**AFFIDAVIT**

**CAMPO (CD&P)**

I, Kristin Wyenandt, being duly sworn, depose and state as follows:

1. I am employed by the publishers of Community Impact Newspaper.
2. I hereby certify that the advertisement, a copy of which is attached hereto, was published on the Bastrop, Cedar Park/Far Northwest Austin, Georgetown, Leander/Liberty Hill, and San Marco/Buda/Kyle websites on February 14, 2025 through March 13, 2025 at a total cost of \$1,500.
3. I further certify that the attached advertisements, copies of which are attached hereto, ran in the Community Impact Newspaper Bastrop, Cedar Park/Far Northwest Austin, Georgetown, Leander/Liberty Hill, and San Marco/Buda/Kyle print editions at a total cost of \$2,850.
4. I certify that the attached tear sheets are a true and accurate copy of the advertisements as they appeared in the above-specified publications and date ranges.
5. I declare under penalty of perjury under the laws of the State of Texas that the foregoing is true and correct.

State of Texas County of Travis

Subscribed and Sworn to (or affirmed) before me on this 9th day of April, 20 25  
by Kristin Wyenandt proved to me on the basis of satisfactory  
evidence to be the person(s) who appeared before me.

Notary signature David James Ludwig



Kristin Wyenandt  
Employee, Community Impact Newspaper

## Community Impact

(printed and distributed throughout the 6 counties)

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Message from Bastrop County in  
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- Opening Ceremony: a tribute and Color Guard honoring Vietnam Veterans Day
- Plant Dedication to Military Veterans of the Future Wall
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Ascension Seton Smithville Health Center  
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**Ascension Seton**

**BY CHUCK YOUNG**

Amid the cuts, LISD is hoping to assign affected staff members to open positions in the district that have been created through natural attrition, which is when employees choose to leave their jobs.

"There's going to have to be a lot of organizing for us as we go forward about where people go and how we do that, but that's why we've given ourselves as much time as possible," Grating said.

"These reductions are going to be very painful, and we're going to have to work through a lot in the coming months," Grating said.

**How we got here**

District officials have expressed frustration over a lack of state funding as LISD's financial concerns continue to simplify. Grating highlighted how the state's lack of investment of funding per student has not increased from \$6,160 since 2010 despite an increase in inflation.

In November, Albrecht said he was committed to "fully funding" public schools and raising teacher salaries; however, efforts to do so failed following four special sessions in 2023. The voucher initiative did not pass in Nov. 2024 but was finally approved in February, 2025.

This fiscal year, LISD saw a decrease of \$4.48 million in state revenue due to slowing enrollment growth. With 42,137 students enrolled in October, LISD had around 300 less students than it was projected to have this fall. The district is projecting reduced enrollment growth over the next decade.

To combat this, district officials have discussed spending enrollment to students living outside of LISD's boundaries. The district estimates receiving a \$400,000 net increase in revenue from additional 100 students enrolled in LISD, said Melody Magbes, LISD executive director of the Office of Educational Access, at a Jan. 9 board of trustees meeting.

The district would receive \$6,350 in state funding for each student who transferred in and would implement a fee to offset costs for processing their applications, Magbes said.

LISD also saw a cut in federal funding. The district saw a \$1.5 million reduction in Medicaid reimbursements for special education students and cuts to the School Health and Related Services program. Going forward, the district will lose \$1.5 million in Title I funds due to the poverty level in its census area dropping below 5%, Grating said.

**Next steps**

The district has not identified which positions will be cut, Grating said. LISD will work through staffing allocations and begin identifying potential cuts at its central office over the next few weeks, Grating said.

Hannah Norton contributed to this article.

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**Education**

BY BROOKE S. JOHNS

## Harmony Science Academy Georgetown on track to open this fall

A Harmony Public Schools campus is on track to open in Georgetown in August, said Tracie Seed, HPS Central Texas director of communication and marketing.

The building that will house the first phase of the campus will be completed in May, she said. The school will offer pre-K through sixth grade, and will add a new grade each year until it is a pre-K-12 institution.

The school will teach science, technology, engineering and math-focused curriculum, Seed said. She said the community has expressed support for the upcoming school.

"They were very welcoming to us and 'ramp wide open,'" she said. "We feel very comfortable coming in here, and it's a home now for our new campus."



Construction on the first phase of the campus began in May, and is expected to take a year to complete.

- \$24.36M is the cost of constructing the first building
- 750 students is the building's maximum capacity
- 25-27 students per classroom

**The details**

The public charter school selects students via lottery, which was held Feb. 13.

Seed said families who are not selected to attend the school via the lottery system will be put on a waitlist. Students who are accepted or waitlisted will not have to reapply for the following school year.



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BY THE LENDER

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19

**Business**

BY SAN SCHAFER

## Vintage meets new at the Vine in Liberty Hill

The Vine in Liberty Hill gives shopgoers a chance to diversify their wardrobe while supporting local nonprofits.

The boutique sells retail and resale clothing. The store offers new items, like jeans and athletic wear, that can be built upon with the shop's selection of unique resale items, said Vine owner Deanna Ferguson.

**Two-minute impact**

Ferguson and a former coworker came up with the name "Vine" about nine years ago. "It's where 'vintage' and 'vine' collide, so it's the two words put together," Ferguson said.

A portion of the revenue from every sale goes to area nonprofits, Ferguson said. The store is set to work with 11 nonprofits this year. So far, The Vine has partnered with Foundation XLX, which mentors youth on business and life skills, and Yesterday's Girls, which supports women getting out of abusive situations, as its working nonprofit partners for 2023. The store will be cycling through other area nonprofits on a quarterly basis throughout the year.

**What to know**

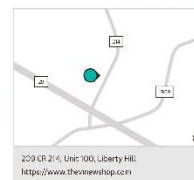
The shop offers memberships for \$24.99 per month. Members get 10% off all retail and 30% off all resale. Additionally, members get access to a monthly "after hours" sale, where they can get 20% off retail and 50% off resale, Ferguson said. There is also a member lounge in the boutique with seating, drinks and a TV.



The Vine in Liberty Hill donates a portion of its revenue with nonprofits in the area.



Deanna Ferguson works in The Vine in Liberty Hill.



200 CR 214, Unit 100, Liberty Hill  
<https://www.thevineshop.com>

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HOUSTON HERALD EXPLORER

20

## Events

BY SARAH HERNANDEZ

### February

#### Casino Night and Diamond Raffle Drawing

The Rotary Club of San Marcos will host a Mardi Gras-themed Casino Night with games, food, drinks, raffles and prizes. A portion of the proceeds will benefit the Beth and Kelly Damphousse Foster Educational Support Endowment at Texas State University. This scholarship assists students who are the product of the Texas Foster Care system.

- Feb. 28, 6:30-10:30 p.m.
- \$50-\$600 (tickets/tables)
- Commemorative Air Force Central Texas Wing, 2249 Airport Drive, San Marcos
- [www.smtxrotary.com](http://www.smtxrotary.com)

### March

#### Veramendi Garden Day

The Heritage Association of San Marcos will beautify Veramendi Plaza Park with maintenance and gardening work.

- March 1, 10 a.m.
- Free (admission)
- 206 N. CM Allen Parkway, San Marcos
- [www.heritagesanmarcos.org/veramendi-plaza.html](http://www.heritagesanmarcos.org/veramendi-plaza.html)

#### Kyle Mardi Gras Celebration

The City of Kyle Parks and Recreation Department will host a Mardi Gras celebration on fat Tuesday with music, food, drinks, King Cake, beads and masks.

- March 4, 6-8 p.m.
- Free (admission)
- La Verde Park, 3901 Burnham, Kyle
- [www.cityofkyle.com/recreation](http://www.cityofkyle.com/recreation)

#### We All Got Crowns: A Taylor Swift Dance Party

DJ Lady Versus will host a Taylor Swift-themed daytime dance party for all ages.

- March 15, noon-4 p.m.
- \$10 (tickets), free for ages 13 and under
- The Railhouse Bar, 107 E. Center St., Kyle
- [www.railhousebar.com/calendar\\_list](http://www.railhousebar.com/calendar_list)



COURTESY MISTICK KREWE OF OKEANOS

#### Annual San Marcos Mardi Gras Parade

The Mistick Krewe of Okeanos will present its annual Mardi Gras celebration with floats and music throughout the historic district of San Marcos. Organizations can enter a float in the parade for free.

- March 1, noon
- Free (admission)
- Jack's Roadhouse, 1625 Hopkins St., San Marcos
- [www.mardigrassanmarcos.com](http://www.mardigrassanmarcos.com)

#### Party in Your Park

San Marcos Parks and Recreation's first Party in Your Park of the year will have yard games, music, refreshments and more.

- March 21, 5-8 p.m.
- Free (admission)
- Children's Park, 205 S. CM Allen Parkway, San Marcos
- [www.sanmarcostx.gov/3878/Parks-Recreation](http://www.sanmarcostx.gov/3878/Parks-Recreation)

#### Hays County Master Gardeners Spring Plant & Tree Sale

The Hays County Master Gardeners Association's annual spring plant sale will have a wide variety of spring and summer vegetables, herbs, shrubs, trees and more.

- March 23, 10 a.m.-2 p.m.
- Free (admission)

- 319 Main St., Buda
- [www.hayscountymastergardeners.org](http://www.hayscountymastergardeners.org)

#### Teen Job Fair

Recruiters from Hays County businesses will be at the Kyle Public Library to share job opportunities for teens and help them apply on the spot. There will be volunteering opportunities for ages 12 and up, and employment opportunities for ages 16 and up.

- March 29, 10 a.m.-1 p.m.
- Free (admission)
- 550 Scott St., Kyle
- [www.cityofkyle.com/library](http://www.cityofkyle.com/library)

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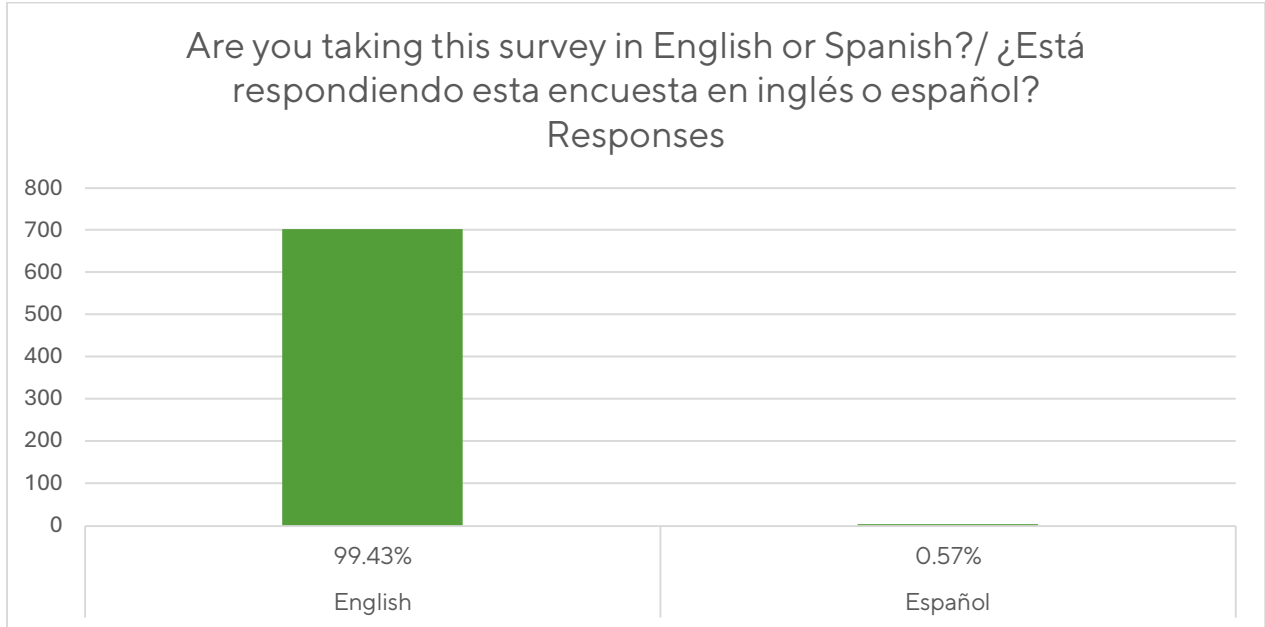
## Survey Summary

The survey was presented to community members throughout the region during the longevity of the comment period to gather feedback on their road safety concerns.

### Survey Questions

**Q1- Are you taking this survey in English or Spanish?/ ¿Está respondiendo esta encuesta en inglés o español?**

*706 responses*



**Q2- In what zip code do you live?**

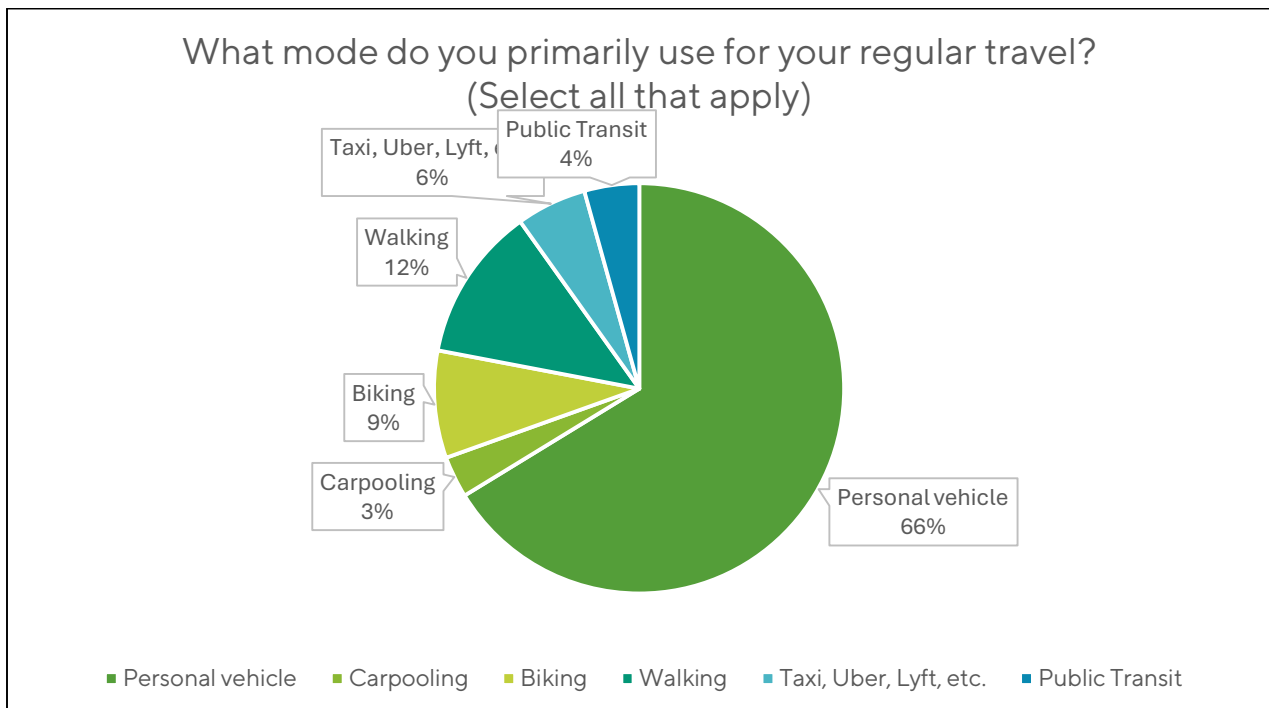
*333 responses*

| Zip code | # of responses |       |   |
|----------|----------------|-------|---|
| 78738    | 118            | 78681 | 2 |
| 78737    | 37             | 78727 | 2 |
| 78704    | 17             | 78747 | 2 |
| 78669    | 12             | 78750 | 2 |
| 78611    | 10             | 78751 | 2 |
| 78666    | 8              | 78957 | 2 |
| 78734    | 7              | 73301 | 1 |
| 78746    | 7              | 76571 | 1 |
| 78749    | 6              | 76574 | 1 |
| 78703    | 6              | 78209 | 1 |
| 78705    | 6              | 78612 | 1 |
| 78602    | 5              | 78613 | 1 |

|       |   |       |   |
|-------|---|-------|---|
| 78641 | 5 | 78626 | 1 |
| 78660 | 5 | 78638 | 1 |
| 78641 | 5 | 78648 | 1 |
| 78702 | 5 | 78653 | 1 |
| 78748 | 5 | 78657 | 1 |
| 78757 | 4 | 78721 | 1 |
| 78759 | 4 | 78724 | 1 |
| 78610 | 3 | 78725 | 1 |
| 78634 | 3 | 78728 | 1 |
| 78654 | 3 | 78729 | 1 |
| 78723 | 3 | 78731 | 1 |
| 78745 | 3 | 78732 | 1 |
| 78752 | 3 | 78733 | 1 |
| 78758 | 3 | 78735 | 1 |
| 78620 | 2 | 78739 | 1 |
| 78721 | 2 | 78741 | 1 |
| 78665 | 2 | 78753 | 1 |
| 78676 | 2 | 78756 | 1 |

**Q3- What mode do you primarily use for your regular travel? (Select all that apply)**

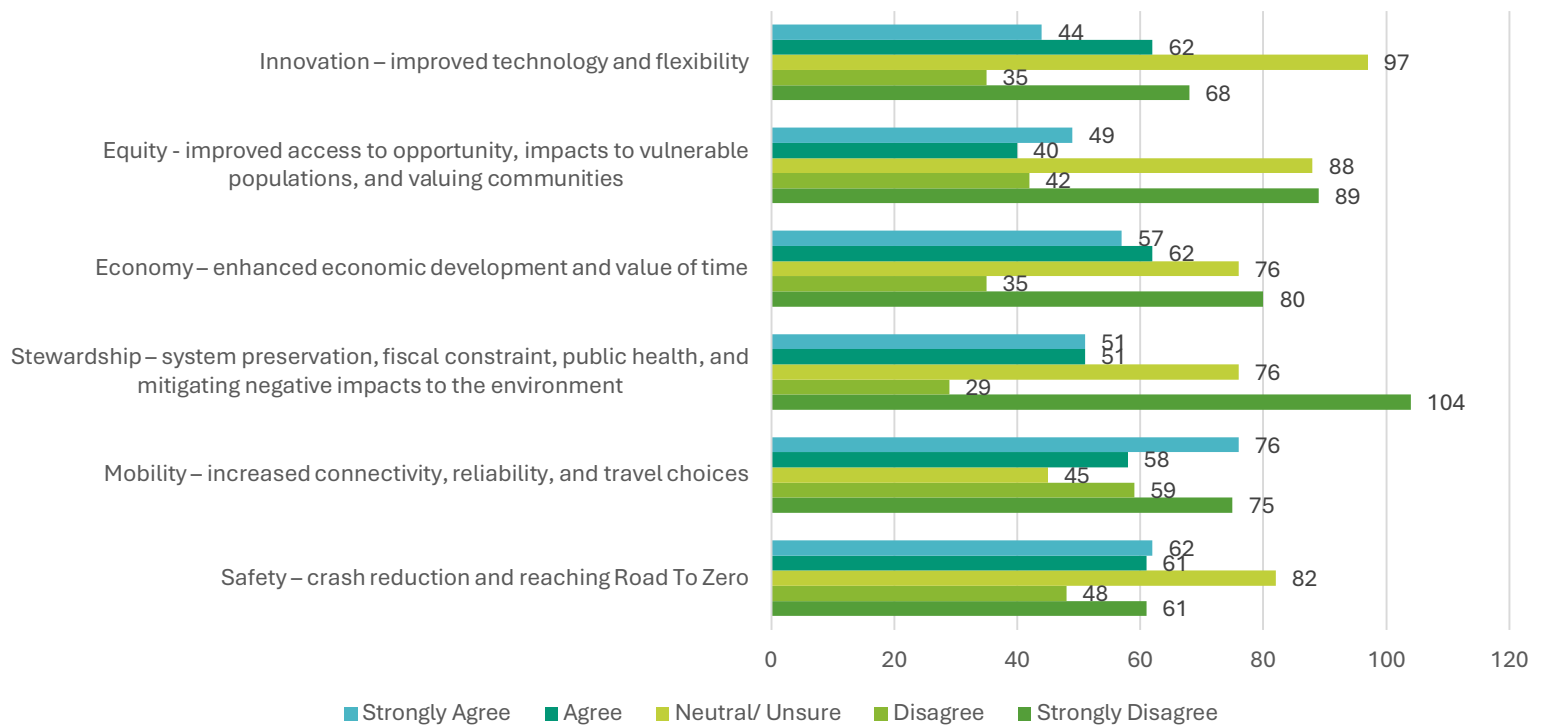
332 responses



**Q4- To what extent do you agree that the draft Plan and projects encompass the following goals: (Circle one)**

315 responses

**To what extent do you agree that the draft Plan and projects encompass the following goals: (Circle one)**



**Q5- After reviewing the draft Plan and projects, how do you anticipate your primary mode of travel will change?**

257 responses

Key themes from the written response:

- The top comment from community members was that their primary mode of travel will remain personal vehicles. Many feel they have no alternative due to suburban or rural locations, inadequate public transit, or personal needs like adapted vehicles.
- There's widespread frustration that the proposed plan reinforces car dependency and neglects public transit, biking, and walking infrastructure. Many called for light rail, commuter rail, safer bike paths, and protected pedestrian walkways.
- Roadway expansions, particularly along IH-35, Mopac, SH 71, and 1826, were heavily criticized for increasing traffic, noise, pollution, and environmental harm, with several noting these projects will not solve congestion due to induced demand.
- Several respondents expressed concern that traffic and construction will worsen travel times, harm neighborhood safety, and degrade community spaces like Zilker Park and Barton Springs.

- Many participants said they would walk or bike more if there were safer and protected routes. A few plan to bike or walk where possible, but feel the current plan does little to support this.
- There's hope for future rail or transit options, but deep doubt whether change will come soon enough.

**Q6- Do you have any additional comments on the draft 2050 Transportation Plan and projects?**

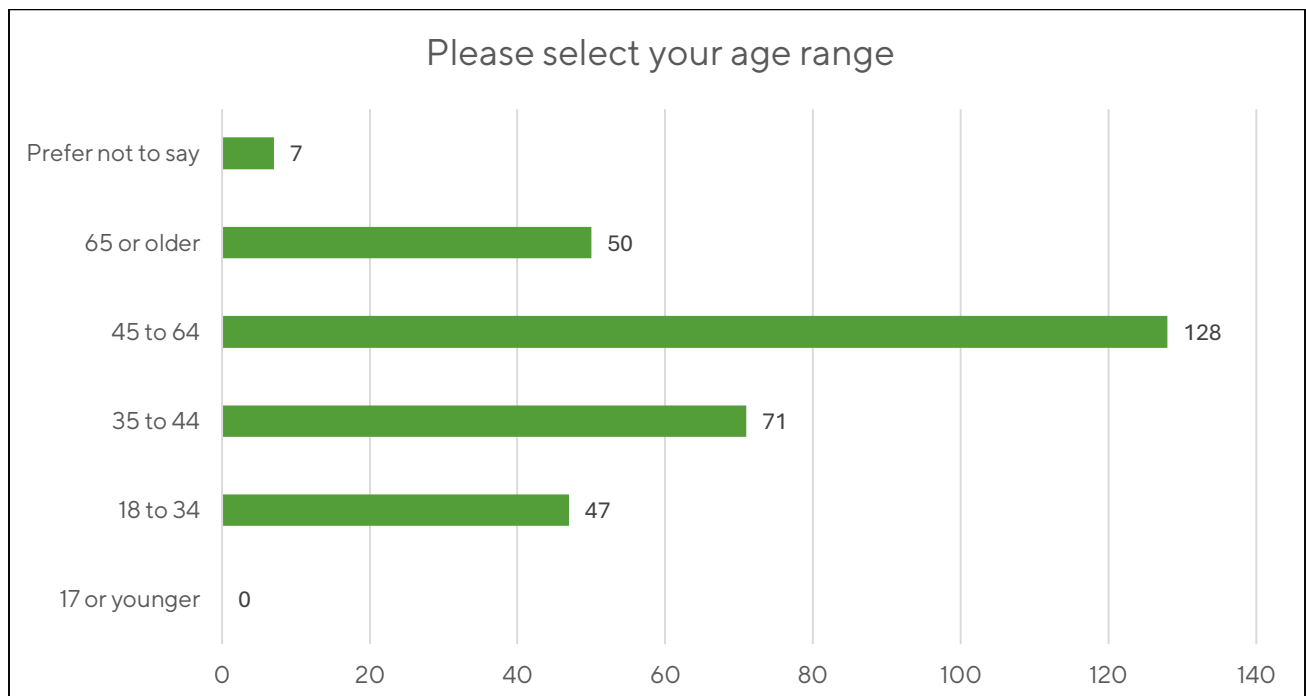
*256 responses*

Key themes from the written response:

- Add project ID 51-00209-00 to the constrained list
- Widening SH 71 should be a priority
- The justification for using eminent domain to acquire 34 acres of private homestead for RM 1826 (Travis) expansions seems disconnected from local traffic patterns
- The MoPac South expansion is a threat to Barton Springs
- Funding for public transit should be more of a priority than it is right now

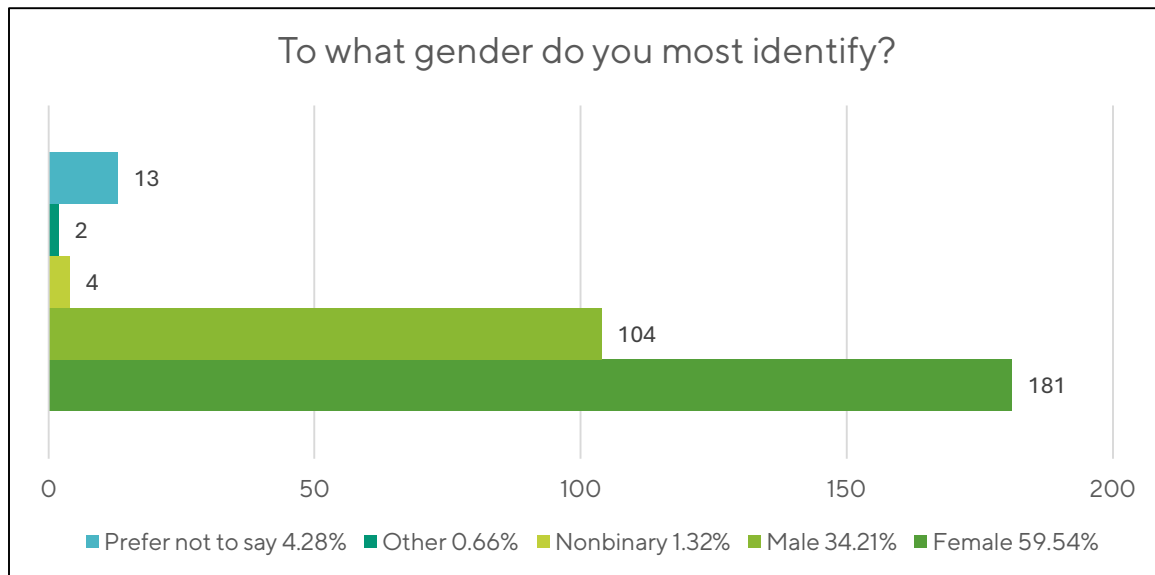
**Q7- Please select your age range**

*303 responses*



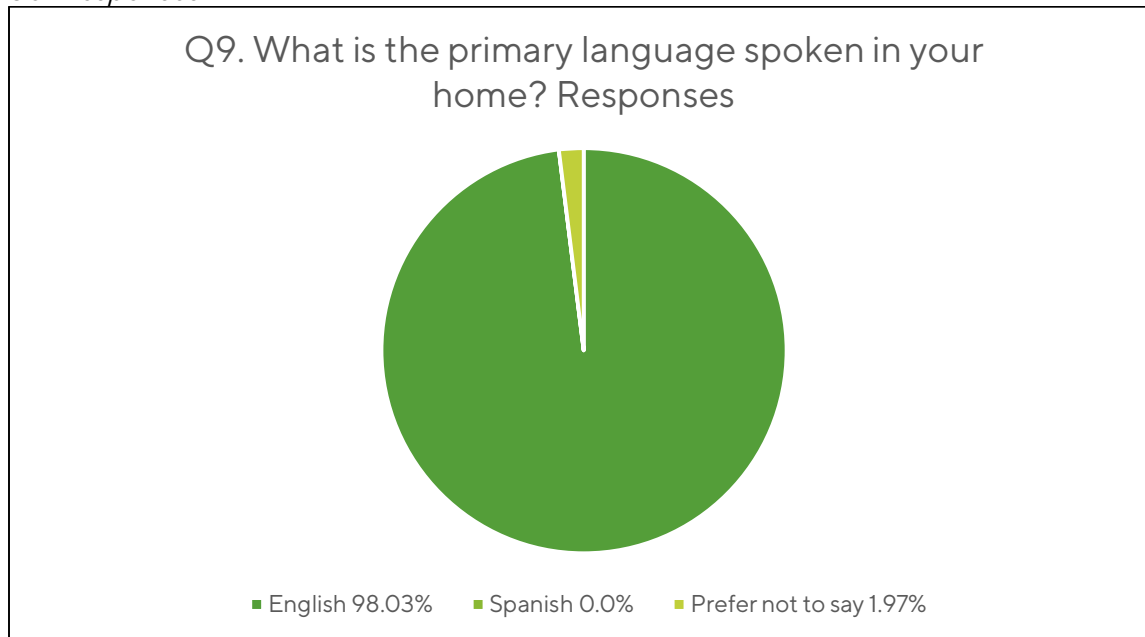
**Q8- To what gender do you most identify?**

*304 responses*



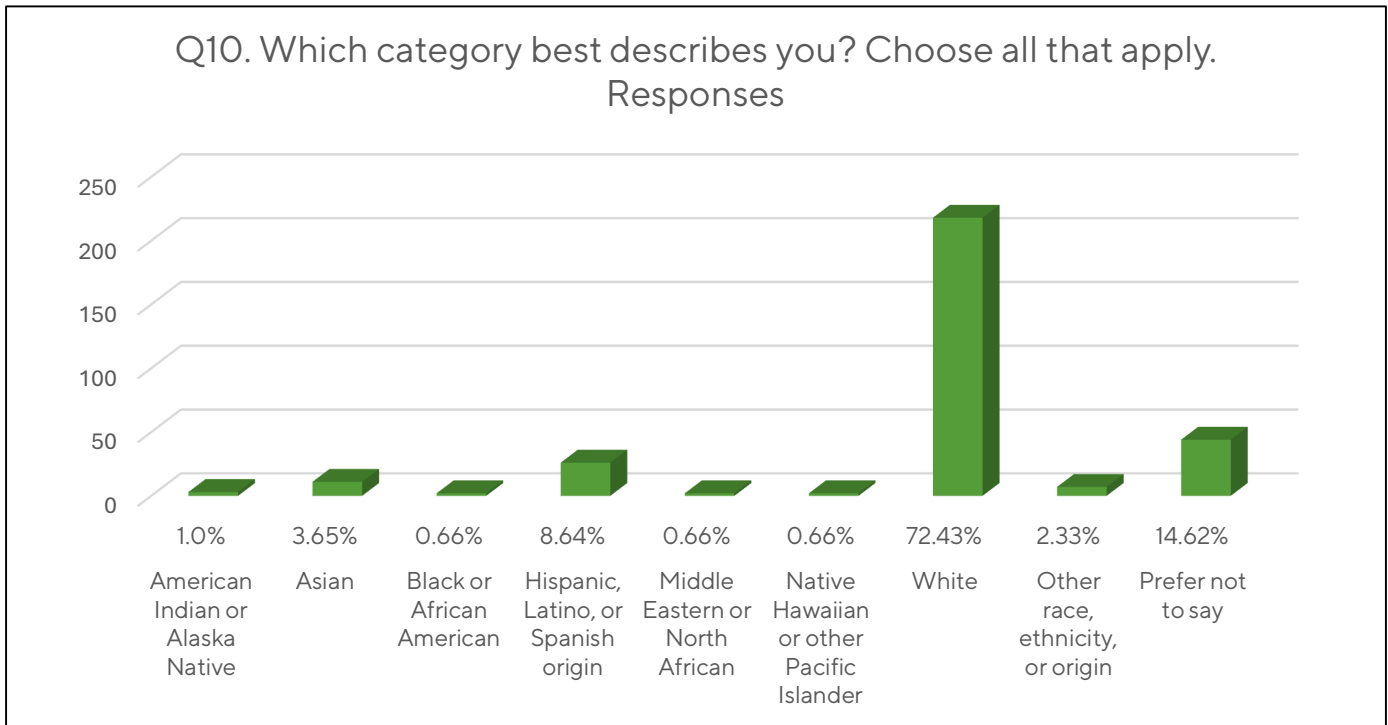
**Q9- What is the primary language spoken in your home?**

304 responses



**Q10- Q10. Which category best describes you? Choose all that apply.**

*301 responses*



**Q11-¿En qué código postal vive?**

*5 responses*

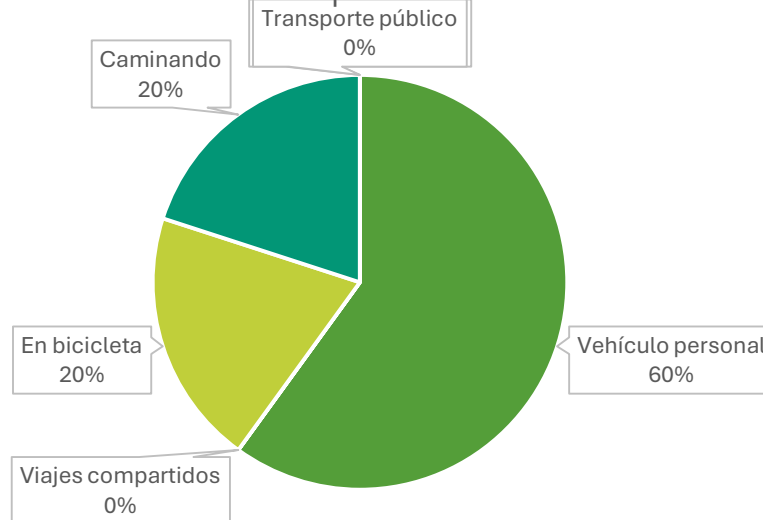
| Zip code | # of responses |
|----------|----------------|
| 78666    | 2              |
| 78644    | 1              |
| 7837     | 1              |

**Q12- ¿Qué modo de transporte utiliza principalmente para sus viajes regulares? (Seleccione todas las opciones que le correspondan)**

4 responses

¿Qué modo de transporte utiliza principalmente para sus viajes regulares? (Seleccione todas las opciones que le correspondan)

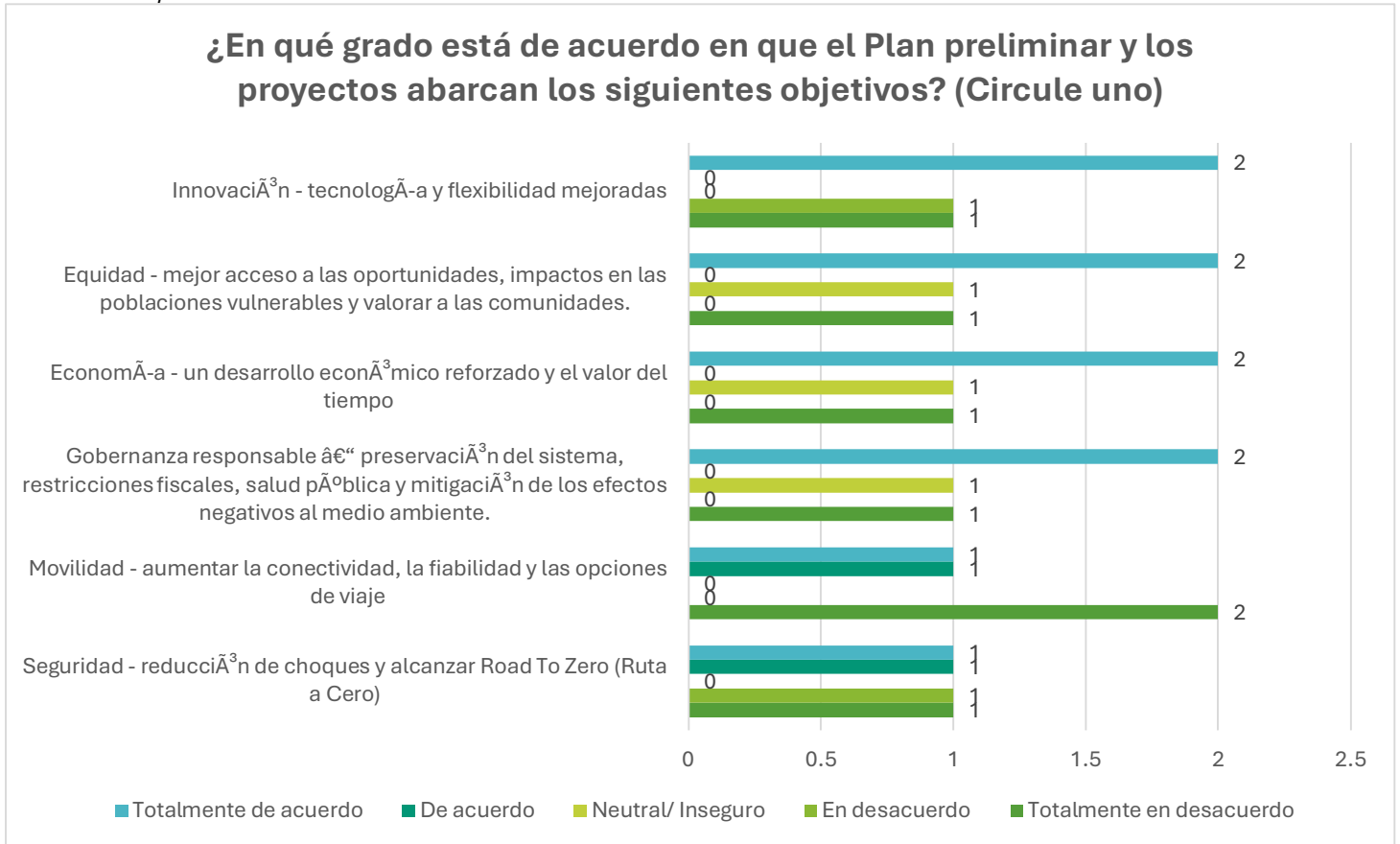
**Responses**



■ Vehículo personal ■ Viajes compartidos ■ En bicicleta ■ Caminando ■ Taxi, Uber, Lyft, etc. ■ Transporte público

**Q13- ¿En qué grado está de acuerdo en que el Plan preliminar y los proyectos abarcan los siguientes objetivos? (Circule uno)**

4 responses



**Q14- Después de revisar el Plan preliminar y los proyectos, ¿cómo cree que cambiará su modo principal de transporte?**

3 responses

- Vehículo personal
- No Ro va a cambiar porque casino galgo de lochart.
- Dado que mi principal medio de transporte es la bicicleta, preveo que este modo cambiará y se volverá considerablemente más peligroso, ya que la alta proporción y la gran escala de los proyectos viales —en comparación con los proyectos de transporte público y transporte activo— resultarán en un número significativamente mayor de automóviles en las carreteras de la región de CAMPO, especialmente en el condado de Hays, donde vivo. El aumento de automóviles y de las carreteras, debido al fenómeno de la demanda inducida, comprobado por la investigación, generará condiciones más peligrosas para el ciclismo, no solo para los ciclistas, que a menudo comparten la vía con automóviles, sino también para los conductores, ya que el riesgo de accidentes aumenta a medida que más personas eligen los vehículos personales como su principal medio de transporte.

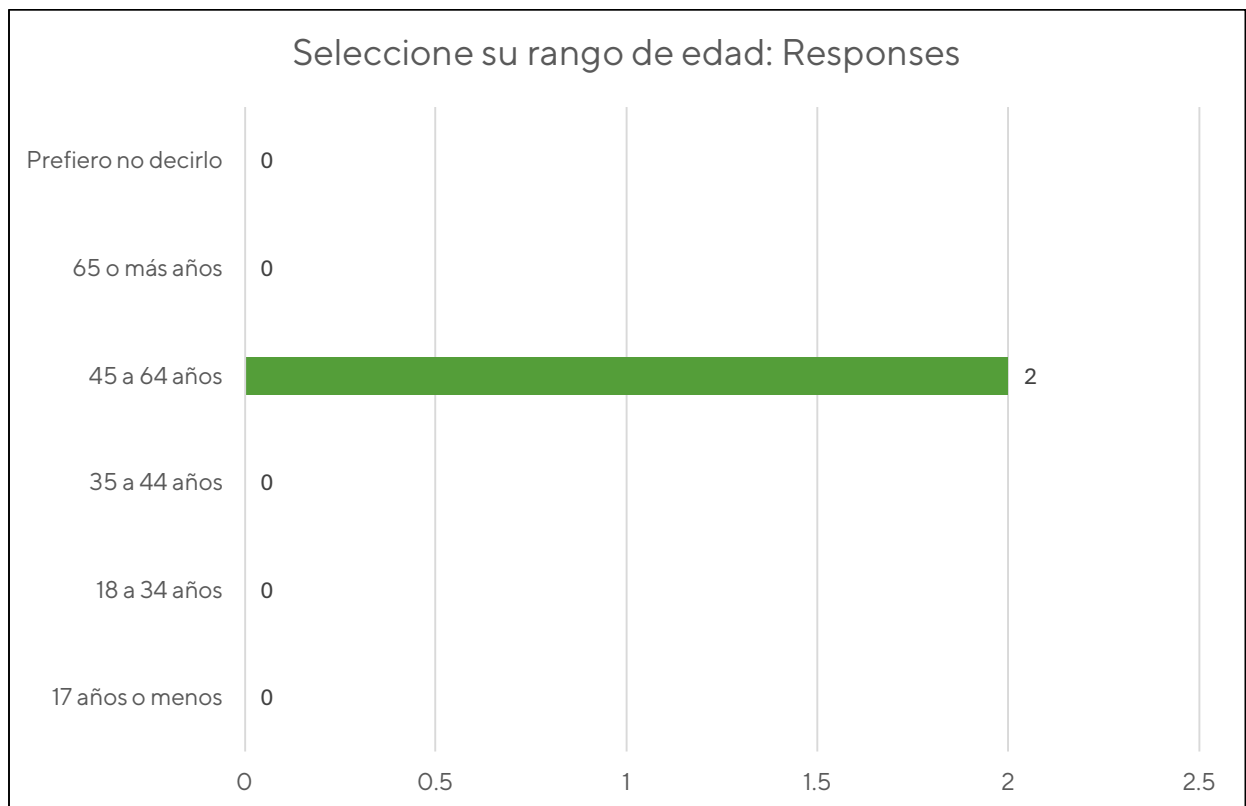
**Q15- ¿Tiene algún comentario adicional sobre el Plan de Transporte 2050 preliminar y los proyectos?**

3 responses

- SAVE BARTON SPRINGS
- Very excited.
- Es revelador, y decepcionante, que las opciones de respuesta a la pregunta "¿Qué medio de transporte utiliza principalmente para sus desplazamientos habituales?" comiencen con "vehículo personal" y terminen con "Transporte público". ¡Tener un vehículo personal NO debería ser un requisito ni la opción de facto para utilizar el transporte público en la región de CAMPO! Construir una infraestructura centrada en el automóvil que requiera el uso de vehículos personales para el transporte público equivale a una expresión forzada, ya que obliga a los residentes de CAMPO a comprar y mantener vehículos personales para poder utilizar el transporte local y regional. Esto es inmoral e injusto. ¡Démosle a los residentes de CAMPO la LIBERTAD de elegir el transporte público o el transporte activo como modos de transporte VIABLES!

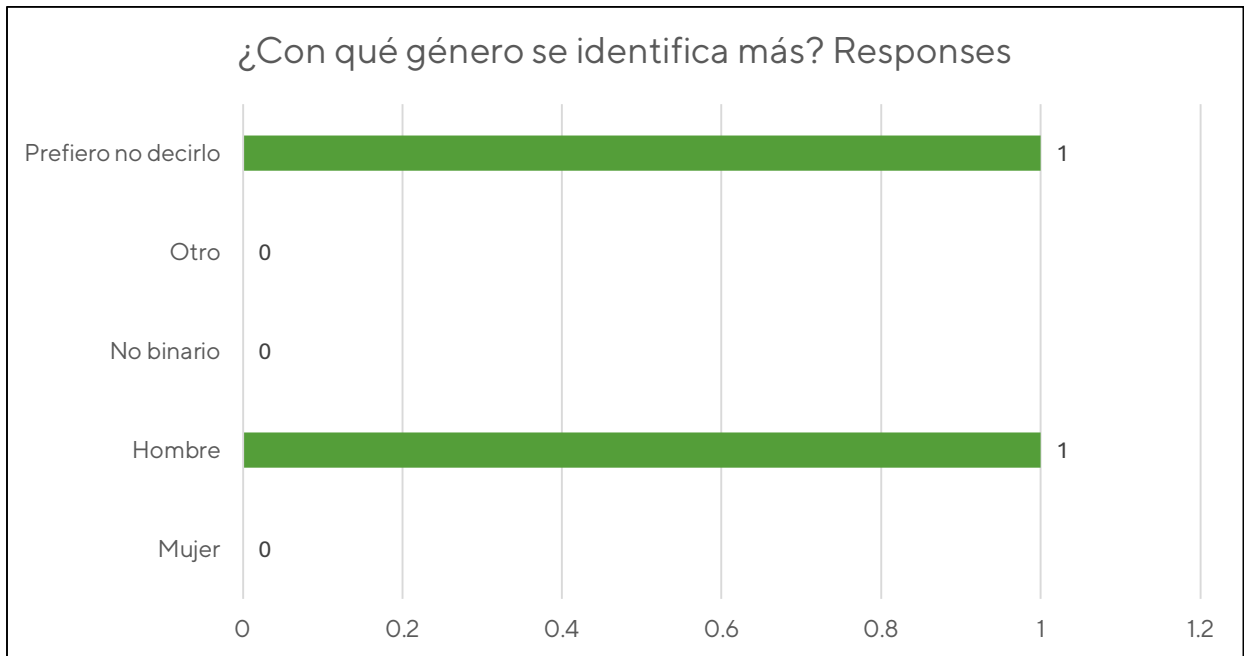
**Q16- Seleccione su rango de edad:**

2 responses



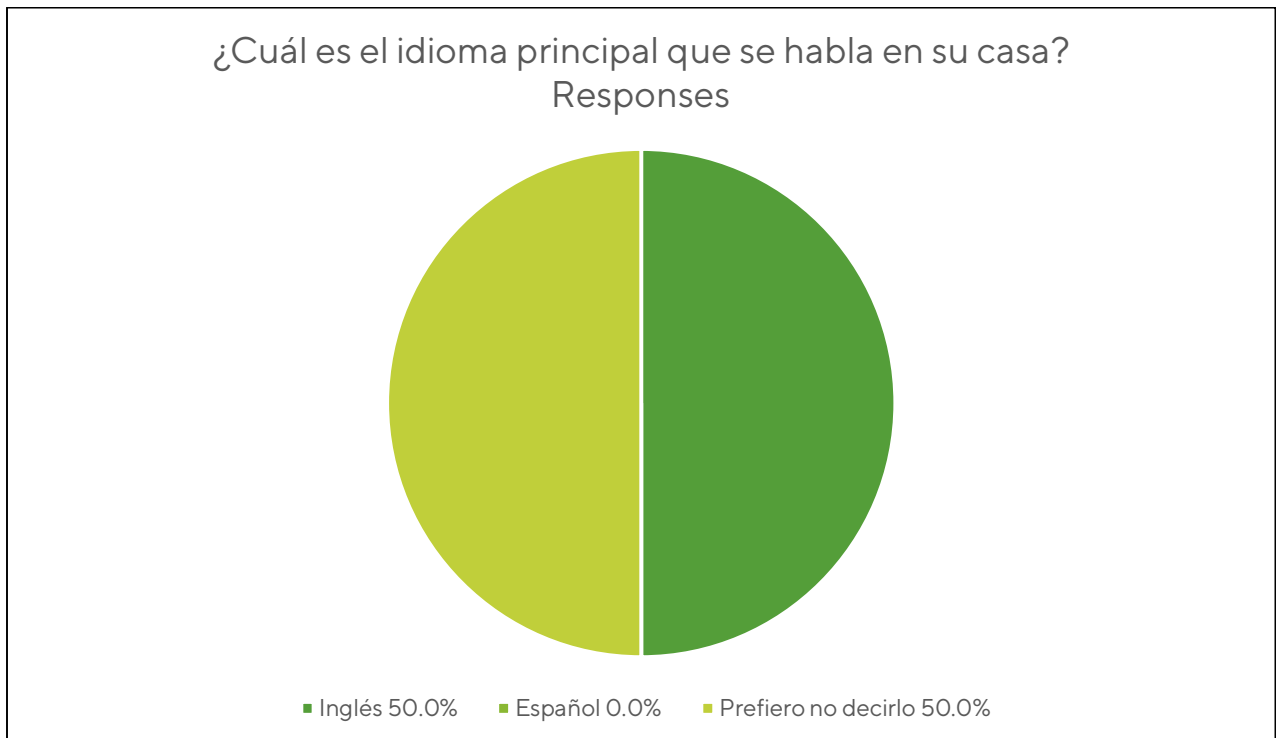
**Q17- ¿Cuál es el idioma principal que se habla en su casa?**

2 responses



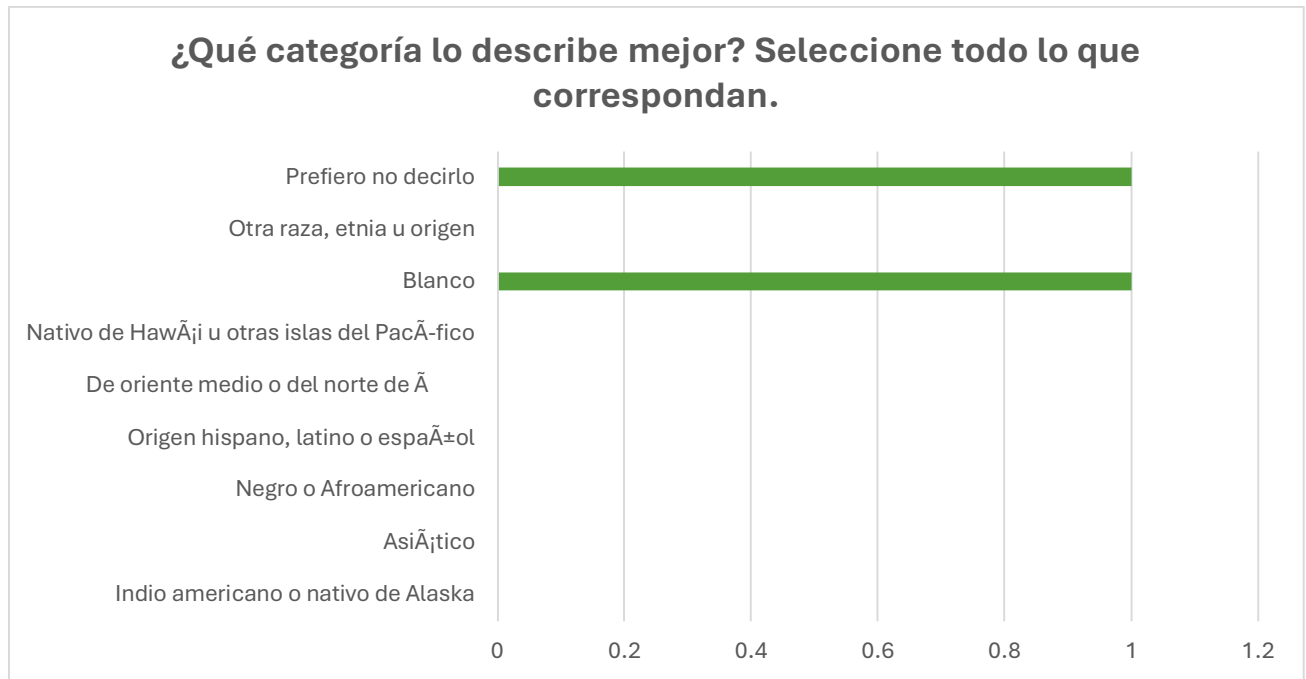
**Q18- ¿Con qué género se identifica más?**

2 responses



**Q19-¿Qué categoría lo describe mejor? Seleccione todo lo que correspondan.**

*2 responses*



***Open-Ended Survey Responses and Email Comments***

Open-ended survey responses and email comments can be found on the following pages.

## Round 1 Email Comments

| First  | Last   | Comment Method | Date       | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Ruven  | Brooks | Email          | 10/14/2024 | The estimated fiscal constraint for transit projects for the 2050 RTP is \$32 billion, a much larger amount than in the 2045 plan. This figure is reportedly based on data supplied by Cap Metro, Austin Transit Partnership and CARTS. Will any of this data be publicly available?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Thomas | Turk   | Email          | 10/14/2024 | Please send outreach materials to me at this address.<br>Thanks.<br>Tom Turk                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Robert | Allen  | Email          | 11/24/2024 | <p>US 290 from SH 45/130 to Elgin has become absurdly congested and I cannot find that even the most preliminary environmental planning has begun to seriously address the problem.</p> <p>When I moved to Elgin in 2012 I could drive the 10 miles from Elgin to Manor at midday in 10 minutes most of the time. Now at midday it usually takes at least 15 minutes and often 20 minutes or more.</p> <p>At anywhere close to morning rush times it is not worth trying to drive toward Manor and Austin on US 290. I and many others, including tractor-trailers, drive on the twisting, turning county road that have become beaten to death due to all the traffic that they were not built to handle. I have seen a tractor-trailer overturned at a 90 degree turn on a narrow county road where it could not stay on the road and the ditches were too steep for it to handle. It should never have been on the little road but everyone tries to avoid the congested stop-and-go traffic on US 290.</p> <p>New subdivisions, apartment complexes, and shopping centers have been and are popping up like mushrooms between Manor and Austin. Almost all have a traffic light sooner or later. The area just to the east of Manor has become a stupid zone due to all the uncoordinated traffic lights. Another stupid zone is developing to the west of Elgin. Soon it will be a continuous 10 mile stupid zone.</p> <p>The barrier of SH 45/130, the chaotic Travis county road system in eastern Travis County, and the absence of any useful alternative parallel highways (FM 969 needs some widening and a lot of straightening before it can be a useful alternative) means that US 290 is the only reasonable path in the area. Due to the congestion on US 290 people are already using unreasonable paths, as I have mentioned, to their detriment and the detriment of the county roads.</p> <p>US 290 needs to be upgraded to an expressway from SH 45/130 to Elgin. This will take years of planning and programming activities, so the process cannot start too soon. The environmental process should have already been done.</p> <p>People are going to continue to build new housing subdivisions from Manor to Elgin and beyond whether any capacity is added or not. Please don't wait until it will be faster to ride an electric bike down the shoulder than to drive. We are getting close.</p> <p>One thing that could be done in the short term is to build a grade separation at FM 973 and US 290 taking US 290 over FM 973 during the planned upgrade of FM 973. This could make a noticeable improvement in westbound traffic, unless the synchronized traffic signals inside the central part of Manor are unable to handle the additional flow of westbound traffic. Traffic frequently backs up for a mile or more, through 2 other signalized intersections, from the signal at FM 973 and US 290. This can continue for hours once it gets started.</p> <p>Robert Allen<br/>[REDACTED]</p> |

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| Adam  | Greenfield | Email | 12/7/2024 | <p>Dear CAMPO staff,</p> <p>I'm an Austin resident and primarily move around by bicycle, although I'd like to take transit more. I don't drive. I write to share my general thoughts on the CAMPO 2050 Regional Transportation Plan.</p> <p>Firstly, the stated deadline for sharing public comment was 12/9. However, the survey appears to have already closed. Could you let me know why this was and would you consider extending the survey to make up for the number of days lost by it ending prematurely?</p> <p>Here are my comments on the 2050 plan:</p> <p>Please conduct extensive public outreach to determine the community's vision of what kind of a place they want to live in. Then plan backward to figure out how we can get there. Do community members really want more highways and endless driving or vibrant, walkable and bikeable places, and robust transit? Stop expanding roadways. This worsens traffic, pollution, and safety and deepens car-dependency and increases sprawl. This is outdated practice must stop. Please conduct a "Strong Towns" analysis to determine the expected economic productivity and long term maintenance costs of all infrastructure projects. Create a Vision Zero goal, a Vehicle Miles Traveled reduction goal, and a mode shift goal away from driving. Create aggressive deadlines for all goals. Require approval from local governments before an infrastructure project happens within their jurisdictional borders. Allow local governments to submit their own design alternative for all projects and require it to be reviewed as rigorously as all other alternatives. Reform traffic modeling and population growth projections. CAMPO's models are consistently wrong in their projects and are little more than propaganda for predetermined outcomes, such as expansions.</p> <p>I hope CAMPO will take to heart the deep community opposition to harmful highway expansion projects like the I-35 Capital Express program. CAMPO is committing serious harm in its outdated car-centric priorities and is doing far too little for transit, walking, and bicycling. Please set a new course forward.</p> <p>Thank you for receiving these comments and for your attention in this matter.</p> <p>Best,</p> <p>Adam Greenfield</p> |
| Susan | Somers     | Email | 12/8/2024 | <p>Dear CAMPO Transportation Policy Board and policy makers:</p> <p>At the Tuesday, November 2 meeting of the City of Austin Urban Transportation Commission (UTC), our body took action and voted to forward our Recommendation 20220405-002E, passed at the April 5, 2022 meeting of the UTC. I have attached the document and it is also available for download at the City of Austin website here: <a href="https://services.austintexas.gov/edims/document.cfm?id=380530">https://services.austintexas.gov/edims/document.cfm?id=380530</a></p> <p>Please note two typographical corrections to the posted recommendationd. The first is a dead link to the Model Long-Range Transportation Plans: A Guide for Incorporating Performance-Based Planning. The corrected link is here: <a href="https://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/">https://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/</a></p> <p>The second correction is in our fifth WHEREAS clause, which should read: "WHEREAS having just a single forecast makes it impossible to provide for events which might or might not occur, such as passage of a transit referendum;"</p> <p>Please include our recommendation as official input and advice for the CAMPO 2050 Regional Transportation Plan.</p> <p>All best,<br/> Susan Somers<br/> Chair, City of Austin Urban Transportation Commission<br/> Susan Somers<br/> Boards and Commission</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| Miriam | Schoenfield | Email | 12/9/2024 | <p>Dear CAMPO board members and staff,</p> <p>Thank you for the opportunity to comment on the CAMPO 2050 Regional Transportation Plan. Rethink35 is a grassroots 501c4 non-profit organization fighting for safe and sustainable transportation solutions in Central Texas, with a focus on the I-35 corridor. We ask for the following to be considered as the Transportation Policy Board considers projects for the 2050 Regional Transportation Plan:</p> <p>1. Work with local elected officials to develop and execute a vision for regional rail, public transit, and active transportation: The people of Central Texas are clamoring for regional rail transit, including along the I-35 corridor. A rail line from Georgetown to San Antonio would enhance mobility and economic productivity, all while improving air quality and providing residents with a relaxing, safe, and congestion-free alternative to driving. CAMPO should also work with local transit agencies and government entities to improve and expand public transit and active transportation infrastructure throughout the region.</p> <p>2. Reassess CAMPO's focus on highway expansions: Expanding highways through congested areas is an outdated and ineffective approach. Adding car capacity encourages more driving and incentivizes development patterns that reduce transportation choice. Automobile-centric infrastructure does not scale well with population growth and large highways depress land values, worsen air quality, and interfere with the creation of vibrant neighborhoods where people of all ages and abilities can easily access their needs. As our region grows, CAMPO should examine regions across the US and around the world for best practices that provide safe, efficient and sustainable transportation systems that support healthy and vibrant communities.</p> <p>3. Use dynamic traffic modeling: CAMPO's studies should use dynamic modeling. The static models that are currently used fail to adequately accommodate the fact that people will choose alternative modes or alternative times in response to congestion. Such studies also consistently overestimate freeway traffic.</p> <p>4. Create Vision Zero, vehicle miles traveled reduction, and mode shift goals: Residents increasingly expect safety and a range of transportation options, including public transit, walking, and bicycling.</p> <p>5. Require approval from local governments before an infrastructure project happens within their jurisdictional borders: CAMPO projects should enact local priorities, not override them as what happened with the I-35 Capital Express Central expansion project where, at its May 2024 meeting, the CAMPO board voted against the wishes of the entire Austin delegation, the latter of which requested to pause the I-35 project to allow critical environmental studies to be completed.</p> <p>6. Allow local governments to submit their own design alternatives for all projects: Then, require such alternatives to be reviewed as rigorously as all others.</p> <p>7. Evaluate the economic sustainability of all projects: Some infrastructure projects create more long term economic liabilities, particularly in terms of maintenance costs, than economic activity. For instance, freeway expansions often incentivize low density development which in the long term generate insufficient tax revenues to pay for their infrastructure needs.</p> <p>As the CAMPO 2050 Regional Transportation Plan process advances, it's important to remember that approximately a third of the population does not drive. By building a transportation system that offers all residents safe access to a range of transportation modes, we will give young people, the elderly, the disabled, and those who cannot or don't want to drive the chance to live happy and prosperous lives. We look forward to working with CAMPO towards developing a bold and visionary plan that will enhance mobility and quality of life for everybody in Central Texas.</p> <p>Miriam Schoenfield<br/>Board Member, Rethink35</p> |
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## Round 1 Open-Ended Survey Responses

| Where in Central Texas do you currently see the most transportation needs?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | How can the transportation needs listed above be addressed in the next 25 years? 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| <p>Rail: The development of an intercity rail system, extending from Georgetown through Austin and San Marcos to San Antonio, is a significant need. This rail system would enhance mobility options for commuters, providing a reliable and efficient alternative to road travel. It would also help to reduce traffic congestion and the environmental impact of transportation in the region. Transit: In addition to the rail system, there is a pressing need to improve and expand public transit infrastructure. Shifting resources away from highway expansion, which often exacerbates traffic congestion, towards public transit could make commuting more viable for a larger population. This could potentially alleviate some of the region's traffic issues and contribute to a more sustainable and accessible transportation system. New Reality: The COVID-19 pandemic brought about a significant shift to hybrid workplace commuting, a change that has had lasting effects on the daily lives of commuters. As more people started working from home, we saw a noticeable reduction in peak hour traffic congestion, with commutes spread more evenly throughout the day. Interestingly, our region has yet to return to the traffic levels we saw in 2019. This shift in behavior is a clear indication that strategic investments in traffic demand management, coupled with collaboration with major employers on telecommuting policies, could have a significant positive impact. Not only would this improve the daily commute for many, but it could also help us avoid the high costs associated with unnecessary roadway expansions. Change Traffic Models: The CAMPO 2045 has serious problems, leading to absurd results for some roadways, vastly out of touch with actual traffic patterns. It is understood that the plan currently employs a traffic model based on the Static Traffic Assignment (STA) algorithm, a method developed 40 years ago when computing power was significantly less advanced. For instance, it fails to capture the queues that form behind bottlenecks on highways like I-35, and it can't accurately model the conditions during rush hour. Based on comments from experts we've worked with, STA often overestimates freeway traffic volumes in congested networks, making it an unreliable tool for planning. This is because it doesn't account for the dynamic nature of traffic, including the time-dependent changes in traffic conditions and the way drivers adjust their routes in response to these conditions. The solution to these issues is to adopt a more modern and accurate traffic modeling approach known as the Dynamic Traffic Assignment (DTA) algorithm. Unlike the STA, the DTA takes into account the time-varying nature of traffic and the interconnectedness of road segments. It can integrate real-time data, allowing for a more accurate representation of traffic conditions and more informed planning decisions. Therefore, it's recommended to use DTA over STA whenever possible to improve the accuracy and reliability of traffic models.</p> | <p>The transportation landscape of the Austin region, under the leadership of the CAMPO Policy Board, could greatly benefit from a strategic shift in focus. One such strategy would be to prioritize the establishment of an intercity rail system. This rail system would span several key locations, starting from Georgetown, passing through Austin and San Marcos, and finally reaching San Antonio. This comprehensive rail network would not only connect urban and suburban areas but also provide a reliable and efficient transit option for thousands of commuters that doesn't exist now. Hays County has a significant workforce that commutes to either Austin or San Antonio's an ideal area for frequent commuter rail service. CAMPO must reassess its resource allocation strategies. The current focus on expanding highways in Austin has proven counterproductive, as the addition of more lanes has only exacerbated traffic congestion by encouraging more people to drive. Instead, these resources could be more effectively utilized in the improvement and expansion of public transit infrastructure. CAMPO should be more active in transit planning; it could foster partnerships with local transit agencies like Capital Metro to develop comprehensive regional transit plans that prioritize these areas. It should advocate for transit-friendly policies at the regional level, such as transit-oriented development. This approach promotes the creation of compact, walkable communities centered around high-quality public transit systems. This should be focused primarily in densely populated areas, like the I-35 corridor, with caution taken to actively preserve existing affordable housing and discourage displacement, so that these areas develop with the existing communities the transit is intended to support. By adopting these strategies, CAMPO has the potential to significantly enhance the mobility options available to commuters in the Austin region and beyond, ultimately leading to a more efficient and sustainable transportation system.</p> |
| Austin metro, Hays County lagging far behind on real solutions. Stop sprawl!!! Invest in infrastructure inside city limits for air quality, water quality, less reliance on vehicles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Read above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Everywhere, but the lowest hanging fruit is getting people out of cars in central Austin                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | The suburbs are still building car dependent sprawl, making everyone's quality of life worse. Every road, every building must be built with walking, biking, and transit in mind.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| I-35                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Expand Metrorail access from SATX to ATX.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 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| I35 corridor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | We need regional rail and public transit connecting Georgetown to San Marcos, or further.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 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| Between Caldwell, Hays, Travis, and Comal counties. Transit routes from Lockhart to Martindale, Martindale to San Marcos, San Marcos to Austin, San Marcos to New Braunfels, and Martindale to New Braunfels. More transit routes/stops at convenient times and extended hours for all folks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Adding in more convenient bus routes/hours/times/stops. Adding in rail nonstop between San Marcos and Austin. Adding in separated and fully protected bike lanes for commuters.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Traffic and construction make it miserable to drive. We need a clean alternative                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              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from round rock to San Antonio, more bike lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          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| <p>Rail: The development of an intercity rail system, extending from Georgetown through Austin and San Marcos to San Antonio, is a significant need. This rail system would enhance mobility options for commuters, providing a reliable and efficient alternative to road travel. It would also help to reduce traffic congestion and the environmental impact of transportation in the region. Transit: In addition to the rail system, there is a pressing need to improve and expand public transit infrastructure. Shifting resources away from highway expansion, which often exacerbates traffic congestion, towards public transit could make commuting more viable for a larger population. This could potentially alleviate some of the region's traffic issues and contribute to a more sustainable and accessible transportation system. New Reality: The COVID-19 pandemic brought about a significant shift to hybrid workplace commuting, a change that has had lasting effects on the daily lives of commuters. As more people started working from home, we saw a noticeable reduction in peak hour traffic congestion, with commutes spread more evenly throughout the day. Interestingly, our region has yet to return to the traffic levels we saw in 2019. This shift in behavior is a clear indication that strategic investments in traffic demand management, coupled with collaboration with major employers on telecommuting policies, could have a significant positive impact. Not only would this improve the daily commute for many, but it could also help us avoid the high costs associated with unnecessary roadway expansions. Change Traffic Models: The CAMPO 2045 plan currently employs a traffic model based on the Static Traffic Assignment (STA) algorithm, a method developed 40 years ago when computing power was significantly less advanced. The STA treats each road segment as an isolated entity, which doesn't accurately reflect the interconnected nature of traffic flow, especially during peak periods. For instance, it fails to capture the queues that form behind bottlenecks on highways like I-35, and it can't accurately model the conditions during rush hour. Research indicates that the STA often overestimates freeway traffic volumes in congested networks, making it an unreliable tool for planning. This is because it doesn't account for the dynamic nature of traffic, including the time-dependent changes in traffic conditions and the way drivers adjust their routes in response to these conditions. The solution to these issues is to adopt a more modern and accurate traffic modeling approach known as the Dynamic Traffic Assignment (DTA) algorithm. Unlike the STA, the DTA takes into account the time-varying nature of traffic and the interconnectedness of road segments. It can integrate real-time data, allowing for a more accurate representation of traffic conditions and more informed planning decisions. Therefore, it's recommended to use DTA over STA whenever possible to improve the accuracy and reliability of traffic models.</p> | <p>The transportation landscape of the Austin region, under the leadership of the CAMPO Policy Board, could greatly benefit from a strategic shift in focus. One such strategy would be to prioritize the establishment of an intercity rail system. This rail system would span several key locations, starting from Georgetown, passing through Austin and San Marcos, and finally reaching San Antonio. This comprehensive rail network would not only connect urban and suburban areas but also provide a reliable and efficient transit option for thousands of commuters that doesn't exist now. Hays County has a significant workforce that commutes to either Austin or San Antonio—it's an ideal area for frequent commuter rail service. CAMPO must reassess its resource allocation strategies. The current focus on expanding highways in Austin has proven counterproductive, as the addition of more lanes has only exacerbated traffic congestion by encouraging more people to drive. Instead, these resources could be more effectively utilized in the improvement and expansion of public transit infrastructure. CAMPO should be more active in transit planning; it could foster partnerships with local transit agencies like Capital Metro to develop comprehensive regional transit plans that prioritize these areas. It should advocate for transit-friendly policies at the regional level, such as transit-oriented development. This approach promotes the creation of compact, walkable communities centered around high-quality public transit systems. This should be focused primarily in densely populated areas, like the I-35 corridor, with caution taken to actively preserve existing affordable housing and discourage displacement, so that these areas develop with the existing communities the transit is intended to support. By adopting these strategies, CAMPO has the potential to significantly enhance the mobility options available to commuters in the Austin region and beyond, ultimately leading to a more efficient and sustainable transportation system.</p> |
| <p>In the City of Austin and the densest parts of suburban communities.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Reforming land use to encourage denser, urban development and to DISCOURAGE suburban sprawl development, dramatically expanding public transit, reducing the size and number of limited-access highways, and supporting expanded bike networks, sidewalks, and trails.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              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| <p>We need more public transit and less highways!</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Stop building highways and improve transit - thank you!</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>Through city traffic needs to be rerouted</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>More limited access highways</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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| <p>290 corridor through Manor-Elgin</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>tollroad through/over Manor for through traffic, and giving manor surface streets and bike/walkways for local traffic.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              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| <p>Texas regional transportation plans need to include transit. CAMPO and TxDOT are erasing small towns and the countryside with endless sprawl. Every person in an individually occupied car is an incredibly inefficient and expensive form of mass transportation. Auto infra as a whole costs significantly more than density plus transit, and the necessity of owning a car makes life more expensive for all Texans. TxDOT is a self-perpetuating bureaucracy that doesn't seem to have much to do with actually moving people. It's amazing our generally right-leaning state chooses the most subsidized and inefficient form of regional development. Sprawl is American weakness.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>Keep the state out of local zoning laws and acquire RoW for transit. TxDOT already does this for future roads, why not transit? Incentivize fiscal responsibility rather than waste for local and regional transportation and planning organizations. Create true regional plans rather than just road "improvement" (widening) plans.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p>US 290 and surrounding Manor area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>Provide better connections from Manor to surrounding areas (Pflugerville, Austin, Elgin) with improved roads, lane expansion, bike lane and sidewalk installation, integrated trail system.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         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| Hays county and Bastrop county                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | I would like to see more options for public transportation for traveling from outlying counties into Austin, especially to the airport.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Along the I-35 Corridor, for non-road infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | We need an inter-city rail.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Road congestion, particularly in the immediate Austin area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Build new freeways - getting as much traffic as possible off of surface streets and onto freeways, replace traffic lights and stop signs with roundabouts, build segregated bike/walk infrastructure to get pedestrians and cyclists away from cars                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Austin, where infrastructure is missing or crumbling, and where the most people live and work.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | available funding needs to be prioritized towards safety and alternative transportation and less prioritized towards building or expanding roads for personal vehicles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| We need significant growth and improvement in transit. Our transit is limited and ineffective compared with other regions. We also should be improving rail transportation outside of the region to other major urban areas. Improvements in pedestrian safety are needed throughout the region.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Prioritize investments in transit over investments in roads. A lot more money should be spent on transit. Also prioritize investments in pedestrian safety measures. More money should be spent on those two priorities instead of expanding roads. Spending on roads should be limited mainly to maintenance and safety enhancements. That is the best way to shift driving to other modes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Upper Elgin River Rd, Elgin; FM 969 should be expanded as soon as you can. Ideally, if there is a bridge connect Elgin to Cedar Creek, it will be better.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1) expand the lanes of FM969 to 6 lanes, and add bike path next to it 2) expand Upper Elgin River Rd to 4 lanes., and add bike path next to it. 3) add a bridge connect Cedar Creek to Elgin, cross Colorado River, it will reduce the load on FM969 and FM 1209.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Austin, getting people around when in town                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Build rail, BRT, road diets                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Austin needs less cars. Wilco needs options for people with disabilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | More public transit and more customization (carpools/vans)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Highway 29 west of Highway 281 is a dangerous area. The majority of traffic is weekend hill country and commercial vehicles westbound; our subdivision has approximately 100 homes; and traffic is normal. I live in a subdivision called Eagles Nest. Trucks and automobiles traveling at speeds of 60 MPPH are dangerous for our entry and exit. A driver killed my neighbor. DOT local office reviewed but no action and the death records have not been released to the public. There are no lights on this portion of highway 29. Deaths west of us continue, and as the state has chosen to add double the land to Enchanted Rock, this will increase this traffic. In addition, there is a proposed rock quarry project that is in protest "SaveBurnet.com" and this addresses the increased traffic as well. | I believe that CAMPO/DOT should have a comprehensive review of the matters I have addressed. There should be more flashing lights for the blind trajectories of the hills on highway 29 so people will know to slow down. This was addressed and the local DOT did nothing. The city of Burnet voted an ordinance to reduce the traffic speed to the extent possible. A motion was filed in Burnet Commissioners Court but no action was taken. In Burnet County the bridge on the other side of the county is proposed and getting more attention. I attach a quote from your representative. "In partnership with Burnet County, CAMPO conducted a public outreach effort in 2016 and since that time, Burnet County has been carrying the project forward through an environmental study. If the project receives environmental clearance, it will be up to the County, possibly TxDOT depending on who sponsors the project, to find funding for construction. Hopefully this is the information you're looking for but let me know if you have additional questions. Thank you. " A tragic death is taking precedence over a bridge. It is my view that some money could be found in the budget for solar flashing lights so that other lives can be spared by the negligence of the DOT and CAMPO. |
| Decreasing speeds around growing residential areas in south Burnet county along Hwy 281. Alternate bridges in south Burnet county. A loop or bypass around Marble Falls. Increased capacity of current roads. Improved intersections at major roads in Marble Falls to allow right hand turn lanes and higher capacity at peak times.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Urgency to prioritize changes that address population growth and traffic capacity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Everywhere!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Build train lines, feeder bus lines, and bike paths                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Highway 281 through Marble Falls                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | A different route for trucks and long travelers to take.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Bus lines to the suburbs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Add bus lines to the outlying towns (Dripping Springs, Driftwood, Marble Falls, etc.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| The congestion in the Horseshoe Bay / Marble Falls area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | better roads / more roads                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| North Lamar road is in desperate need of mobility options other than a car Burnet road needs bus lanes or the project connect light rail needs to be extended for commuters both these roads and brutal during peak hours.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | PLEASE build more trains. Invest in public Transit. Get people off roads and out of their cars                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Austin and it's suburbs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Invest in more transit options, in particular in the suburbs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Central Austin and Williamson County                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Improve safety and develop some transportation alternatives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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| Williamson county                                                                                                                                                                                                                                                                                                                                                                                                    | Think about the growth & how traffic will be more congested. If we put things in place now instead of waiting, we will be prepared for growth such as metro rail stops, city bus more convenient, develop community shopping to lesser having to drive more than 5 miles to shop. Make cities walking friendlier & biking friendlier                                                                                                                                                                                                                                                                                                                                                                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                      | When implementing transportation options, we need to use a wholistic approach. When purchasing ROW, purchase enough for expansion into rail and trail in the future. When building major highways, consider concrete or crushed granite trails for cyclists. The capital area should rival northwest Arkansas is accessibility via bicycle. Should also consider dedicated lanes for trucks and minimum speed limits for different lanes to ensure drivers can move at their own pace but not slow down those who prefer to move faster. High speed rail should be an option in the Capital area, especially along I-35. Attract a Japanese or European company to do it. They are the best in the world. |
| Rural areas                                                                                                                                                                                                                                                                                                                                                                                                          | Substantially increase funding for public transit and shared use paths                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| I live in the City of Austin and therefore see the greatest transportation needs where I spend the most time. I see the greatest need in access to jobs within Austin, and the old mode of thinking about car capacity has outlived its usefulness. CAMPO should be thinking about access over transportation                                                                                                        | Extend the toll road through those two cities. Widen the freeways. The roads aren't keeping up with the population boom in the area. The roads themselves are riddled with potholes as you turn off the freeways at every cross street. The city roads are the worst kept roads I have seen in the area. Constant potholes, wide cracks, and separations causing dangerous conditions and car damage. I have had alignment issues, damaged tires, and damaged suspensions on our cars more in the 5 years living in this area then I have anywhere else in the last 20 years in the central tx area.                                                                                                      |
| Along 290 when the toll road ends until your past Elgin on the east side of Austin.                                                                                                                                                                                                                                                                                                                                  | High speed trains between major cities Widening county roads, adding traffic lights at dangerous intersections on back roads (i.e. Cameron Road and Fuchs Grove Road or 290 and FM 973)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Public transportation between major Texas cities - San Antonio, Dallas, Houston, and Austin Maintenance and improvement of Travis county roads                                                                                                                                                                                                                                                                       | More routes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Manor                                                                                                                                                                                                                                                                                                                                                                                                                | Hoping to see more Cap Metro buses and rail in Manor for transportation to different parts in Austin and Manor and not only to downtown.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Manor and Elgin. There are not many options to use Bus transportation around town or into North Austin from Manor. There is only bus options from Manor to downtown.                                                                                                                                                                                                                                                 | Build more trails                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| We need more trails.                                                                                                                                                                                                                                                                                                                                                                                                 | 1. Don't spend public finances on rail - 19th century. 2. Don't overcommit public finances to highways - 20th century. 3. Get over the notion of Modal Shift and Passenger Density to justify mass transit. Texas is a low density horizontal place. Old traditional mass transit approaches don't work in Texas. Be open to 21st century fringe concepts about mobility.                                                                                                                                                                                                                                                                                                                                 |
| In 2050, The Texas Triangle (Austin, San Antonio, Houston, Dallas, Ft. Worth) will be the global megaregion. Local Texans will need to get to the region hub in under 1 hour. Once at the Austin/San Antonio metro hub, they will need to arrive to their point of destination that is comfortable, safe and secure. This will be accomplished with new visions about mobility and the infrastructure supporting it. | Light rail, regional/commuter rail, more rapid bus routes and dedicated bus lanes, public transit signal optimization, decreased reliance on highways.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Austin and the I-35 corridor                                                                                                                                                                                                                                                                                                                                                                                         | Build high speed rail that interconnects those cities. Look at Europe and Japan. Japan figured it out *50 years ago, with no casualties in that time and minimal impact on nature.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| There needs to be high-speed (or at least fast and frequent!) public transportation between the major cities of Dallas, Fort Worth, San Antonio, Austin, and Houston. We've needed that for 30 years and it doesn't exist at *all.                                                                                                                                                                                   | Stop expanding highways and invest in public transport and safe walking/biking facilities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Public transport and safety                                                                                                                                                                                                                                                                                                                                                                                          | The 281/71 intersection South of Marble Falls needs to be upgraded NOW.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Highway 281/71 intersection South of Marble Falls                                                                                                                                                                                                                                                                                                                                                                    | Improved road systems with more bypasses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Austin and west                                                                                                                                                                                                                                                                                                                                                                                                      | More flyovers without toll and widen main thoroughfares. Also less 18-wheeler or dump trucks and smaller cities on main roads.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Highway 290 and 973 in Travis County                                                                                                                                                                                                                                                                                                                                                                                 | More roads built, more commercial transportation, more buses etc                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Downtown Austin                                                                                                                                                                                                                                                                                                                                                                                                      | More public transportation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Manor Texas                                                                                                                                                                                                                                                                                                                                                                                                          | Spend less on highways and more on public transit and biking/walking focused development                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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| Austin needs better public transit and biking/walking infrastructure                                                                                                                                                                                                                                                                       | Austin should lead the way in Texas by creating a vibrant rail travel hub to anchor and connect rail systems throughout the state.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| The greater Austin area desperately needs a comprehensive passenger rail system that addresses local commuters' daily needs. More broadly, Texas needs a passenger rail system to address regional travel from Georgetown to New Braunfels, Bastrop to Dripping Springs, and connections to San Antonio, DFW, Houston, and Fredericksburg. | We need a sustainable, innovative train system. My husband's and my family all live out in Johnson City, and it's a whole thing just to get out there now. The roads are more dangerous than ever, and we should be able to hop on a train to get out there for a day trip or a weekend once in a while. Also, with the exploding number of wineries out in Stonewall and Fredericksburg, it's very dangerous having hundreds of drunk drivers out on the road. Trains have been used successfully across the country and the globe for decades. They provide jobs and safe transportation. Everybody wins. Get smart, Texas. |
| Austin to the hill country (281 West) and between north and south Austin                                                                                                                                                                                                                                                                   | Expand rail, particularly in south Austin. Expand rail to ABIA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| From Buda, Kyle, Lockhart, Cedar Creek, Bastrop into central Austin                                                                                                                                                                                                                                                                        | Stop expanding major highways for no reason. Add a functional rail system with stops that people actually want to use.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| I35 corridor, we need a functional and useful rail system, not more lanes of traffic.                                                                                                                                                                                                                                                      | Bypasses needed and full 4 lane highway the length of hwy 281                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Hwy 281                                                                                                                                                                                                                                                                                                                                    | Introduce public transportation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Hays & Travis Counties                                                                                                                                                                                                                                                                                                                     | Build rail                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| We need fast, frequent commuter rail between Austin and San Antonio, and fast frequent light rail in each of those cities. Anything else is a waste of time and resources.                                                                                                                                                                 | Targeted plan for commuters who we know are going to cause traffic congestion like school drop off pick up                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| By areas with shopping centers by schools etc                                                                                                                                                                                                                                                                                              | Improvement and freeway                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Ih 35 sh 45 and 183                                                                                                                                                                                                                                                                                                                        | Increased capacity and improved safety                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Hill country                                                                                                                                                                                                                                                                                                                               | Add lanes, expand roads, remove stoplights, stop building on highways, keep local traffic off the highways, have access roads.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| From Bee Cave to Marble Falls.                                                                                                                                                                                                                                                                                                             | Improvements to 2147 East. Bad area near timeshares and dropoff cliff. Suggest connecting 2147 East and 2147 west to eliminate and widen the roadways with added lanes or paved shoulders.                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Improvements to 2147 East. Bad area near timeshares and dropoff cliff. Suggest connecting 2147 East and 2147 west to eliminate and widen the roadways with added lanes or paved shoulders. Put turning lanes on Hwy 71 west of Austin. Improve Hwy 29 from Burnet to 183.                                                                  | Fix traffic on 281 and FM2147. The extension needs to be in to offset traffic problems and connectivity. This needs to properly align with Fm 2147 East of 281                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Marble Falls                                                                                                                                                                                                                                                                                                                               | Improve 1431 Alternate routes around Marble Falls and Burnet New access across Colorado River for 281                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 183 and 281 corridors                                                                                                                                                                                                                                                                                                                      | begin construction on connecting 2147 north and south                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Connect 2147 north and south                                                                                                                                                                                                                                                                                                               | Connect the two FM 2147 roads on south end of marble falls. Closer to fm 2147 East. 2147 W/281 is way too congested. When a wreck happens on 2147 W, there needs to be better/alternate route.                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Marble Falls                                                                                                                                                                                                                                                                                                                               | Loop around Marble Falls and one for Burnet for better traffic flow for people just passing through. Synchronize traffic lights on 281 in Marble Falls for better traffic flow. More lights at night for 281 and 1431 in Marble Falls.                                                                                                                                                                                                                                                                                                                                                                                        |
| 281 in Marble Falls and Burnet. Better lighting on 281 and 1431 in Marble Falls.                                                                                                                                                                                                                                                           | Focusing on improvement of existing infrastructure. Adding alternative routes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Hwy 281 corridor                                                                                                                                                                                                                                                                                                                           | Light rail, commuter rail, BRT, an East-West Highway that isn't a toll road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Austin                                                                                                                                                                                                                                                                                                                                     | Improve roads/traffic flow or add roads from the west to the I35 corridor. Short term, improve signal synchronization through systems such as ITS. Long Term, provide alternate routes, especially for trucks, around the cities on 281. In turn, this will reduce the cut-through traffic in neighborhoods. Add sidewalks along 281 in cities. Provide alternate ways for pedestrians to cross 281 in cities such as elevated pedestrian walkways.                                                                                                                                                                           |
| Better traffic flow from the west to the I35 corridor. Also, improve traffic flow on US 281. Safe pedestrian access along and across 281 in cities.                                                                                                                                                                                        | Wider lanes, turning lanes and shoulders. Traffic lights at major county roads to break up traffic, slow the flow of traffic that allows for drivers to turn or pull out of side roads safely. Example- HWY29 @ CR 333 in Burnet near the MCCoys distribution center. There have been several severe accidents in that area.                                                                                                                                                                                                                                                                                                  |
| All along HWY 281 from San Antonio thru Lampasas. All along HWY 29 from between granger/taylor at 95 to Mason.                                                                                                                                                                                                                             | Light rail to the airport, please!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Light rail to the airport in Austin would be great.                                                                                                                                                                                                                                                                                        | Expanding roadways . Adding designated turn lanes .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Highway 71 Highway 1431                                                                                                                                                                                                                                                                                                                    | Better planning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| Burnet county                                                                                                                                                                                                                                   | Fund more road construction!                                                                                                                                                                                                                                                                                       |
| Williamson County                                                                                                                                                                                                                               | Public transit- commuter/light rail, others                                                                                                                                                                                                                                                                        |
| Burnet County                                                                                                                                                                                                                                   | Widen US 281 and 290, TX 71, complete a bypass around Marble Falls and resurface local FM and RR roads in these counties.                                                                                                                                                                                          |
| Austin-Burnet-Marble Falls-Taylor corridors                                                                                                                                                                                                     | Turning lanes need to be installed and road upgrade on county roads                                                                                                                                                                                                                                                |
| Blanco, Burnet, and Gillespie counties.                                                                                                                                                                                                         | Focus on needs of Burnet and Llano county                                                                                                                                                                                                                                                                          |
| Hwy 71 in spicewood heading west toward marble falls needs turning lanes for safety. County road need upgrade due to people using them to to get around hwy.                                                                                    | Widen 1431 and 71.                                                                                                                                                                                                                                                                                                 |
| turning lanes and traffic circles on 2147. Safer entry lanes for intersection between 71 and 281. Reduce congestion on 281 through Marble Falls. Connect Wirtz Dam road project directly to 281 in order to relieve additional traffic on 2147. | Widen 71 or improve routes to austin.                                                                                                                                                                                                                                                                              |
| Bastrop                                                                                                                                                                                                                                         | Build a north/south bypass around Marble Falls within the next 5 years. Build a direct route from Granite Shoals to North 281 in Marble Falls within the next 5 years.                                                                                                                                             |
| Traffic through Marble Falls.                                                                                                                                                                                                                   | Widen FM 1431 from Lago Vista to Marble Falls.                                                                                                                                                                                                                                                                     |
| FM 1431                                                                                                                                                                                                                                         | repair roads less money on sidewalks airport park and ride                                                                                                                                                                                                                                                         |
| air port park and ride train from downtown                                                                                                                                                                                                      | Build more roads, or more lanes on existing roads.                                                                                                                                                                                                                                                                 |
| All the congestion around Austin. For me, living in Marble Falls, the worst problem is the congestion on highway 281, especially on weekends.                                                                                                   | I think the larger metro region needs commuter rail to tie into more significant light rail in the core of the metro area. Project Connect is a start, but it can't stop there. Beyond that, more intelligent design with major thoroughfares is needed because cars aren't going away; indeed there will be more. |
| Major employment centers, major shopping nodes, and major corridors need more mass transit. Buses and rail need to be accessible to more people.                                                                                                | Build bypass around Marble Falls Widen 2147 (turn lane? Shoulders?)                                                                                                                                                                                                                                                |
| Hwy 71 - Hwy 281 - 2147west                                                                                                                                                                                                                     | More Transit, inter-city connectivity between systems                                                                                                                                                                                                                                                              |
| Transit Options in Williamson County                                                                                                                                                                                                            | Funds to build a bridge over Lake Marble Falls are necessary to build the loop around town.                                                                                                                                                                                                                        |
| Marble Falls - Hwy 281 & FM1431 are heavily traveled. A loop around Marble Falls to take the 281 traffic out of town will make it easier to travel around town & hopefully less accidents                                                       | Need better roads and how it ends                                                                                                                                                                                                                                                                                  |
| 35 mopac 71                                                                                                                                                                                                                                     | Build it                                                                                                                                                                                                                                                                                                           |
| Need loop around Marble Falls                                                                                                                                                                                                                   | Start acquiring the necessary easements NOW                                                                                                                                                                                                                                                                        |
| Hwy 281 corridor in Burnet and Blanco counties                                                                                                                                                                                                  | Reduce the number of traffic lights between cities. Just as the traffic stretches out, they bunch up at a traffic light.                                                                                                                                                                                           |
| Highway 281 & FM 1431                                                                                                                                                                                                                           | Divided highways on both 71 and 281 with a loop around Marble Falls for the heavy truck and through traffic                                                                                                                                                                                                        |
| Highway 71 & Highway 281                                                                                                                                                                                                                        | Local busses. Uber and Lyft.                                                                                                                                                                                                                                                                                       |
| All small central Texas towns.                                                                                                                                                                                                                  | Get rid of the illegals, they are unsafe on the road and usually uninsured                                                                                                                                                                                                                                         |
| Austin                                                                                                                                                                                                                                          | More roads Divided highways Installation of safety features - there are way too many cross over accidents                                                                                                                                                                                                          |
| I35 corridoor - need rail                                                                                                                                                                                                                       | Route the freeway around the town                                                                                                                                                                                                                                                                                  |
| Austin proper Hwy 71                                                                                                                                                                                                                            | There need to be consistent shoulders and space between lanes of oncoming traffic.                                                                                                                                                                                                                                 |
| 281 through Marble Falls                                                                                                                                                                                                                        | Bypasses around city center; more lanes                                                                                                                                                                                                                                                                            |

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| Hwy 71 2147                                                                                                                                                                                                                                                                             | Ease traffic on 281 through Marble Falls & Burnet. Also there are a lot of big trucks and wide loads traveling on FM 963 that are making travel much harder and less safe. A lot of the county roads are in bad shape and need a complete overhaul.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Highway 281 through Marble Falls and along Highway 71 going into Austin                                                                                                                                                                                                                 | Bi-pass around the towns                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Burnet & Marble Falls                                                                                                                                                                                                                                                                   | Do not take so long to approve and put in place                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Hwy 281                                                                                                                                                                                                                                                                                 | Build upper decks on all of them . Make the sub-division developers put in overpasses to all sub-divisions, NOT A RED LIGHT. Major highways and state highways should be just that a HIGHWAY not a stop and go. Oh, just stop all the BS on all the roads and use COMMON SENSE on the decisions. Not the college idiots.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| US 281 and 71 interchange, 281 through Marble Falls.                                                                                                                                                                                                                                    | Commuter buses from Hill Country to Austin like in NJ to NYC from 45 miles out                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Hwy 71 Hwy 281 Hwy 29                                                                                                                                                                                                                                                                   | Streamline roads, coordinate stop signs and signals.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Hill Country to airport                                                                                                                                                                                                                                                                 | More public transportation, safe, fast and punctual.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Downtown Marble Falls                                                                                                                                                                                                                                                                   | Widen existing road. Create bypass for Burnet and Marble Falls to lessen amount of traffic through both towns. Are build multiple lanes above existing lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Inter city connectivity.                                                                                                                                                                                                                                                                | Improve and expand public transportation options. Expand highways 29 to Georgetown, expand 281 to San Antonio                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 183 from Lampasas to Austin especially through Burnet and Marble Falls                                                                                                                                                                                                                  | Building a bypass of Marble Falls for through traffic                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Austin                                                                                                                                                                                                                                                                                  | Hwy 281 bypass of Marble Falls.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| US 281 through Marble Falls.                                                                                                                                                                                                                                                            | More roads                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Hwy 281 through Marble Falls.                                                                                                                                                                                                                                                           | Trains, buses, monorails                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 281 North/South. Semi-Truck traffic is at capacity, especially in towns of Lampasas, Burnet and Marble Falls                                                                                                                                                                            | Make contractors build new roads and pay for them. Stop issuing many building permits and consider the water infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| I35                                                                                                                                                                                                                                                                                     | Increase size/capacity on existing roads.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| All of Central Texas                                                                                                                                                                                                                                                                    | Some of the roads in Bastrop County are absolutely terrible. Drive down Blue Flame Rd or Pope Bend. They are unsafe, too narrow and literally disintegrating. Hwy 71 is the worst. The red lights are backed up for miles morning and afternoon and evening. If you need to get from one side of Hwy 71 to the other it is a nightmare. I travel down hwy 21 and get on Hwy 71 to take my children to Compass Rose. Getting in the turn lane is terrifying if the light isn't backed up for miles. I am going 10mph while the lane right next to me is going 65-80mph. Then leaving the school I have to somehow get back to 21 either by getting all the way over to the turn lane for 1209, or by playing Russian roulette and going all the way across hwy 71. Or I could go down and cross over to Blue Frame Rd which is 1 lane and disintegrating more and more every day. |
| Burnet and western Travis Counties                                                                                                                                                                                                                                                      | Divided highways and designated center turn lanes. Enforcement of turn lane laws.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Bastrop County                                                                                                                                                                                                                                                                          | Build the train to the airport                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Hill country highways cannot safely handle the growth the region has experienced                                                                                                                                                                                                        | Shared streets, preferred pedi-pathways.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| To the airport                                                                                                                                                                                                                                                                          | Loop, bypass, expressway through town above or below street grade.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Urban metro areas.                                                                                                                                                                                                                                                                      | Develop a plan to build a highway or better and more efficient transportation passageway from the hill country towards Austin. With development already creeping along 71, the need for more efficient travel will become more apparent, and the large growth in the area will lead to unsafe driving conditions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| I live in the Marble Falls area, and traffic on Highway 281 is becoming more and more congested.                                                                                                                                                                                        | A focus on redundancy and resiliency in the transportation network, including alternate routes and alternate modes of transportation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Highway 71 is being treated as a regular road and not a highway. There are too many lights to make it a convenient route. An actual highway with service roads would alleviate much of the pressure and unsafe driving conditions from Highway 281 all the way to Bastrop or even I-10. | Austin already has a fix for downtown IH35 congestion: its called SH130. If this were made free, all the through-truck traffic would be using it instead of IH35. All the money being targeted for IH35 upgrades and Future 35 should be used to buy-out this toll road and render it free.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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| Alternate routes for I-35 being under construction for the next 8-12 years                                                                                                                                                                                                                                                                                                                                      | Integrate trails, bike lanes, and roadway planning ever more cohesively across jurisdictional boundaries. Implement more meaningful transit options in the Texas Triangle and, especially, in the Austin-San Antonio corridor.                                                                                                                                                                   |
| Austin already has a fix for downtown IH35 congestion: it's called SH130. If this were made free, all the through-truck traffic would be using it instead of IH35. All the money being targeted for IH35 upgrades and Future 35 should be used to buy-out this toll road and render it free.                                                                                                                    | Extend SH45 from 1826 to US183.                                                                                                                                                                                                                                                                                                                                                                  |
| South Austin. Hays County, especially Kyle and Dripping Springs. Caldwell County along commuter paths to Austin. Williamson and North Austin have huge traffic demands, but congestion has been better addressed there in the past and growth is shifting to the south and east.                                                                                                                                | Major transit investment and major shift of car lanes to transit/bike/pedestrian infrastructure (use the right of way more fairly)                                                                                                                                                                                                                                                               |
| West of IH-35.                                                                                                                                                                                                                                                                                                                                                                                                  | By building reliable passenger rail service between Austin and San Antonio on new tracks that are not jointly operated by freight carriers. Owning a car should not be mandatory for central Texas residents!                                                                                                                                                                                    |
| Everywhere - but the investment should focus on the areas that support increases in land use density, like the central core, Domain area, Riverside, and St. Elmo                                                                                                                                                                                                                                               | In addition to improving roads for travel. Traffic signals need major improvement in synchronizing based on flow of traffic. This seems like a programming issue that could be done with minimal costs and have big impact                                                                                                                                                                       |
| In the Austin/San Antonio corridor                                                                                                                                                                                                                                                                                                                                                                              | See above. Climate change is an emergency, incredibly time-sensitive issue and needs action now to reduce VMT and undo decades of auto-centric transportation investments. Follow the lead of Paris and other cities around the world that have invested in active transportation and robust transit and seen massive mode shifts while still maintaining quality of life and a vibrant economy. |
| N FM 620 from 183 to Lakeway                                                                                                                                                                                                                                                                                                                                                                                    | Enhance mass-transit options outside of creating/increasing roads.                                                                                                                                                                                                                                                                                                                               |
| Need comprehensive approach to improving walking and bicycling infrastructure, and more public transportation, to mitigate climate impacts. More roads and wider roads will exacerbate our climate problems not improve them! Focus on where the population and jobs are instead of building auto-oriented infrastructure in the outlying areas which only encourages more auto-dependent development patterns. | I like MetroRail, but I'd like to see more service at night. And of course, more destinations (Project Connect). I'd love to be able to take the train from Leander to Kyle. Or beyond--San Antonio. Amtrak to SA is much too slow, and only runs once a day.                                                                                                                                    |
| Growth in suburban counties that need connectivity to Austin                                                                                                                                                                                                                                                                                                                                                    | MetroRail Downtown to South Austin link and Downtown to Airport Link                                                                                                                                                                                                                                                                                                                             |
| Leander, since that's where I am; I'm not as familiar with Austin proper.                                                                                                                                                                                                                                                                                                                                       | Fix the roads. Make sure companies that breach the surface repave properly and enforce it.                                                                                                                                                                                                                                                                                                       |
| Express Routes, MetroRail, More Transit options, and Congestion Management. Transit option from TechRidge Blvd hub to downtown takes 1.5 hour, while auto is 20 min. Need more express routes                                                                                                                                                                                                                   | Get the regulations out of the way                                                                                                                                                                                                                                                                                                                                                               |
| Fix the roads and the pot holes.                                                                                                                                                                                                                                                                                                                                                                                | Improve walking routes. Develop on demand transit options                                                                                                                                                                                                                                                                                                                                        |
| Hays, Williamson counties                                                                                                                                                                                                                                                                                                                                                                                       | Intercounty bus system with more bus stops so people can travel to major cities without driving.                                                                                                                                                                                                                                                                                                 |
| In the neighborhoods                                                                                                                                                                                                                                                                                                                                                                                            | The city of Austin needs to collectively grow a pair and not swallow whatever TxDOT decides.                                                                                                                                                                                                                                                                                                     |
| Cedar Creek                                                                                                                                                                                                                                                                                                                                                                                                     | Prioritize expanding public education about infrastructure issues                                                                                                                                                                                                                                                                                                                                |
| central Austin                                                                                                                                                                                                                                                                                                                                                                                                  | rail isn't even listed. buses sit in traffic like cars do. please stop widening the roads and paving over the aquifer. this does nothing but incentivize single occupancy commuting.                                                                                                                                                                                                             |
| Public transit options, metro, subway, train                                                                                                                                                                                                                                                                                                                                                                    | Bypass around the east side of Marble Falls. This includes new bridge across the Colorado River.                                                                                                                                                                                                                                                                                                 |
| between county business centers by way of fixed rail. i would 100% be more inclined to travel to other towns for a variety of reasons if i didn't have to drive to do it.                                                                                                                                                                                                                                       | Put the toll road through all the way. Even if you have to build a loop around manor it would be better than the mounting traffic amid all the new residential developments. People live east of Austin but work in Austin. Make central Texas livable                                                                                                                                           |
| Hwy 281                                                                                                                                                                                                                                                                                                                                                                                                         | Train system and completing the 45 toll road to connect I-35 to Mopac                                                                                                                                                                                                                                                                                                                            |
| 290 toll East through manor and Elgin. We are growing by thousands and we feel trapped. Getting to work and getting home is very stressful.                                                                                                                                                                                                                                                                     | More options rather than just building more roads                                                                                                                                                                                                                                                                                                                                                |
| Train system and completing the 45 toll road to connect I-35 to Mopac                                                                                                                                                                                                                                                                                                                                           | So many ways. Transit-oriented development; installing BRT down I-35, like in Minneapolis; expanding all-ages-and-abilities "active transit infrastructure;" getting serious about fast, frequent, reliable bus service through dedicated lanes, etc.                                                                                                                                            |
| Austin                                                                                                                                                                                                                                                                                                                                                                                                          | More lanes, somehow                                                                                                                                                                                                                                                                                                                                                                              |
| Transit along the I-35 corridor. We desperately need train service, or at least frequent BRT. Otherwise, we need many, easier ways to expand transportation choice through better cycling, transit, and pedestrian infrastructure.                                                                                                                                                                              | Building more and wider roads isn't the only solution. Overcrowded, overpopulated, overdeveloped management is a huge problem. Affordability, mobility, enjoyment, and environment are all impacted by poor City Council decisions when it comes to development and growth and housing.                                                                                                          |
| I-35 mid-Austin                                                                                                                                                                                                                                                                                                                                                                                                 | Prioritize public transportation methods that are not affected by personal car traffic                                                                                                                                                                                                                                                                                                           |
| outlying areas                                                                                                                                                                                                                                                                                                                                                                                                  | Start by connecting SH45 from MOPAC to IH35 as soon as possible.                                                                                                                                                                                                                                                                                                                                 |
| Austin metro area                                                                                                                                                                                                                                                                                                                                                                                               | Use bond money and federal grants                                                                                                                                                                                                                                                                                                                                                                |

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| Between South Austin and San Marcos                                                                                                                                                                                                                                                             | At least quadruple safe, functional bike paths (NOT recreational bike paths), where riders can safely travel to work, school, or shopping. NONE OF THESE HAVE BEEN AVAILABLE IN THE LAST 40 YEARS. I know this from personal experience. |
| Light rail with associated park and ride lots throughout the metro. Reinstate the "Dillo" trolley like service in the downtown core area                                                                                                                                                        | Regional commuter rail with regular frequent service. More PROTECTED bike lanes. Less vehicular lanes and slower speed limits / slower / SAFER road designs.                                                                             |
| Everywhere, especially in the central parts of the cities.                                                                                                                                                                                                                                      | Finish major loop around the city. 130 is good for east Travis County, but now we need a western portion of that loop. No need to finish 45, go out further (Georgetown-Liberty Hill-Dripping Springs)                                   |
| We need regional transportation that will connect Austin to San Antonio and all the surrounding / in between communities. We also need SAFE bike lanes. We need SAFE and slower and less roads. People want a future with more options and will be there to use it - it just needs to be built. | More roadway connections, pedestrian and bicycle options.                                                                                                                                                                                |
| Travis and Williamson Counties                                                                                                                                                                                                                                                                  | Same prioritization for peripheral and feeder roads as the single interstate                                                                                                                                                             |
| Southeast Austin                                                                                                                                                                                                                                                                                | Don't put any more money into expanding roads, instead invest that into public transportation options.                                                                                                                                   |
| East of 130                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                          |
| We need more frequent options of regional public transit, especially places like the Austin airport. More frequent and reliable train transit would also be great.                                                                                                                              |                                                                                                                                                                                                                                          |

## Round 2 Email Comments

| First     | Last      | Comment Method | Date      | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------|-----------|----------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Frank     | Thiel     | Email          | 2/24/2025 | <p>Hello!</p> <p>Thanks for all your work on the 2050 RTP. I had a quick question. I assume you are taking the survey results and comments up until the April 14 CAMPO Transportation Policy Board meeting. Is this correct, or is there another date?</p> <p>Thank you,</p> <p>Frank Thiel</p>                                                                                                                                                                                                                                             |
| Madhu     | Bansal    | Email          | 2/25/2025 | <p>Hi,</p> <p>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible, congested and taking forever to get where you want to go. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. I hereby request you develop our Hays County section of FM 1826 BEFORE you start building the Travis County section.</p> <p>We want our highway to be safe.</p> <p>Thanks in advance for your time and actions.</p> <p>Best Regards,</p> <p>Madhu Bansal</p> |
| Srividhya | Ganesh    | Email          | 2/25/2025 | <p>Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.</p>                                                                                                                                                 |
| Jiaqi     | Cheng     | Email          | 2/25/2025 | <p>Hello,</p> <p>My name is Jiaqi Cheng, and I am a resident of Skyridge Community belonging to Hays County along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.</p> <p>Thank you.</p> <p>Best Regards</p> <p>Jiaqi</p>                                                |
| Emily     | Wang      | Email          | 2/25/2025 | <p>Hello, I am a resident of Hays County who lives along FM 1826 @ Parton Ranch community. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.</p> <p>Thank you.</p> <p>Best regards,</p> <p>Emily</p>                                                                               |
| Ayan      | Monpara   | Email          | 2/25/2025 | <p>Hello,</p> <p>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.</p> <p>Thank you.</p>                                                                                                                                   |
| Rich      | Goldstein | Email          | 2/25/2025 | <p>"Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.</p>                                                                                                                                                |
| Deborah   | Aker      | Email          | 2/25/2025 | <p>I am a resident of Hays County who lives along FM 1826. I have lived here for 35 years and our traffic has gotten so much worse since 1990. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. I am asking CAMPO to please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. I want my family and all of my neighbors to be safe on this highway.</p> <p>Thank you,</p> <p>Deborah Aker</p>                             |

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| Dana      | Lagarde     | Email | 2/25/2025 | Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.<br>Thank you.<br>Dana Lagarde                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Steve     | Klayman     | Email | 2/25/2025 | “Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is awful. I have seen multiple accidents especially along the section near the barsana Dham and the new subdivision. Cars that are pulling out of the new subdivision heading towards nutty Brown along 1826 are sometimes not seen because of the Hill coming from barsana dham that blocks the view. So at 50 miles an hour you're on top of the vehicle in front in almost no time before that vehicle has a chance to accelerate. It's awful planning.<br>Just getting out of the goldenwood subdivision has become quite an adventure especially early in the morning. And the backup from the traffic light in the afternoon at nutty Brown road towards mopac has been frequently extensive.<br>Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. Enough accidents have happened to warrant immediate intervention. We want our highway to be safe. Thank you.” |
| Terry     | Shaw        | Email | 2/25/2025 | The plan to expand Travis 1826 before Hays section is not a wise choice. The traffic on 1826 Hays is far worse, more accidents, etc than on the Hays section!<br>Terry Shaw<br>[REDACTED]<br>Sent from my iPad                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Katherine | McCullough  | Email | 2/25/2025 | Hello,<br>I am a resident of Hays County who lives along FM 1826.<br>Our traffic is terrible and getting worse.<br>Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826.<br>Please, please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section.<br>We want our highway to be safe.<br>We appreciate all you do!<br>Thank you.<br>Katherine McCullough<br>[REDACTED]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Ryan      | Bates       | Email | 2/25/2025 | Hey team,<br>I am a resident of Hays County who lives along FM 1826 in Parten Ranch. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Katherine | Granberry   | Email | 2/25/2025 | Hello-<br>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.<br>Thank you,<br>Katherine Granberry                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Michael   | O'Callaghan | Email | 2/25/2025 | “Greetings,<br>, I am a resident of Hays County who lives in a subdivision along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826—making it wider—BEFORE you start building the Travis County section. We want our highway to be safe. Thank you very much.<br>Sincerely yours,<br>Michael O'Callaghan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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| Adam    | Guenther-Mendez | Email | 2/25/2025 | <p>Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. I have two sons turning 16 over the next decade and I'm terrified of letting them drive on this treacherous span of road. We need our highway to be safe and the Hays co side of this road is more trafficked and more dangerous!</p> <p>Thank you.</p> <p>Adam</p> |
| Kay     | Schreiner       | Email | 2/25/2025 | <p>Hi, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. I believe that Travis County is in agreement with this swap.</p> <p>Thank you</p> <p>190 Cistern Way</p>                                                                                                                               |
| Lara    | Hyde            | Email | 2/25/2025 | <p>Hello, I am a resident of Hays County who lives along FM1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM1826 BEFORE you start building the Travis County section. We want our highway to be safe! Thank you.</p> <p>Lara Hyde</p> <p>Parten Ranch Subdivision</p>                                                                                                                                                                       |
| John    | Martin          | Email | 2/25/2025 | <p>Hello,</p> <p>I am a resident of Hays County who lives along FM 1826 in Parten Ranch. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.</p> <p>Thank you!</p> <p>John</p>                                                                                                                                                                            |
| Payal   | Shukla          | Email | 2/25/2025 | <p>Hello, I am a resident of Hays County who lives along FM 1826.</p> <p>Our traffic is terrible and getting worse.</p> <p>Accidents and fatalities in the Hays County portion of 1826 are MUCH worse than in the Travis County portion of 1826 and increasing substantially faster than Travis.</p> <p>Please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be SAFE and right now they are not and you can make it better.</p> <p>Thank you!</p> <p>Payal</p>                                                                          |
| Zara    | Martin          | Email | 2/25/2025 | <p>Hello, I am a resident of Hays County who lives along FM 1826 in Parten Ranch. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.</p> <p>Thank you.</p> <p>Zara</p>                                                                                                                                                                                   |
| Doug    | Benning         | Email | 2/25/2025 | <p>Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.</p>                                                                                                                                                                                                                      |
| Sharmin | Zaman           | Email | 2/25/2025 | <p>Hello,</p> <p>I am a resident of Hays County who lives along FM1826. Our traffic is terrible &amp; only expected to get worse as the neighborhoods build out &amp; more residents move in. Accidents &amp; fatalities in the Hays County portion of 1826 are Smuch worse than in the Travis County portion of 1826. So please develop our Hays County section of 1826 BEFORE you start building the Travis county section. We want out highway to be safe</p> <p>Thanks,</p> <p>Sharmin Zaman - resident of Hays County who is worried about her life from an accident on FM 1826</p>                         |
| Randi   | Papa            | Email | 2/25/2025 | <p>Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. I'm concerned for my families safety and we want our highway to be safe.</p>                                                                                                                                                                                                       |

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|             |               |       |           | Thank you,<br>Randi Papa                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Gaurav      | Dukle         | Email | 2/25/2025 | Hi,<br>I cannot believe this road exists in Hays County Texas USA. I have seen more developed and sophisticated roads in so-called Third World Countries in Asia. This is the most dangerous, terrible road I have ever seen.<br>The road is in terrible shape. I have witnessed around 10 accidents outside my community and been involved in one too.<br>Know 3-4 members in our community that have involved in accidents on this road. 2 right outside our community.<br>Honestly, my gut feeling says I will perish one day in an accident on this road. It's like going to war every single time. I must have been inches away from being in accidents at least 5-6 times<br>Please address the HAYS section of this road ASAP and make it fit for America.<br>Thanks |
| Prasaanthan | Yoganat       | Email | 2/25/2025 | Hi,<br>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.<br>Thanks,<br>Yoga                                                                                                                                                                                                                                                                                                                                                                                |
| Bill        | Vander Vennet | Email | 2/25/2025 | Hi -<br>I am a resident of Hays County who lives along FM 1826 in the Parten Ranch community.<br>The traffic along 1826 is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826.<br>I would like to HIGHLY encourage that you develop the Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.<br>Thank you.<br>Bill Vander Vennet                                                                                                                                                                                                                                                                               |
| David       | Hughes        | Email | 2/25/2025 | Hello -<br>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.<br>Thank you.                                                                                                                                                                                                                                                                                                                                                                                 |
| Luke        | Hemenover     | Email | 2/25/2025 | Hello,<br>Our neighbors of Driftwood and SW Austin will greatly benefit sooner than later from improvements and widening of FM 1826. Please consider the increased traffic in this area and new developments in making this project a priority for our growing area. Much appreciated - thanks!                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Jayant      | Bedwal        | Email | 2/25/2025 | Hello,<br>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.<br>Thank you.                                                                                                                                                                                                                                                                                                                                                                                  |
| Zalak       | Patel         | Email | 2/25/2025 | Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you!<br>Zalak Patel                                                                                                                                                                                                                                                                                                                                                                         |
| Rebecca     | Vander Vennet | Email | 2/25/2025 | Hello<br>I am a resident of Hays County who lives along FM 1826—specifically in the Parten Ranch community. Our traffic along 1826 is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. Please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.                                                                                                                                                                                                                                                                                                                                              |

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|          |          |       |           | Thank you.<br>Rebecca Vander Vennet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Jennifer | Friend   | Email | 2/25/2025 | Dear CAMPO,<br>I live on 1826 in Parten Ranch (Hays County near Austin).<br>This road is very dangerous and getting worse. Please work on the Hays County side of 1826 before Travis County side. You will save lives.<br>Thank you,<br>Jennifer Friend                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Mamta    | Ganesan  | Email | 2/25/2025 | Dear CAMPCO staff,<br>My name is Mamta Ganesan and I live on FM 1826 in Hays County.<br>Our roadway between Nutty Brown and Rim Rock subdivision has multiple accidents, dangerous driving situations during peak office hours and more.<br>Please consider improvement on FM 1826 on the Hays County side before development on Travis County side of FM 1826.<br>Please feel free to contact me if you have any questions.                                                                                                                                                                                                                                                     |
| Yogesh   | Bansal   | Email | 2/25/2025 | Hi,<br>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible, congested and taking forever to get where you want to go.<br>Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. I hereby request you develop our Hays County section of FM 1826 BEFORE you start building the Travis County section.<br>We want our highway to be safe.<br>Thanks in advance for your time and actions.<br>Best Regards,<br>Yogesh Bansal                                                                                                                                                             |
| Anil     | Kashyap  | Email | 2/26/2025 | Hello,<br>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.<br>Thank you.                                                                                                                                                                                                                                                                                       |
| Dena     | Seligman | Email | 2/26/2025 | Hello CAMPO,<br>My name is Dena Seligman & I am a resident of Hays County who lives along FM 1826. I built my home here in 1997 to get away from Austin its traffic problems. Today our traffic is terrible and getting worse with every new home. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. I have grandchildren who are learning to drive & I am very worried for their safety. I am asking you to please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want 1826 to be safe for our families.<br>Thank you,<br>Dena Seligman<br>& [REDACTED] |
| Nathan   | LaDuca   | Email | 2/26/2025 | Hello,<br>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.<br>Thank you,<br>Nathan LaDuca                                                                                                                                                                                                                                                                      |
| Meagan   | LaDuca   | Email | 2/26/2025 | Hello,<br>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.<br>Thank you,<br>Meg                                                                                                                                                                                                                                                                                |

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| Meagan    | Prehn    | Email | 2/26/2025 | <p>Hello,<br/>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.</p> <p>Thank you,<br/>Meagan</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Chad      | Ross     | Email | 2/26/2025 | <p>As a resident of Hays County living along FM 1826, I am deeply concerned about the worsening traffic conditions and the increasing number of accidents in our area.</p> <p>For the safety of our community, I urge you to prioritize improvements to the Hays County section before beginning work on the Travis County portion. Addressing these hazards now will help prevent further tragedies and make our highway safer for everyone.</p> <p>Thank you for your time and consideration.</p> <p>Sincerely,<br/>Chad L Ross</p>                                                                                                                                                                                                                                                                                                                                                                                                            |
| Elizabeth | Hughes   | Email | 2/26/2025 | <p>Hello,<br/>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. Please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.</p> <p>Thank you,<br/>Elizabeth Hughes</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Lindsey   | Heintz   | Email | 2/26/2025 | <p>Hello,<br/>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. I was unfortunately witness to a fatality accident in 2021 on 1826 at Kinkinnik. I was on Sunday afternoon run on Kinkinnik - u-turning to head back to Parten Ranch when 2 vehicles collided at full speed. Prying open a door and pulling a man to safety is something that I will always carry with me. Sadly, the other driver was not able to walk away. This was 4 years ago, mind you, when many few residents lived off 1826 and there was far less traffic.</p> <p>So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.</p> <p>Thank you,<br/>Lindsey Heintz</p>                                            |
| Rebecca   | Cox      | Email | 2/26/2025 | <p>Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.</p> <p>Thank you,<br/>Rebecca Cox</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Michael   | Yost     | Email | 2/26/2025 | <p>Hello, I am a Hays County resident living along FM 1826. The traffic is terrible and getting worse. Accidents and fatalities on the Hays County portion of FM 1826 are unacceptably high and worse than in Travis County. Please develop the Hays County section of FM 1826 as soon as possible. We want our highway to be safe for us to travel on. Thank you.</p> <p>Regards,<br/>Michael Yost</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Marcy     | Williams | Email | 2/26/2025 | <p>Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.</p> <p>Can we PLEASE lower the speed limit to 40mph as this is the fastest solution until it is made wider??</p> <p>Lowering from 50 to 40 for five miles approx would only add a couple of minutes to commute times but would drastically reduce the chances of fatal and severe accidents! There are too many curves, entries, and large construction vehicles on these roads. We have too many young families with children on school busses being put at risk! Please lower the speed NOW and widen in the near future!</p> <p>Thank you,<br/>Marcy Sansone</p> |

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| Aakash        | Shah      | Email | 2/26/2025 | Dear officials,<br>I am writing to respectfully request improvements to FM 1826 in Hays County. The current traffic conditions are problematic and worsening, with a concerning disparity in accident rates compared to the Travis County section. We respectfully urge that improvements to the Hays County portion of FM 1826 be prioritized before work commences on the Travis County section, to ensure the safety of our community. Thank you for your time and consideration.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Wasim         | Quddus    | Email | 2/26/2025 | Hello,<br>I am a resident of Hays County who lives along FM1826. Our traffic is terrible & only expected to get worse as the neighborhoods build out & more residents move in. Accidents & fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of 1826 BEFORE you start building the Travis county section. We want our highway to be safe. I personally had an accident due to low visibility at night, turning left into 1826 from Parten Ranch community. We do need lights in this road. Human life is more important than animals/birds. Similarly, on Nutty Brown road, we need lights. These are not sleepy county road anymore. Also please increase the number of lanes on both, and PLEASE, NO BIKE LANE (we should not be wasting taxpayer money on something that not even 0.1% population uses, and even when they use, it is for recreational purposes. None can be expected to bike to work at 100 degrees weather, don't understand what purpose the bike lanes serve.<br>Thanks,<br>Wasim Quddus |
| Matt & Lauren | Higley    | Email | 2/27/2025 | Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. The population has skyrocketed in our area. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. Please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.<br>Sincerely,<br>Lauren and Matt Higley<br>[REDACTED]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Nick          | Miller    | Email | 2/27/2025 | Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.<br>Thank you.<br>Nick Miller                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Jessica       | Kosler    | Email | 2/27/2025 | Hi there,<br>As a resident who lives off 1826, seeing weekly accidents and maybe even monthly fatalities, I am urging CAMPO to revamp our highway out here in Hays county prior to Travis County. We simply cannot wait another ten years. Too many lives will be lost. This road is incredibly unsafe to drive on.<br>Thanks,<br>Jessica                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Patsy Ann     | Reed      | Email | 3/1/2025  | To the members of CAMPO,<br>I live off RR 1826 immediately behind the North Hays County Fire Department. We have a great view of that portion of 1826. At least once a week I notice the traffic at a stand still due to a traffic accident. A safer road is needed now not in 2035. Please truly consider starting on the Hays County portion of RR 1826 before the Travis County portion of the road.<br>Respectfully submitted,<br>Patsy Ann Reed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Allie         | M         | Email | 3/1/2025  | Hello,<br>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.<br>Thank you,<br>Allie                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Nikita        | Petrosyan | Email | 3/3/2025  | Hello, I am a resident of Hays County who lives along FM 1826. I have two young children and 1826 is our primary road. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much more common than in the Travis County portion of 1826. So please                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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|          |                |       |          | develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe for our families. Thank you.                                                                                                                                                                                                                                                                                                                                                                                             |
| Lindsey  | Autry          | Email | 3/3/2025 | Hello,<br>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.                                                                                                                                                                 |
| Patrick  | Jackson        | Email | 3/4/2025 | Hi,<br>I currently reside in Hays County and live along FM 1826. The traffic along 1826 is horrible and is only getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So I'm not sure why plans are to develop the Travis county section first.<br>PLEASE develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Waiting 10 years until this would start is crazy<br>Thanks,<br>Patrick Jackson |
| Chrissy  | Cowan          | Email | 3/5/2025 | I am a resident of Hays County who lives along FM 1826 south of the TX-45. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.<br>Chrissy Cowan<br>[REDACTED]                                                                                                                         |
| Todd     | Erdner         | Email | 3/5/2025 | Hi Campo:<br>I would like to see 1826 in Hays County widen sooner rather than later. At a minimum Darden Hill Road to HWY 45. Traffic is very heavy and the road conditions are dangerous due to all the new developments in the area.<br>Please move the construction date up.<br>Thanks,<br>Todd<br>[REDACTED]                                                                                                                                                                                                                                        |
| Austin   | Taylor         | Email | 3/5/2025 | Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. With the growth we are experiencing on the Hays side we can't wait another 10 years. We want our highway to be safe. Thank you.<br>Sincerely,<br>Austin Taylor<br>Goldenwood Resident                         |
| John     | Senter         | Email | 3/5/2025 | "Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you."                                                                                                                                                                  |
| Kendra   | McMains        | Email | 3/5/2025 | "Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you."                                                                                                                                                                  |
| Jennifer | Whitney        | Email | 3/5/2025 | Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.                                                                                                                                                                    |
| Kari     | Holloway-Hogan | Email | 3/5/2025 | Good afternoon,<br>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826.                                                                                                                                                                                                                                                                                                             |

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|                  |             |       |          | Please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We would like our highways to be safe and this is a big piece of that.<br>Thank you for your time,<br>Kari Holloway Hogan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Chase            | Reeves      | Email | 3/5/2025 | Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826.<br>So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Richard          | Poe         | Email | 3/5/2025 | Greetings,<br>As a Hays County resident who lives off of FM 1826, I am contacting CAMPO to register my preference for widening the Hays County portion of FM 1826 prior to widening the Travis County portion. Due to the increase in local residential construction, traffic on the Hays County section of the road is extremely heavy, significantly increasing safety concerns for residents. These problems will likely worsen in time. Thank you for considering this request.<br>Sincerely,<br>Richard Poe<br>[REDACTED]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Jeff             | Kirkpatrick | Email | 3/5/2025 | FM 1826 in Hays County is DANGEROUS. PERIOD. Something must be done. Soon.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Hailey           | McDonald    | Email | 3/5/2025 | Hello,<br>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you,<br>Hailey MacDonald                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Terry            | Tull        | Email | 3/5/2025 | Hi CAMPO,<br>I live in the neighborhood of Goldenwood in Hays County. My wife and I are 77 years old, and we have lived here for 23 years. In that time, there has been a HUGE increase in the traffic on FM 1826, our only way to get into Austin.<br>At almost any time of the day, it is difficult to pull out of our neighborhood onto FM 1826. The number of homes along FM 1826 has grown exponentially, as has the traffic - and it is getting worse by the day.<br>Unfortunately, very little has been done over the past 23 years to improve the Hays Co. portion of FM 1826. There have been some small improvements at selected locations, but the roadway is still mainly 2 lanes with no shoulders, and very crowded and dangerous. The very worst part of FM 1826 is the stretch between Nutty Brown Rd. and SH 45.<br>I understand that improvements to the Hays County portion of FM 1826 are currently scheduled about 10 years in the future. I believe that since the current plans were laid to improve FM 1826, we have seen many more accidents and fatalities on this road, due to the population growth and the opening of South MOPAC and SH 45.<br>Please consider bringing forward any planned improvements on FM 1826 into the near future. 10 years to wait for safety improvements is much too long, given the conditions that exist today. Thank you.<br><br>Sincerely,<br>Terrence Tull<br>[REDACTED] |
| Joanna & Phillip | Feinburg    | Email | 3/5/2025 | Hello,<br>We are residents of Hays County who live along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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|         |          |       |           | Travis County section. We want our highway to be safe. Thank you.<br>Sincerely,<br>Joanna and Philip Feinberg                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|         |          | Email | 3/5/2025  | "Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Norah   | Hobbs    | Email | 3/5/2025  | Hello, I am a resident of Hays County who lives along FM 1826 in Goldenwood. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.<br>~ Norah Hobbs<br>[REDACTED]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Cisco   | Hobbs    | Email | 3/6/2025  | Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Cecile  | Morgan   | Email | 3/6/2025  | Hello,<br>I am a resident of Hays County who lives along FM 1826 in Goldenwood. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis county portion of 1826. So please develop our portion of FM 1826 before the Travis county section. We want our highway to be safe.<br>Thank you.<br>Cecile Morgan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Bart    | Jennings | Email | 3/7/2025  | Hello, I am a resident of Hays County who lives along FM 1826.<br>Over the years, our traffic has increasing worsened. Our traffic is now terrible.<br>I understand that accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826.<br>Please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe and designed to handle current and future traffic in the near term.<br>Thank you.<br>Bart Jennings<br>[REDACTED]                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Gloria  | Amescua  | Email | 3/9/2025  | Hello,<br>I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Any study will show that accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. Please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Phillip |          | Email | 3/10/2025 | Hello, I am a resident of Goldenwood in Hays County who lives off of FM 1826. All the new construction in North Hays County has made our traffic terrible and getting worse. Not only are accidents and fatalities in the Hays County portion of 1826 much worse than in the Travis County portion of 1826, simply entering onto 1826 has become hazardous. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Richard | Phlegar  | Email | 3/10/2025 | <b>Urgent Call for Infrastructure Improvement on FM 1826 in Hays County</b><br>As a concerned resident of Hays County, I am compelled to express the urgent need for infrastructural improvements along Farm-to-Market Road 1826. Over time, it has become increasingly evident that the traffic conditions in our area are deteriorating at an alarming rate. This growing crisis not only impedes daily commutes for residents but also raises significant safety concerns due to frequent accidents and fatalities.<br><b>The Current Traffic Situation</b><br>FM 1826 is a vital thoroughfare that connects various communities within Hays County. However, the present state of the roadway is far from satisfactory. Reports indicate that the volume of traffic has surged in recent years, leading to congested roadways that do not adequately accommodate the needs of the community. As a resident who regularly navigates this route, it is disheartening to witness the daily struggle of drivers |

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|        |          |       |           | <p>as they contend with excessive congestion, delayed travel times, and increased stress levels. Moreover, the safety statistics present an even graver picture. It has been observed that the frequency of accidents and fatalities along the Hays County section of FM 1826 significantly surpasses that of the Travis County portion. This discrepancy raises critical questions regarding the adequacy of the existing infrastructure and the need for immediate attention to ensure the safety of all users of this roadway. Lives are being put at risk, and it is our collective responsibility to advocate for improvements that prioritize the well-being of our community.</p> <p><b>A Plea for Prioritized Development</b></p> <p>In light of these alarming conditions, I urge the relevant authorities to prioritize the development and enhancement of the Hays County section of FM 1826 before commencing any construction efforts in Travis County. While it is essential to address the traffic needs of both counties, the current crisis in Hays County cannot be overlooked. Our residents deserve a safe and efficient highway that facilitates smooth travel and minimizes the risk of accidents.</p> <p>Infrastructure development is not merely a matter of convenience; it is a critical aspect of public safety and community well-being. Prioritizing the improvements on the Hays County segment will not only safeguard lives but also enhance the overall quality of life for those who call this area home. As traffic conditions worsen, it is imperative that we act swiftly and decisively to implement changes that will positively impact our community.</p> <p><b>The Case for Improved Safety Features</b></p> <p>To address these concerns effectively, I propose a multifaceted approach to improve the Hays County section of FM 1826. First and foremost, the addition of safety features such as better signage, more traffic lights, and increased visibility at critical intersections can significantly reduce the likelihood of accidents. These enhancements should be designed with input from the community, taking into consideration the unique challenges that residents face on a daily basis.</p> <p>Furthermore, the expansion of the roadway to accommodate more lanes may alleviate congestion and provide drivers with the necessary space to navigate safely. Investment in better road surfaces and regular maintenance will also contribute to a safer driving experience. It is crucial that these improvements are not merely reactionary measures, but rather proactive steps taken to anticipate and mitigate future traffic challenges.</p> <p><b>Collaborative Efforts for a Safer Future</b></p> <p>As we push for these enhancements, collaboration between local government officials, traffic engineers, and community members will be essential. Open lines of communication should be established to foster dialogue about the specific needs and concerns of Hays County residents. Public forums and surveys can provide valuable insights that will guide decision-making processes and ensure that our voices are heard.</p> <p>Moreover, we must encourage local advocacy groups and citizens to engage in discussions and campaigns that highlight the urgency of this matter. By rallying together, we can amplify our message and ensure that our concerns reach the appropriate decision-makers. Our collective action is vital in fostering an environment that prioritizes safety and infrastructure development.</p> <p><b>Conclusion</b></p> <p>In conclusion, the dire traffic conditions and safety concerns along FM 1826 in Hays County necessitate immediate action. As a resident of this community, I implore the authorities to prioritize the development of our highway infrastructure before extending efforts to neighboring areas. The safety and well-being of our residents depend on it. Together, let us advocate for a safer and more efficient FM 1826 that reflects the needs of our community. Thank you for your attention to this pressing issue, and I look forward to seeing positive changes in the near future.</p> <p>Thank You for your time and consideration</p> <p>Richard Phlegar<br/>Living in Goldenwood</p> |
| Rowena | Caldwell | Email | 3/10/2025 | <p>Hi,</p> <p>I'm a resident of Hays County (Goldenwood) and I must travel on 1826 to go anywhere outside of my neighborhood. The traffic has increased exponentially recently. I thought it was only at "rush hour" but frequently the traffic is just as heavy at 2 pm. Friday at 5:30 the traffic was backed up all the way from the light at Nutty Brown to the light at 45. When I looked to my right down the other way on 1826 there were cars stopped as far as my eyes could see. And I personally have a friend who was in an accident entering our neighborhood from 1826.</p> <p>In other words, the Hays County part of 1826 needs to be developed NOW, not in 10 years. It needs to be completed before the Travis County section—as soon as possible.</p> <p>Thank you for your prompt consideration,</p> <p>Rowena Caldwell</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Cary   | Terrall  | Email | 3/12/2025 | <p>Hello,</p> <p>I live just off FM 1826 near the intersection with Darden Hills Rd in Hays Co. I have lived here since 1995 and the traffic volume has increased</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

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|         |                |       |           | <p>dramatically in recent years and is worsening by the week. It is stressful to drive a narrow 2 lane road with so many cars approaching in the opposite lane.</p> <p>Accidents and fatalities are much worse in our section of 1826 than the Travis County portion. Please focus on developing our Hays county section first before working on the Travis County section.</p> <p>Thank you,<br/>Cary Terrall<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Bobby   | Levinski       | Email | 3/14/2025 | <p>Honorable Chair Long, TPB Members, and TAC Members,</p> <p>Please find attached to this email a joint letter from the San Marcos River Foundation, Save Barton Creek Association, and Save Our Springs Alliance addressing environmental concerns about the Draft CAMPO 2050 Regional Transportation Plan.</p> <p>Bobby Levinski<br/>Senior Staff Attorney<br/>Save Our Springs Alliance<br/>[REDACTED]<br/>[REDACTED]<br/><a href="http://www.sosalliance.org">www.sosalliance.org</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Justine | Allee-Chambers | Email | 3/15/2025 | <p>I don't understand your initial web page and originally thought I understood the QR link that assisted in the confusion , as far I Believe transportation goes the rural area of Leander needs to be included in the routes of capital Metro and pick up services, the highway on and off ramps need to go back to the way they were and all streets and intersections need correct and clear matchable to the originally equipped maps electronic devices and any other navigational applications so if you know that could be helpful no need to respond</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Lou     | Anthony        | Email | 3/17/2025 | <p>Widening Highway 71 through Bee Cave and its ETJ has become crucial. In the 22 years I have lived in Bee Cave the traffic on 71 has gone from minimal to mind-boggling traffic jams. Please take whatever steps are possible to help alleviate the traffic congestion on Hwy 71.</p> <p>Thank you ,<br/>Lou Anthony<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| John    | Colman         | Email | 3/20/2025 | <p>YES, Hwy 71 should be widened to 3 lanes in either direction</p> <p>But the real traffic bottlenecks occur at the intersections/traffic lights.<br/>By way of example:<br/>Look at how well westbound Hwy 71 rush hour traffic moves from South West Parkway to the traffic light at Spanish Oaks<br/>It moves well.<br/>Where it gets stalled up are at the lights between there and Hamilton Pool Rd<br/>Once past HPR, traffic moves well again</p> <p>This demonstrates a bigger problem is moving traffic through the intersections<br/>This needs to be resolved with tunnels or flyovers - not stopping traffic is the best solution for alleviating bottlenecks</p> <p>On the same subject:<br/>TxDOT is about to introduce central median barriers on Hwy 71 between 620 and Hamilton Pool Rd<br/>(supposedly to stop head on collisions - despite never having seen any ever reported on this section of road)<br/>This will immediately take an informal third lane out of action, and just exacerbate the existing congestion in that area.</p> <p>It would make a lot of sense to combine the construction of those medians with a third lane on that stretch of road</p> |

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|         |           |       |           | <p>Regards,<br/>John Colman<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Allison | Martin    | Email | 3/21/2025 | <p>I think that would be wonderful. So tired of all of the trucks slowing traffic because of the hills. We need more lanes and fast.<br/>Sent from my iPhone</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Terri   | Mitchell  | Email | 3/21/2025 | <p>Dear Friends,<br/>What a job you have! So many people moving to Central Texas with one or more cars on the roads.<br/>I live in Bee Cave, and have been here since 1986. It has grown tremendously.<br/>I support widening Hwy 71. I wish it could be widened to 3 lanes right now!<br/>I am referring to Project ID 51-00209-00.<br/>Is there anyway you can decrease the speed limit to 45mph? The state hwy speed limit through Dripping Springs is 45 mph.<br/>The state hwy speed limit through Marble Falls is 35mph<br/>The state hwy speed limit through Bee Cave is 50-55mph, which means the cars are going 55-65mph, very dangerous with neighborhoods entering and exiting Hwy 71.<br/>Thanks for listening,</p> <p>Terri Mitchell<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Megan   | Brunson   | Email | 3/25/2025 | <p>Hello CAMPO TAC Committee members,</p> <p>We live in the 78737 area code off of RM1826, and are writing to oppose the \$70 million, 4.4-mile expansion of RM 1826 in Travis County from US 290 to SH 45 into a four-lane divided highway with bike and pedestrian paths.</p> <p>This section is already fully developed, with no room for future growth—unlike the southern stretch into rapidly expanding Hays County, where infrastructure improvements are truly needed.</p> <p>Safety: TxDOT crash data shows zero fatalities north of SH 45, compared to six fatalities and three times as many crashes south of SH 45 in Hays County. The southern portion is clearly more dangerous.</p> <p>Congestion: The proposed Travis County expansion is based on outdated traffic models. Real traffic counts from April 2024 and February 2025 show flat or declining numbers. Meanwhile, rush hour traffic into Hays County is three times higher than in the northern section.</p> <p>Recent safety upgrades in the Travis County stretch—including added turn lanes at Zyle Rd., Blazyk Dr., and Lewis Mountain Dr.—have effectively addressed earlier concerns.</p> <p>We strongly support infrastructure expansion into Hays County, where rapid growth, heavier traffic, and higher crash rates make investment both necessary and urgent.</p> <p>In summary, this expensive project in Travis County is not justified. Over 700 neighbors, along with property owners and community groups, oppose it. We urge the RTP to remove it from the “constrained” list and reallocate resources where they’re truly needed—south of SH 45, in Hays County and other high-growth areas.</p> <p>Thank you,<br/>Megan and Kelly Brunson</p> |
| James   | McClintic | Email | 3/25/2025 | <p>Dear CAMPO Transportation Policy Board and CAMPO Technical Advisory Committee,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

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|          |              |       |           | <p>Please find attached the comments of our affiliation, The United Neighbors of 1826, relative to the CAMPO 2050 Regional Transportation Plan (RTP) ID#51-00194-00.<br/>Respectively submitted for your review and consideration.</p> <p>Jim McClintic<br/>[REDACTED]<br/>Co-Founder, The United Neighbors of 1826</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Alicia   | Van Rensburg | Email | 3/26/2025 | <p>Please widen 620 and Highway 71</p> <p>WE NEED IT! An hour in traffic is not sustainable for a city expanding.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Jerri    | Coletti      | Email | 3/31/2025 | <p>Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you."</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| David    | Sykora       | Email | 3/31/2025 | <p>My name is David Sykora and I have lived in Hays County since 1986 and drive 1826 out toward Driftwood and in toward Austin/Travis County on almost a daily basis. The addition of turn lanes and traffic signals has helped improve safety along the route. But I think more can be done. I understand improvements to the Travis County section has been given priority over the Hays section. I think the Hays County section deserves priority. The intersection of 1826 and Nutty Brown Road is typically gridlocked with backed up traffic from about four to six in the afternoon. There are time that we cannot exit our subdivision safely because of the backup along 1826....sometimes all the way back to the intersection of SH 45. Help is needed please.</p> <p>David F.Sykora<br/>[REDACTED]<br/>Sent from my iPhone</p> |
| Gretchen | Coletti      | Email | 3/31/2025 | <p>Hello,</p> <p>I own a home in Hays County where my parents have been residents for many years, and our neighborhood road feeds out directly onto FM 1826. Our traffic here is heavy, dangerous, and getting worse.</p> <p>Accidents and fatalities in the Hays County portion of 1826 are *much* worse than in the Travis County portion of 1826. Please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe, sooner.</p> <p>Thank you, Gretchen Cole</p>                                                                                                                                                                                                                                                                                                     |
| Sophie   | Hebert       | Email | 3/31/2025 | <p>Hi,</p> <p>I'm emailing to request SH-71 to be in favor of being widened.</p> <p>Best,</p> <p>Sophie Hebert<br/>Property Marketing Assistant<br/>CBRE Property Management   Hill Country Galleria<br/>[REDACTED]<br/>[REDACTED]   LinkedIn</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

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|         |         |       |           | <p>I am a Hays County resident of 30 years who lives in Bear Creek Estates along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. There are fewer accidents and fatalities in Travis County.</p> <p>We want our highway to be so much safer than it currently is.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Susan   | Luton   | Email | 3/31/2025 | Susan Luton                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Mary    | McClain | Email | 4/1/2025  | <p>Good Morning, I am a resident of Hays County who lives along FM 1826. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE the Travis County section. We want our highway to be safe, and as of now, 1826 is NOT safe. Thank you for your consideration.” Mary McClain, Bear Creek Pass subdivision</p> <p>Sent from my iPad</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|         |         |       |           | <p>Hello,</p> <p>I am a resident of Hays County who lives along FM 1826.</p> <p>Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than the Travis County portion of 1826.</p> <p>We have several very busy roads that dump onto 1826 in Hays County: Loop 45, Nutty Brown Rd, Darden Hill Rd, FM 967, and FM 150.</p> <p>The Travis County section has been widened to a degree and the residents along there tell us that they do not have any problems. We on the other hand, Are a more curvy, hilly, 2-lane road with a tremendous amount of traffic! Yet, we are being told that funds are going to Travis County soon for 1826 and it will be 2035 before Hays County is addressed.</p> <p>I am requesting that you please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section.</p> <p>We want, need, and deserve our highway to be safe!</p> <p>Thank you,</p> |
| Suzanne | Jacobs  | Email | 4/1/2025  | Suzanne Jacobs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Tiana   | DeNeen  | Email | 4/1/2025  | <p>Hello, I am a resident of Hays County who lives along FM 1826. Our traffic is terrible and getting worse. Accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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|        |          |       |          | FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe. Thank you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Isha   | Chauhan  | Email | 4/2/2025 | <p>Hi</p> <p>Do you want to have a Constructions or AI App?</p> <p>We are doing different kind of Constructions apps: -</p> <p>Constructions Blockchain Apps</p> <p>Constructions AI Apps</p> <p>Constructions Android/IOS Apps</p> <p>Constructions Hybrid/Native/Web Apps</p> <p>If you are interested in Constructions app, then I will send you our price list &amp; past works.</p> <p>Thanks</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Alli   | Pozeznik | Email | 4/2/2025 | <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Alli Pozeznik</p> <p>Sent from my iPhone</p> |
| Robbie | Lueth    | Email | 4/2/2025 | <p>I have lived in south Austin for 50 years and treasure the delicate natural beauty of this area. I swim in Barton Springs all year round and recognize that it requires very careful stewardship. New and expanded roads have an enormous impact on our region's air and water quality, yet this plan would expand regional road capacity by 26% with no plans for environmental mitigation.</p> <p>The plan includes the horrible new expansions of Mopac South, RM 1826, and RM 620. These planned expansions are based on outdated data that don't reflect the new "post-pandemic normal" of increased telecommuting and hybrid workplaces.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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|        |        |       |          | <p>The draft plan also includes new roads that will drive development over the Edwards Aquifer Recharge Zone and other environmentally sensitive areas. The proposed extension of RM 150 around Dripping Springs is a gigantic gift for developers. And, it includes the extensions of Yarrington Road west of Kyle and a new western loop around San Marcos that will fuel growth over the Edwards Aquifer Recharge and Contributing Zones. I oppose the expansion of Mopac South, RM 1826, and RM 620, and I oppose new roads over the Edwards Aquifer Recharge Zone.</p> <p>Please do your part to protect this delicate ecosystem. The future is in your hands.</p> <p>Sincerely,</p> <p>Robbie Lueth</p> <p>██████████</p> <p>██████████</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Mark   |        | Email | 4/2/2025 | <p>Dear CAMPO Board Members,</p> <p>I'm writing about my disagreement with some proposed road additions. I would like the MoPac South expansion (MPO-51-00096-00) removed from the 2050 Regional Transportation Plan. There has to be better options than this. I've lived around where this expansion is supposed to be for over 20 years. I watched the last Mopac extension get built and it was poorly done, short sighted and didn't live up to the hype. This plan sure seems to be trying to sneak an I-35 west loop into our neighborhoods and I'm opposed to that. I also have kids at Austin High School that will undoubtedly be negatively impacted not only by the noise and dust of the years of construction but then the high school will forever be subject to the additional noise of the added traffic that this expansion will bring. It most definitely will not decrease traffic. It's a gift to developers to continue to plunder our hill country with urban sprawl thus bringing even more traffic to the area.</p> <p>We also enjoy hiking and swimming in Barton Creek and Springs, which this project will harm and degrade irreversibly all for negligible travel time improvements. Some line repainting of current roads would get the same result. Traffic is already noticeably less post pandemic and this plan doesn't seem to be factoring that.</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> |
| Evelyn | Evelyn | Email | 4/2/2025 | <p>Dear CAMPO Board Members,</p> <p>I reside in Clarksville in Central Austin. I drive on MoPac South weekly, as well as access the Butler Trail multiple times a week.</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and instead prioritize alternatives that support safety, equity, the environment, and address genuine transportation needs.</p> <p>This project relies on outdated, pre-pandemic data and fails to account for evolving commuting patterns. Expanding MoPac South by up to eight lanes in certain areas poses a serious risk of irreversible harm to Barton Springs and the Edwards Aquifer while providing minimal travel time improvements.</p> <p>I respectfully request the Transportation Policy Board either remove the MoPac South expansion from consideration or, at a minimum, require a full Environmental Impact Statement (EIS). This assessment should reevaluate expansion alternatives using updated traffic data and modeling that reflect post-pandemic trends, including hybrid and remote work patterns.</p> <p>I ask that resources be directed towards projects that prioritize safety and sustainability over unnecessary roadway expansion. Many other projects</p>                                                                                                                                                                                                                                                                                                                                                                                             |

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|          |           |       |          | <p>across the region are more suitable for inclusion in the plan.</p> <p>Thank you for prioritizing the well-being of our community.</p> <p>Best,<br/>Evelyn Fujimoto</p> <p>Evelyn Fujimoto<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Lynn     | Langley   | Email | 4/2/2025 | <p>Dear Planners,</p> <p>I do not support increasing lanes at Mopac and Lady Bird Lake by Zilker Park. The increased noise, traffic and fumes from cars would destroy the quality of the park and my neighborhood. Zilker Park and Barton Springs pool would deteriorate quickly for no good purpose. We do not need more lanes for more cars, we need fewer cars and more multiple passenger public transportation. Zilker Park and Barton Springs are all that is left of old Austin. Destroy them and we are any overpopulated city anywhere in America. Do not let short sighted traffic management kill the calming, restorative powers of the Park and Springs for everyone in a time and city of lost beauty, hope and grace. Nature and green space must be protected for good the mental health for all of us instead of purchasing minimal ease for the few. There is not enough space at Mopac and Zilker Park to accommodate any more exits or lanes on Mopac safely.</p> <p>Lynn R. Langley<br/>[REDACTED]</p> <p>Sent from my iPhone</p> |
| Nicholas | Koulermos | Email | 4/2/2025 | <p>Hi there,</p> <p>I am submitting a public comment for the CAMPO plan. Much of the City of Austin's beauty lies in its natural environments. Barton Springs in particular - the heart of Austin - is a gem that is worth protecting. With the South Mopac expansion plans, there is genuine concern amongst the Austin community about the protections - or lack thereof - for Barton Springs, Edwards Aquifer, and surrounding habitats. The water quality will suffer with this expansion and will bring irreparable harm to our beloved natural spring. There is no clear plan to protect animal species in the area, particularly endangered ones which is deeply concerning.</p> <p>Please, we ask you to reconsider these plans and take into account our planet. We only get one shot at this - please don't decimate our springs, water, and animal ecosystems.</p> <p>Thank you,<br/>Nicholas Koulermos, Austin Resident<br/>[REDACTED]</p>                                                                                                 |
| Madeline | Jafari    | Email | 4/2/2025 | <p>To whomever may receive this writing,</p> <p>I beg of you to please not move forward with this MOPAC expansion plan. While you are probably already aware of all the negative impacts this will have on our community and remain corrupted in your values, I will remind you of a few reasons this is totally irresponsible.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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|          |        |       |          | <p>The Edwards Aquifer and Barton Springs are a huge part of what makes Austin magical. Since folks like you who do such greedy things to communities tend to care about profit, let me remind you that this is a big tourist attraction and helps Elon Musk-type money-makers want to move to Austin. But it also benefits the locals, the mamas and papas, the teenagers wanting a safe haven to hang, the hippies, the conservatives, and everyone in between. Sedimentation from the mopac expansion would make its way into the aquifer, being only 1/4 of a mile away. Pollution would increase— and for what? To get people somewhere 5 minutes faster? How is that useful? Why ruin a gem?</p> <p>I implore you to consider the great damage this would do. Please consider Austinites and curious travelers alike in protecting this precious natural resource and the health of the neighborhood.</p> <p>Sincerely, yet angrily,<br/>Madeline Jafari</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Jennifer | Habeck | Email | 4/3/2025 | <p>Dear CAMPO Board Members,</p> <p>My name is Jennifer, a born and raised Austinite of 55 years. I am writing to express my opposition to the proposed MoPac South expansion (MPO-51-00096-00) in the 2050 Regional Transportation Plan. I urge you to remove this project from the plan and instead prioritize alternatives that enhance safety, sustainability, equity, and address genuine transportation needs.</p> <p>The current proposal includes adding two tolled lanes in each direction along an 8-mile stretch of MoPac through South Austin, resulting in up to 13 lanes near Austin High School. This expansion is based on outdated, pre-pandemic data and does not account for evolving commuting patterns, such as the increased prevalence of hybrid and remote work arrangements.</p> <p>Furthermore, the expansion poses significant environmental risks. The project would traverse 8 miles of the Edwards Aquifer Recharge Zone, potentially threatening water quality and sensitive karst features like Whirlpool Cave. Additionally, Barton Springs, a habitat for federally protected species such as the Austin Blind Salamander, could be adversely affected.</p> <p>Given these concerns, I respectfully request that the Transportation Policy Board remove the MoPac South expansion from the 2050 Regional Transportation Plan. At a minimum, I urge you to require a comprehensive Environmental Impact Statement (EIS) that reevaluates alternatives to expansion using updated traffic data and models that reflect current commuting trends.</p> <p>It is imperative that resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Numerous other projects throughout the region are better suited for inclusion in the plan.</p> <p>Thank you for considering the well-being of our community and environment in your planning decisions.</p> |

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|        |             |       |          | <p>Sincerely,</p> <p>Jennifer Habeck</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Marion | Hughes      | Email | 4/3/2025 | <p>Toll roads are not the answer.<br/>We need commuter rail between Georgetown and Austin.<br/>1. Massive reduction in I-35 congestion.<br/>2. People like me, a Georgetown resident, would go into Austin for shopping, music, art, etc. (Right now, I never go into town.)<br/>Also, we need to make roads safer for pedestrians.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Linda  | Kramer      | Email | 4/3/2025 | <p>I am writing this to inform you that any emergency vehicle that would have to come down Windy Hill Road would not be able to get through given that there is no place for vehicles to move off the road and the emergency vehicle would be stuck in traffic until the congestion cleared for the emergency vehicle to get where the emergency was located. This is not a situation that anyone would want to have happen.</p> <p>Also, the Valor School traffic on Windy Hill Road creates traffic congestion during drop off and pickup times as the traffic coming east on Windy Hill Road to turn left into the school backs up traffic for awhile.</p> <p>This road needs to be addressed as there is more houses being built and more traffic congestion on this road.</p> <p>Thank you for your consideration to this problem.</p> |
| Ken    | Steed       | Email | 4/3/2025 | <p>I live in western Williamson Cty. I see lots of activity planned for Ronald Reagan. I can understand the reason for those ideas. However, I believe that one road, FM3405 or is it RM3405, is being ignored. I think this is a MAJOR problem. Today traffic on this tiny road is increasing at a tremendous rate. The reason is that it is a direct route from US183 to 1) Ronald Reagan and 2) Williams Drive (FM2338) in Georgetown.</p> <p>DO NOT OVERLOOK THIS ROAD.</p> <p>Best Regards.<br/>Ken Steed</p>                                                                                                                                                                                                                                                                                                                          |
| Tracy  | Guttes      | Email | 4/4/2025 | <p>Good Morning,</p> <p>Concerning the Hamilton Pool Cut Through, it appears that the City of Bee Cave is asking TXDOT to pay for a roadway that does nothing to alleviate traffic but does enhance City of Bee Cave commercial development.</p> <p>Would it not be more efficient travel and finance wise to make 2 lanes turn right from Hamilton Pool going north onto Hwy 71 going east? Similar to Mopac at Enfield Road.</p> <p>Thank you for your consideration,<br/>Tracey Guttes<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                |
| Erik   | Fredrickson | Email | 4/7/2025 | <p>Ms Doise Miers,</p> <p>If you build it, they will come. The investment in the I-35 expansion will draw more cars and congestion will be right back where it started -- but with billions of tax dollars spent. This has been shown time and again in cities across the U.S. We need to be investing in alternative modes of transportation for our region, including bus and rail, bike lanes and pedestrian infrastructure. Please consider rethinking priorities and reallocating</p>                                                                                                                                                                                                                                                                                                                                                  |

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|           |          |       |          | funds!<br><br>Erik Fredrickson<br>[REDACTED]<br>[REDACTED]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Mia       | Thiessen | Email | 4/7/2025 | Ms Doise Miers,<br><br>CAMPO's recently published transportation plan, CAMPO 2050, determines the city of Austin's future of congestion and road improvement, public transit access, and community well-being. Austin deserves to follow a positive trajectory and heavily invest in transportation alternatives to a car-centric society.<br><br>Mia Thiessen<br>[REDACTED]<br>[REDACTED]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Veronique | Krebs    | Email | 4/8/2025 | Ms Doise Miers,<br><br>I want more funding devoted to public transportation, walking and biking, which will all benefit the greater public good. I don't think most Texans or Americans know the beauty of public transportation, but this can be changed. Now is the time, because climate change is a forefront issue, our natural resources and wildlife aren't neverending and we should treat them as a vital beauty in an expanding Austin, and because we are at a critical point for change in this state. We face the financial struggle of hiking grocery prices, we face real existential threats of our very own health system and, you got it, our transportation systems (in Texas, a heavy reliance on cars to get just about anywhere). Austin has been a recent example of "urban sprawl," which has pushed many residents out of the city limits into more affordable surrounding areas. For Austin and its surrounding areas, we need good transportation options, especially as state employees are back to working 5 days a week. Commuters are scared about this level of congestion and volume of cars on the roads, and already we have seen devastating car crashes on I35 between Austin and Round Rock in the past 1-2 months. We need a unifying item for Texans, and this is one: walkability, safety— people feeling able to enjoy Austin's best parks, libraries, and venues with their free time. This is what allows a vibrant society. Is this possible? Can it be possible for Travis County and surrounding counties?<br><br>This means de-prioritization of car infrastructure, absolute minimum amount of high expansion (or none, as this it is well-founded that lane additions do not improve traffic), and a reallocation of funds to healthy infrastructures that allow people to safely walk, bike and gather (e.g. recreational green spaces, shaded). Public transportation, such as a dedicated & reliable rail line, is vital for commuters. There are folks that come from far and wide to work in Austin (e.g. Kerrville, San Antonio) and it shouldn't be more risky for them to make a living due to the required commute. These folks are the backbone of our society, willing to make that drive for their family and for our city's betterment. Of course, there's a lot to these issues, but transportation is a major piece to tackle with a united front.<br><br>Please show your constituents you hear us. Thank you.<br><br>Veronique Krebs<br>[REDACTED]<br>[REDACTED] |
| Michael   | Lombard  | Email | 4/8/2025 | Ms Doise Miers,<br><br>I am writing to publicly dissent any and all highway expansion. Money allocated for highway expansion should be used to propel the region to more robust public transit. All data and science points to highway expansion being totally useless. The addition of lanes will never keep up with population                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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|        |          |       |          | <p>growth, for any doubts please look at the Katy Freeway. Years of construction will increase accidents, meaning people will have to die just to add lanes. If we want to reduce traffic, we need LESS cars on the road, and that means infrastructure to support it. Coming from the trucking industry, I remember how smooth driving was during Spring of 2020. Traffic didn't exist, and it meant a safer flow of truck traffic nationwide. We can save time, lives, and money by PROPERLY allocating funds into efficient public transport and safe travel for cyclists. I'd love to ride my bike to work, and it's very realistic to do so if I wasn't so afraid to be killed by a car.</p>                                                                                                                                                                                                                                                                                                          |
| Jason  | Ronnel   | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Wider highways didn't work in Los Angeles, Dallas, or Miami... why would they work here?</p> <p>THIS IS YOUR OPPORTUNITY TO BE A LEADER IN SHAPING MODERN INFRASTRUCTURE. DON'T FOLLOW THE SAME TIRED PLAYBOOK.</p> <p>Expanding highways like MoPac, 183, or IH35 will take billions of dollars and several years to complete. The potential benefit is not worth the gigantic cost, and much of the traffic on these roads is not local to the communities they disrupt.</p> <p>Instead, we should prioritize improving local streets (as opposed to highways for nonlocal traffic), growing local transit, and safety improvements for pedestrians and bikes. I strongly support efforts like an Austin to San Antonio rail line and local transit upgrades, which make it easier, safer, cleaner, and quieter for us to navigate Central Texas. The cost-benefit is much greater than that of another highway project!</p> <p>Jason Ronnel<br/>[REDACTED]<br/>[REDACTED]</p> |
| Geena  | Kaown    | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Reduce traffic and reduce Austin pollution by investing in transit, sidewalks, and bike lanes!!</p> <p>Geena Kaown<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Vivian | Venish   | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>We need more ways to connect people outside of highways for cars. Central Texas should have rail transit, more busses, safe biking and safe walking infrastructure.</p> <p>We should put our money into multi modal options, and not support things like the 183 South expansion or the Mopac south expansion, because this will only make traffic and sprawl worse, while continuing to neglect the needs of all people who benefit from alternative safe options for transportation. Thank you for your time!</p> <p>Vivian Venish<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                           |
| Robin  | Weathert | Email | 4/8/2025 | <p>Ms Doise Miers,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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|       |            |       |          | <p>As a young handicapped professional in this city, I rely on good bus service to get to work without breaking the bank taking Uber twice a day. I currently do not have sustained access to such service. Carpooling, Uber, and the occasional hour-long bus ride is a patchy solution at best. More funding, energy, and work is needed to achieve a functional and safe public transportation system in Austin. It is absolutely possible and badly needed as we continue to grow.</p> <p>Robin Weatherl<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Gregg | Wertz      | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>We need to prioritize multi-modal transportation as we continue to grow as a region. Constantly expanding highways does not fix the problem. It just creates induced demand and more pollution. We need more intercity trains, buses, and regional rail. Also, not everyone has a vehicle and we need to remember those people as well. In addition, TxDOT's congestion time projections are consistently flawed. They don't take into account for people taking other routes (which drivers do). They just assume people will continue to take the same route regardless of traffic. This creates inflated "congestion travel time" numbers, which make the public think adding lanes will solve the problem. We need to work on different options instead of destroying our neighborhoods and natural areas with ever expanding highways.</p> <p>Gregg Wertz<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                          |
| Nick  | D'Agostino | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I've lived in Austin for nine years and watched as highways got bigger and traffic got worse. I'm sick of sitting on 35, MoPac, and 183 for hours. Given the opportunity, I know that Austinites will take advantage of increased public transportation, sidewalk, and bike transit because that is exactly what I have done. In the last few years as Austin has expanded bike and pedestrian lanes, I have been able to safely commute to work much more easily and have begun doing so more and more. I now ride Cap Metro to work every day. Austinites need equitable access to non-car transportation so that those modes of transportation are more utilized. To be clear, I oppose highway expansions in the Austin area and support committing funds to safer public transit as well as larger transportation projects to connect Austin to Texas's other big cities. I encourage CAMPO to prioritize the people of Austin and Travis County instead of their vehicles.</p> <p>Nick D'Agostino<br/>[REDACTED]<br/>[REDACTED]</p> |
| Megan | Raby       | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to public transportation and safe biking because:</p> <p>(1) I live only a 20 minute bike ride from my workplace (UT-Austin), yet it is not safe to ride my bike to work because there are not continuous dedicated bike lanes, and I would have to cross I-35. Cameron and Berkman are both exceptionally unsafe, with speeding drivers. They do not even stop for pedestrians at dedicated crosswalks.</p> <p>(2) I take the bus (#10) to work, but it take 45-60 minutes to go just 3.5 miles, and I cannot rely on the bus coming every 15 minutes. In fact, yesterday on my 8am commute, 3 (!) busses in a row were cancelled and I was forced to drive rather than take the bus because I would have had to wait over an</p>                                                                                                                                                                                                                                                                            |

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|         |        |       |          | <p>hour for the next bus. I would say buses on my route are cancelled or late about a quarter of the time. I call CapMetro nearly every time and am told the reasons are bus and driver shortages. Why can't we fund CapMetro so there are not these shortages? I have not experienced such delays in comparable cities I have lived in or visited (Madison, WI, Ann Arbor, MI, Boston, MA, Washington, DC)—in other places you do not even have to look at a schedule but can expect a bus in less than 15 min at nearly every stop. Austin is not a world-class city when it comes to public transit.</p> <p>I want less funding devoted to highway expansions. I oppose the expansion of I-35, the Mopac South expansion, and the 183 south expansion, all of which will create more traffic, more pollution (air, water, noise, and climate-disrupting greenhouse gases), and divide neighborhoods rather than uniting them. Highway expansions will not solve our severe transit problems, only exacerbate them and create additional unintended problems.</p> <p>We need transit to meet the needs of the future and to make Austin a live-able and great city. Austin needs world-class public transportation and safe walking and biking options.</p> <p>Megan Raby<br/>[REDACTED]<br/>1 [REDACTED]</p> |
| Alan    | Halter | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I support fixed rail transit and small improvements of existing infrastructure like pavement repairs, roadway redesign, traffic signal recalibration, mid-block crossings, and bus shelters for shade.</p> <p>Alan Halter<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Shannon | Clark  | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I have lived in far northeast Austin since 1999. In all these years, the only transportation options I have been give are highways and more highways. I dearly want to walk and bike more. My son just learned to ride a bike and he wants to ride it everywhere. Unfortunately for almost every trip the only safe or viable transportation option we have is a car. Highways are expensive - very expensive. Walking and biking infrastructure is far more cost-effective and makes individuals and communities happier and healthier places to be. On the other hand, highways degrade the landscape and drastically increase air pollution and noise. Please give Central Texans transit options that don't force them into cars!</p> <p>Shannon Clark<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Zach    | Elkins | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Hi, I'm worried that adding lanes to highways in town will only induce more drivers and that the expanded highways will blight our city, the way such highways in NYC and Boston did in the 1970s.</p> <p>INSTEAD, why don't we push really hard on other ways to get around the Austin metro area. More and better bike lanes and better public transportation seems like a much better way to go. Or at least we should push hard on those before resorting to building more roadway.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

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|        |          |       |          | <p>Just my two cents.</p> <p>Thanks,<br/>Zach Elkins</p> <p>Zach Elkins<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Connor | Flanagan | Email | 4/8/2025 | <p>Dear CAMPO Members,</p> <p>I'm writing to share my input on the draft 25-Year Transportation Plan ahead of your April 14th meeting. As a resident of the region and a licensed civil engineer in the state of Texas, I care deeply about how we invest in our future transportation system. I'd like to see a plan that puts more focus on public transit, pedestrian and bike infrastructure, and safety INSTEAD of more highways.</p> <p>From both a personal and professional perspective, I strongly support increasing funding for public transportation, biking, walking, and urban trails. These options are safer, more sustainable, and give people real alternatives to driving. Expanding access to sidewalks, protected bike lanes, and better bus and train service would benefit everyone, especially people who don't have access to a car or prefer not to drive.</p> <p>At the same time, I'm concerned about how much funding is still being directed toward highway expansions. Decades of experience, both in Texas and across the country, have shown that widening highways doesn't reduce congestion in the long run. It almost always leads to more traffic, higher emissions, and more sprawl. That money would be better spent improving transit and infrastructure that supports walkable, connected communities.</p> <p>I'm specifically opposed to the planned expansions of MoPac South and 183 South. These projects feel like a step in the wrong direction. They'll increase traffic and pollution and could negatively impact surrounding neighborhoods.</p> <p>Instead, I urge you to support public transit and safety-focused projects like including better sidewalks, protected bike infrastructure, and even an Austin-to-San Antonio rail line. That kind of investment would provide a reliable, forward-looking alternative to driving, and help move our region toward a healthier, more resilient future. It would help to create a region that rivals densely populated regions elsewhere in the country (i.e. the northeast).</p> <p>Thanks for your time and for considering my input. I hope the final plan reflects a strong shift toward transportation choices that serve more people, not just cars.</p> <p>Sincerely,<br/>Connor Flanagan, P.E.<br/>[REDACTED]<br/>[REDACTED]</p> |
| Hannah | Turner   | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I am writing to request that CAMPO fund sidewalks and protected bike lanes. Thank you!</p> <p>Hannah Turner<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |


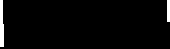

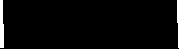
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| Tommy   | Vinyard | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Hello! I implore CAMPO to prioritize public transit and alternative transportation in its 2050 plan. This is desperately needed for our region to meet its climate goals and it will serve to support and catalyze more growth to our region. I specifically support funding public transportation systems (within Travis County and all the way to San Antonio), bicycle infrastructure, pedestrian infrastructure, and projects that increase road safety for all users. I oppose any increased funding for highway expansion as it does not solve our traffic problems, will greatly increase our region's greenhouse gas emissions, and will lower the quality of life near these expanded roads through increased emissions and particulate matter. Thank you!</p> <p>Tommy Vinyard</p> <p>[REDACTED]</p> <p>[REDACTED]</p> |
| Rachael | Hall    | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I am a concerned citizen residing in Cedar Park Texas. I want to express my desire to use more funding for safer, energy friendly community building methods of Transit such as pedestrian and cycling Lanes rather than expanding our current highways. The more we expand highways, the more we increase collective temperatures in our neighborhoods and cities as well as pollution and danger to our fellow citizens.</p> <p>Allocating money for smarter, smaller creative ways of transportation will impact Austin and its surrounding communities in a positive, climate friendly and people friendly ways. Please vote NO to expanding our highways!</p> <p>Rachael Hall</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                       |
| Kim     | Smith   | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Austin needs more funding for public transit, bicycling, urban trails, and pedestrian safety. We do NOT need highway expansions. I have lived in Austin for over 25 years, so I speak as a very well-informed and concern citizen.</p> <p>Kim Smith</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Sarah   | Simpson | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Designate more funding for public transit and active transportation including sidewalks and bike lanes, bus and rail.</p> <p>Remove funding from highway building including the expansion project.</p> <p>Sarah Simpson</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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|      |       |       |          | <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Ben  | Olson | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>We cannot afford to double down on highway expansions that induce demand, displace communities, and deepen our dependency on cars.</p> <p>The public is increasingly aware of induced demand. We've seen the research, we've lived the consequences. Adding lanes does not solve congestion—it makes it worse. We only have to look to Houston's I-10 Katy Freeway as a cautionary tale: a 26-lane monster that cost billions, wrecked neighborhoods, and still suffers from longer commute times than before. That is not mobility. That is not the future Austin wants.</p> <p>I want more funding for high-frequency public transit, connected bike networks, protected sidewalks, and urban trails that serve daily needs—not just weekend recreation. We need to be funding the everyday infrastructure that supports more livable cities, reduces vehicle miles traveled, and improves quality of life.</p> <p>I strongly oppose the Mopac South and 183 South expansions. These projects don't just fail the climate test—they fail the basic test of serving people who actually live and work in the region.</p> <p>I support transit-first planning, regional rail between Austin and San Antonio, and investments that make it possible for kids to walk to school and workers to commute without a car. Safety, dignity, and access—not just throughput—should drive our transportation priorities.</p> <p>We must stop planning for 1995 and start planning for 2045. Austin cannot afford to become the next Houston sprawl disaster. Let's build a transportation system that reflects the values of the people who live here.</p> <p>Ben Olson</p> <p>[REDACTED]</p> <p>[REDACTED]</p> |
| Tom  | Judd  | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in public transportation. Multi-lane arterial roads prioritize car convenience over the safety of people and we could easily afford to give buses dedicated lanes. dedicated lanes would lead to more reliable service and as a result, would enable more people being able to trust and rely transportation in the Austin area.</p> <p>Tom Judd</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Adam | Hite  | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I urge you to invest more in public transportation, bike lanes, sidewalks, and safety instead of expanding highways. Our current transit system is slow, unsafe, and inadequate for many who rely on it. By prioritizing walking, biking, and transit options, we can improve health, reduce traffic, and enhance overall quality of life.</p> <p>Highway expansions like the Mopac South and 183 South projects only worsen congestion, air pollution, and noise, and they displace homes and businesses. We need to focus on sustainable and accessible solutions like expanding transit options and bike infrastructure.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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|        |         |       |          | <p>I also support projects such as an Austin to San Antonio rail line and improvements in safety. Please invest in a future that prioritizes people over cars.</p> <p>Adam Hite<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Nick   | Killian | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Good afternoon,</p> <p>I am a frequent traveler to Austin and a lifelong Texan. I've seen Austin and the state grow a tremendous amount in the past twenty years and see our infrastructure fall behind. We have spent most of our efforts building new roads and widening existing ones and are fighting a losing battle. Instead of building more road lanes, we need fast and effective transit, dense and urban neighborhoods, and expanded bike lanes to negate our constant population growth.<br/>No new roads!</p> <p>Nick Killian</p> <p>Nick Killian<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                   |
| Andrew | Burford | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I support added measure to expand public transit and bike lanes alongside updated zoning measures to enable denser, and walkable city life. A first step is to direct transit funding increasingly to these amenities and away from constant road expansion. Please make a concerted effort to make ensure Austin develops with less sprawl and car reliance.</p> <p>Andrew Burford<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Lucy   | Tucker  | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Investing in roads is a lose-lose situation. The more we invest in roads, the less other modes of transportation are accessible, the more people drive, the more traffic, the more roads we "need." This creates more pollution, noise, and increases the isolation and lack of access to critical services felt by those who do not have a vehicle of their own, such as the poor, disabled, and elderly. The only winner are the car companies and oil and gas companies, at the detriment of literally everyone else. Please invest instead in bike-lanes, sidewalks, busses, and trams or lite rail in places people will actually use them. This will increase access people have to social services and improve people's health by reducing the amount of pollution and increasing the amount of activity people undertake in their daily lives. For the good of people and the planet, do the right thing. Thank you.</p> <p>Lucy Tucker<br/>[REDACTED]</p> |

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| Katie | Magner | Email | 4/8/2025 | <p>Hello,</p> <p>My name is Mrs. Katie Magner, I live in 78752 and have called Austin home since 2014. I just gave birth to my first child and am increasingly experiencing the negative impacts that car investments have vs. investments for walkers, bikers, public transit, etc as I've entered parenthood.</p> <p>I want more funding devoted to safety, public transportation, walking and biking because I want to raise my son in a place where I'm not scared to walk a mile to a park because the only way there is on the side of the highway.</p> <p>I want less funding devoted to highway expansions because I commute north to south every day and more traffic and construction will be extremely difficult to deal with.</p> <p>I oppose The Mopac South expansion and the 183 south expansion.</p> <p>I support Public transit, safety projects, sidewalks and bike lanes, and especially sidewalks and projects that make transportation for the physically disabled more accessible.</p> <p>Thank you!</p> <p>Katie<br/><div></div><div></div></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Abby  | Wetzel | Email | 4/8/2025 | <p>Hello,</p> <p>My name is Abby Wetzel. I live in San Marcos Texas.</p> <p>Here are my comments for the CAMPO 2050 Plan.</p> <p>Project Scoring: Funding is allocated based on a scoring system from 2017 that is not aligned with CAMPO's stated goals or TTI's recommendations, and this should be updated.</p> <p>Modeling: CAMPO's forecasting models and travel demand models have been systematically inaccurate. They need to be re-evaluated.</p> <p>Environmental Protection: The plan should include more detail on environmental impacts and mitigation strategies.</p> <p>Here is a list of Roads within San Marcos that I would like to see removed based on current conditions and risk to the Edwards Aquifer and/or Blanco and San Marcos Rivers:</p> <p>Proposed Blvd 14 (Constrained): Connecting Staples Road and HWY 80- creates a 4 lane highway over a sensitive part of the San Marcos River. This is a HUGE priority for removal</p> <p>Yarrington Road Extension West of Arroyo Ranch (Constrained): This section crosses the Blanco River FOUR times. That's ridiculous. In addition, the "Kyle Loop West" is parallel to this stretch of the Yarrington Road Extension. This is a huge priority for removal</p> <p>Proposed Parkway Loop (Illustrative): Creates a western loop around the City of San Marcos through sensitive recharge land and greenspace which has not yet been developed. This would cross Purgatory Creek in a weird location, and this road is not needed since the majority of dense development</p> |

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|        |           |       |          | <p>is moving East of IH-35 and Hays County just completed the FM 110 Loop around the East side of IH-35. This is a HUGE priority for removal.</p> <p>Proposed Parkway Loop (Constrained): Connecting La Cima to Kissing Tree, and is over the Edwards Aquifer Recharge Zone.</p> <p>River Ridge Parkway (Constrained): Connecting Lime Kiln Rd to IH-35 through the Recharge Zone.</p> <p>Post Road (Constrained): Widens Post Road from a 2 lane to 4 lane highway over the Blanco River.</p> <p>Thank you for your time</p> <p>Abby Wetzel</p>                                                                                                                                                                                                                                                                                                                                                                               |
| Mary   | Michael   | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes. The people of Texas deserve a place to live where they can walk, bike, and take safe and reliable public transportation. The best way to reduce traffic, especially during rush hour times, is to build more public transportation. Traffic happens because people have no other option but to drive a car. Expanding highways will never change this simple fact, and it will never solve the issue of rush hour traffic. Because of this, I strongly oppose the Mopac South and 183 South expansions.</p> <p>I support local and long distance transit. I support a high speed rail line between DFW, Austin, and San Antonio. If a high speed rail line existed between these cities, I-35 would not be the congested and dangerous highway that it is today.</p> <p>Mary Michael<br/>[REDACTED]</p> |
| Mark   | Kosiara   | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I feel that Austin is filled with people who support multi-modal transportation options. We need your help to make this a reality by directing transportation funding for Public transit, safety projects, sidewalks and bike lanes, an Austin to San Antonio rail line.</p> <p>I would like you to provide less funding devoted to highway expansions because these fixes are only temporary band-aids for growing cities like Austin.</p> <p>Austin has the opportunity to become a beacon of multi-modal transportation in Texas, but that requires you to think how we spend our money differently than it has been doled out in the past, which has been overwhelmingly spent on expanding highways.</p> <p>Thank you,<br/>Mark Kosiara</p> <p>Mark Kosiara<br/>[REDACTED]</p>                                                                                                                  |
| Nicola | Sicchieri | Email | 4/8/2025 | <p>Dear Members of the CAMPO Board,</p> <p>I am writing to you today regarding the 2050 Regional Transportation Plan and the upcoming public hearing scheduled for Monday, April 14th. I understand this 25-year plan is critically important and will significantly shape the future of transportation and development across our region for decades to come.</p> <p>As you deliberate on the final plan, I urge you to prioritize investments that foster a safer, brighter, and more sustainable future for our community. Specifically, I request that the 2050 plan allocate significantly increased funding towards:</p>                                                                                                                                                                                                                                                                                                 |

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|         |         |       |          | <p>Public Transit: Expanding services, frequency, and reach.<br/> Bicycling Infrastructure: Creating safe and connected bike lanes and facilities.<br/> Urban Trails: Developing and maintaining multi-use trails for recreation and transportation.<br/> Pedestrian Safety: Implementing measures to protect those walking and improve walkability throughout the region.<br/> Conversely, I strongly encourage CAMPO to reduce funding allocated to large-scale highway expansion projects. Continuing to prioritize highway expansion often leads to induced demand, increased pollution, and community division, undermining efforts towards sustainability and safety.<br/> Addressing these harmful expansion tendencies is crucial within this long-range plan.</p> <p>This plan represents a pivotal opportunity to steer our region towards more equitable, healthy, and environmentally sound transportation choices. Please ensure the final 2050 Regional Transportation Plan reflects a strong commitment to public transit, cycling, and pedestrian infrastructure over further highway expansion.</p> <p>Thank you for your time and consideration of these critical priorities.</p> <p>Sincerely,</p> <p>Nicola Sicchieri<br/> <br/> </p> |
| Owen    | McNally | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I've been in Austin for 30+ years and enjoy being car-free and taking the train to work etc. We can be a world class city if we increase significantly investments in public transit and walkability! Cars are stressing people out and the alternatives are available.</p> <p>Owen McNally<br/> <br/> </p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Brandon | Niday   | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Our community deserves transportation options that serve everyone, not just those with cars. Every time I see families walking along dangerous roadways with tiny sidewalks, cyclists navigating unprotected bike lanes, or residents waiting for buses that come too infrequently, I'm reminded that our current priorities are failing us.</p> <p>Highway expansions like the proposed Mopac South and 183 South projects represent outdated thinking. We've seen time and again that widening highways only induces more traffic while consuming vast resources that could transform our region. The concrete-first approach fragments our communities, increases pollution, and locks us into car dependency.</p> <p>I strongly support investing in public transit that connects our entire region, comprehensive safety projects that protect our most vulnerable road users, and complete networks of sidewalks and protected bike lanes. I dream of the day when an Austin to San Antonio rail line becomes reality, connecting our cities with clean, efficient transportation.</p> <p>The future of Central Texas depends on transportation choices that prioritize people, not just moving cars. CAMPO has the power to lead this</p>                                                                                                                                                  |

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|         |          |       |          | <p>transformation - please have the courage to invest in sustainable mobility for all.</p> <p>Brandon Niday<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Karen   | Browning | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking and biking because investing in cars and highways just breeds the need for more cars and highways. You're not solving anything by expanding highways, except making the companies that build highways richer. Allowing more cars on highways means less safety and more pollution. What if we invested that money in safe, efficient public transit instead? What we we came together across Central Texas and our large neighboring metro areas and had high speed rail instead of I-35, 183, I-10 and so on connecting the populations and visitors to our large cities? Austin could be a transit hub connecting to Houston, San Antonio and DFW.</p> <p>Let's hear some forward-thinking solutions, instead of another highway expansion project.</p> <p>Karen Browning<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                            |
| Victor  | Butcher  | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking and biking because growing up in Texas right now, especially in the suburbs is a very bleak environment literally and figuratively. Kids are making a logical choice to stay indoors on their phones most of the time. The environments that are created due to auto-centric transportation infrastructure are simply too hot and too spread out to make walking or biking to school or to meet friends viable. It limits the development of kid's independence and socially isolates them. Only those with parents who are lucky enough to have the time, money and energy to drive kids around to activities can live a normal social life. Auto-oriented transportation kills community.</p> <p>I want less funding devoted to highway expansions because they simply do not work long term and end up causing more problems than they solve.</p> <p>Victor Butcher<br/>[REDACTED]<br/>[REDACTED]</p> |
| Kirsten | Hogan    | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>As a long time Austin resident, I oppose more funding being designated to highway expansions. I oppose The Mopac South expansion and the 183 south expansion.</p> <p>I support more funding being allocated towards public transit, bicycling, urban trails, and pedestrian safety. Our ever expanding city needs infrastructure that supports people and doesn't rely so heavily on car use.</p> <p>Kirsten Hogan<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Andrew  | Weir     | Email | 4/8/2025 | <p>Ms Doise Miers,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

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|        |          |       |          | <p>I want more funding devoted to safety, public transportation, walking, and biking because these investments directly address the root causes of traffic and access issues in Austin. Our current transportation system makes it hard for people to move around the city unless they own a car. Investing in reliable public transit, safe sidewalks, and protected bike lanes would reduce demand on I-35 by giving people real alternatives. Cities like Denver and Minneapolis have shown that when transit is dependable and safe, people use it—and traffic decreases for everyone.</p> <p>I want less funding devoted to highway expansions, especially the I-35 expansion, because expanding highways does not fix congestion—it makes it worse. Decades of highway expansion across the U.S. have led to induced demand: the more lanes we build, the more cars fill them. The proposed \$4.5 billion expansion of I-35 through Central Austin is a textbook example of this flawed logic. It will add more cars, worsen air quality, increase noise, and divide neighborhoods even further—especially communities that have already been historically displaced by the original construction of I-35.</p> <p>I oppose the I-35 expansion because it's a short-sighted, high-cost project that does nothing to give Austinites more choices in how they get around. Pouring billions into a wider freeway without addressing public transit is a missed opportunity that locks us into more traffic and more emissions.</p> <p>I support investments in Project Connect, local bus and rail, pedestrian and bike safety improvements, and even long-range ideas like an Austin-to-San Antonio rail line. These kinds of projects give people options, reduce car dependence, and build a city that's safer, more connected, and more resilient.</p> <p>Andrew Weir<br/>[REDACTED]</p> |
| Edward | Clennett | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I would more funding devoted to safety, public transportation, walking and biking in order to promote active travel and improve the overall health of the city and its residents. Investing in transit and bike lanes will also help to reduce congestion by reducing the number of car journeys - benefitting drivers too. I want less funding devoted to highway expansions as it will increase car usage, ultimately leading to more congestion and more pollution. In particular, I would support planning for higher frequency and faster rail connections between Austin and San Antonio/Dallas. This would be transformative for the region, connecting these business centers and helping with congestion on I-35.</p> <p>Edward Clennett<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Scott  | Hart     | Email | 4/8/2025 | <p>Dear CAMPO Members,</p> <p>I'm writing to urge you to prioritize funding for public transit, bicycling, urban trails, and pedestrian safety in the 2045 Regional Transportation Plan. These investments are essential for building a more accessible, equitable, and sustainable future for everyone in our region.</p> <p>As someone who is legally blind and unable to drive, I rely on public transit and safe pedestrian infrastructure to get around. Unfortunately, these options are often limited or disconnected, especially outside of central Austin. Expanding highways won't help people like me, and in fact, it often makes navigating our cities even more difficult.</p> <p>We need bold, forward-thinking solutions that reduce our dependence on cars and ensure everyone, regardless of ability, can move freely and safely. I ask that you shift more resources away from highway expansion and toward public transportation and infrastructure that truly serves all Central Texans.</p> <p>Thank you for your leadership and for considering the voices of people with diverse mobility needs.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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|         |         |       |          | <p>Sincerely,<br/>Scott Hart</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Deborah | Hiser   | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>more roads and toll roads and HOV lanes are not Austin needs. This city is looking like Houston, with the attendant smog, fumes, and traffic. We desperately need mass transit, preferably trains. Please do not further Austin.</p> <p>Deborah Hiser</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Michael | Prell   | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I'm a homeowner in 78723 in a two car household. Despite that, we want more funding for public transit, bicycling, urban trails, and pedestrian safety, and less for highway expansions. Highway expansion will only lead to more pollution, more road deaths, all without ameliorating the gridlock in our city. The only way to resolve the traffic issues is to invest in alternate forms of transportation that prioritize people, not cars. Despite owning two vehicles, my wife and I prefer to eBike around the city whenever possible. Experiencing the sights, sounds, and smells of the city on a bike is a true joy. More biking infrastructure and a real commitment to public transportation (which can supplement/enhance bike trips) will make our city healthier, happier, and better poised to tackle the coming century's problems. Thank you.</p> <p>Michael Prell</p> <p>[REDACTED]</p> |
| Anthony | Lusardi | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>This message is for CAMPO specifically. Not any of the other fine people on this letter who are trying their hardest.</p> <p>No one wants this endless highway expansion. People are sick of the construction, the cost, and the traffic that never gets better. I don't expect leadership here to change. I expect CAMPO to continue to be the pathetic and self serving organization it's designed to be. Were CAMPO not led by losers we'd be in a better place. But not a single one of you is brave enough to do anything other than support the ruinous status quo.</p> <p>Anthony Lusardi</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                      |
| Sarah   | Beck    | Email | 4/8/2025 | <p>Hi there,</p> <p>I am a born and raised Austin resident that is invested in the future of our city. Over the years I have witnessed the expansion of concrete and asphalt I stead of much needed public transit.</p> <p>Highways are ineffective and dangerous, increasing health risks for nearby neighborhoods, risking the lives and safety of its users due to car crashes,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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|       |                     |       |          | <p>and are frankly stressful and a burden to use.</p> <p>I urge you to please prioritize safe walk ability through mixed use neighborhoods, adequate sidewalks with tree over that are offset from roads, protected bike lanes, and quality, substantial train and trolley systems.</p> <p>Austinites deserve dignified, safe, and healthy modes of transportation. This can be achieved with public transit and human-focused community pathways.</p> <p>I oppose the Mopac, 183, and I35 highway expansions. These "solutions" are only a short-term bandaid.</p> <p>Thank you,</p> <p>Sarah Beck<br/>[REDACTED]<br/>[REDACTED]</p> |
| Eva   | Lorini              | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking and biking, and less devoted to highway expansion, because we're in a climate emergency and need to stop polluting the air with more carbon emissions, as well as because more public transportation, as well as better sidewalks and bikelanes, makes it easier and more enjoyable to get around Austin.</p> <p>Stop expanding highways. Protect our future.</p> <p>Eva Lorini<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                     |
| Chloe | Larson              | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>As a born and raised Austinite, I want CAMPO to invest more funding in public transit and protected bike lanes. More highways will only create more traffic. I oppose the MOPAC south expansion and the 183 south expansion.</p> <p>Chloe Larson<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                          |
| Max   | Heimlich-McQuarters | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>It is important to our community to reduce our reliance on cars and invest into more sustainable and person-oriented transportation infrastructure such as bike lanes, walking paths, and public transportation.</p> <p>Max Heimlich-McQuarters<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                          |

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| Wolfgang | Burst    | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes. Expanding highways like Mopac South and 183 South only leads to more traffic and pollution. We need better public transportation options, safer streets for walking and biking, and long-term investments like an Austin to San Antonio rail line. Please prioritize people, not more highways.</p> <p>Wolfgang Burst<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                             |
| Benjamin | Taylor   | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Hi there! I'm a resident of Rosedale and think one of the things that makes our neighborhood so desirable is that we have walking proximity to a mix of real businesses that my wife and I engage in every week. From Upper Crust, to Pinthouse, to wandering over to First Light and all the restaurants around here. I'm asking for the council to not try to solve for car-based problems - all studies show expanding volume is not a solve for any of car-related transportation or parking issues. I want more green spaces and businesses and public transit to enjoy this city and the small businesses we have to offer. Please do not focus on more highways!</p> <p>Benjamin Taylor<br/>[REDACTED]<br/>[REDACTED]</p> |
| Sarah    | Luck     | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I'd like CAMPO to invest more funding for public transit, bicycling, urban trails, and pedestrian safety. These are things that increase our quality of life.</p> <p>I would like less funding of highway expansion as it only brings more traffic, congestion and pollution.</p> <p>Thank you,<br/>Sarah Luck</p> <p>Sarah Luck<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                               |
| Abigail  | de Jesus | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>In regards to the upcoming transportation plan, as a resident of Austin, I wanted to voice my support for public transit and other non-driving alternatives. Accessible, reliable, and safe public transportation is greener and allows people from all walks of life to access transportation without incurring the burden of vehicle costs. Buses and expanding our cute metro can make a huge difference in many facets! Less cars on the highway means less of that awful traffic congestion as opposed to highway expansion which actually INCREASES demand (see Dallas and Houston).</p>                                                                                                                                   |

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|           |            |       |          | <p>Another perk of shifting investment elsewhere is keeping business in tact and even stimulating local businesses! Highway expansion would dislocate a TON of local businesses and possibly even residences. Public transportation and increased foot traffic/pedestrian areas results in more frequent. When people drive by a business, they may see it and be like "oh, that's neat!" before speeding by at 30-50 miles an hour. Someone walking on foot or riding a bike will be much more likely to stop in! There are multiple studies on this phenomenon.</p> <p>Overall, I think investing in public transportation, pedestrian safety, and non-driving alternatives will help our environment and local businesses way more in the long run.</p> <p>Abigail De Jesus<br/>[REDACTED]<br/>[REDACTED]</p> |
| Alexander | Pasch      | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Hello,</p> <p>I would love investment in more non-car options. For health and safety, convenience, and to make the city we live in more beautiful.</p> <p>Alexander Pasch<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Mir       | Sommerfeld | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking and biking because I bike almost everywhere I go, every single day. I rely on Austin's bike lanes to live my daily life, and any improvements to bike lanes, sidewalks, and transit makes it easier for me to just live my life!</p> <p>Mir Sommerfeld<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Aurora    | Silva      | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I live near a frontage road off of i-35 and the number of times I have either seen an accident or a close call has been numerous. I know this is not a unique experience while living in Austin. I want more funding devoted to safety, public transportation, walking and biking because less cars and safer roads are better for Austins future.</p> <p>I want less funding devoted to highway expansions because seeing the number of businesses close along i-35 is negatively effecting our communities and frankly making it unsafe. Take a drive down Cameron Road and 51st to see firsthand.</p> <p>Aurora Silva<br/>[REDACTED]</p>                                                                                                                                            |

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| Jude  | Byrd   | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Please better public transit and more protected bike lanes please pretty please :(</p> <p>Jude Byrd</p> <div></div> <div></div> <div></div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| David | Eads   | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>We already have far too much motor vehicle congestion in Central Texas. Study after study has shown that adding lanes increases traffic rather than reducing it. We have enough motor vehicle infrastructure to support a city much larger than Austin.</p> <p>Please invest in other forms of transportation instead. This will allow healthier lifestyles that let us live a more pleasant life with reduced traffic fatalities, pollution, and gridlock.</p> <p>Please invest in walkability, bike lanes, transit (especially rail). I have personally experienced this working well in other cities in the US and around the world.</p> <p>Thank you</p> <p>David Eads</p> <div></div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Molly | Layton | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Hello!</p> <p>My name is Molly Layton. I have lived in Kyle for the last 5 years, I moved here from New York City in 2019. What I gained in outdoor space, I lost in public transportation. I worked at UT Austin for two years and even the toll roads do not ease the pain of rush hour traffic in the Austin area. When they announced the elimination of hybrid work options, I could not stomach the idea of commuting into Austin 5 days a week.</p> <p>I want less funding for highway expansion, it will not ease the traffic, nor is it safe. I am afraid to drive on 35 after the two horrific and fatal multi-car accidents in March 2025. Investing in an Austin to San Antonio rail line and increased public transportation in the form of busses would ease the traffic and create a much safer commute for countless Texans.</p> <p>I oppose the Mopac South expansion and the 183 south expansion. More roads create more pollution, the never ending expanse of concrete prevents water from refilling the aquifers of Central Texas, furthering an already severe drought. More highways do not ease congestion, it has been proven. More highways adds to the immense damage we have already done to the ecosystems and waterways of Central Texas.</p> <p>Please take all of this and more into consideration when planning the future of Austin's transportation. You have the opportunity to create change for future generations.</p> |


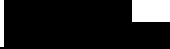
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|        |          |       |          | <p>Thank you for your time,</p> <p>Molly Layton</p> <p>Molly Layton<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Kira   | McCool   | Email | 4/8/2025 | <p>Hi CAMPO board,</p> <p>I was dismayed to learn that the rating system used to prioritize infrastructure projects severely overweights vehicle infrastructure. There are a lot of downsides of these projects. They do not accomplish the stated goal: often adding more car infrastructure makes traffic WORSE, not better. These projects are drawn out and incredibly expensive. And I'm sure you are aware of how many deaths have been caused by projects taking place on Texas highways this year. The Vision Zero map paints a grim picture.</p> <p>Please consider investing in active and public transit that moves people safely through Austin, not in cars! We live in a wonderful city with 300 days of sunshine a year. We should be investing in our infrastructure as such.</p> <p>Your constituent,</p> <p>Kira</p> <p>Kira McCool<br/>[REDACTED]<br/>[REDACTED]</p> |
| Anna   | Kurtain  | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I oppose highway expansion projects and want less money devoted to them because they do not make our city cleaner and safer. To meet Austin's growing population needs, I support investing in public transit. Effective public transit is not only much safer than individual cars, but also reduces pollution and would reduce the number of cars on the road. Let Austin be the leader in effective, safe transit options in Texas!</p> <p>Anna Kurtin<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                   |
| Susana | Carranza | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I live downtown Austin in the Rainey Street District. It is shameful that such a densely populated area borders a freeway and has limited access to alternative means of transportation.</p> <p>This is a reflection of prioritizing car access versus multi-modal transportation everywhere. It is past time we change priorities and invest more on safe sidewalks, protected bike lanes and transit options that reduce the reliance of personal vehicles.</p> <p>Metro areas all over the world saw the benefits of reducing reliance on cars. We should do the same!</p>                                                                                                                                                                                                                                                                                 |

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|         |          |       |          | <p>Susana Carranza</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Brad    | Love     | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Please focus CAMPO's work on public transit, sidewalks and bike lanes in what gets developed. Human-centered transport is best for our communities, people, and economy.</p> <p>Also, while the opportunity exists, it seems a huge waste to not invest in an Austin to San Antonio rail line. The setting is there, and our economy needs the spine. It's worth the cost and so much more.</p> <p>Brad Love</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Preston | Thompson | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Please devote more funding to public transportation, cycling infrastructure, and other means of getting around besides cars. Cars as a primary means of transportation simply do not scale as a city grows, and create so many negative externalities in cities, like excess pavement, wasted space for parking, neighborhood separation, unhealthy lifestyles, and so much more.</p> <p>Preston Thompson</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Evyn    | Fallon   | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>Highways divide communities, chemically and noisily pollute our air and water, and force citizens to use their expensive cars to get around. Austinites deserve options, we deserve a choice. Those who cannot afford cars, or can't drive them due to disabilities deserve reliable ways to navigate their city. Bike lanes provide fast, individual transport in a compact space, and protect the cyclists that are a signature component of Austin's culture. Trails can move thousands of pedestrians and cyclists in a fraction of the space and with a fraction of the ecological impact of a highway. Buses and trains can safely and rapidly move dozens of citizens with disabilities, children, and the elderly, while cutting down or avoiding traffic altogether. Highway expansion not the solution to Austin's growing transit demands, especially when the other roads we already have are littered with potholes, missing lane lines, and poor signage/signals. Austinites are tired of the constant construction, sitting stuck in traffic, and dealing with other awful drivers on the road. Austinites are tired of waiting 30 more minutes for the bus that was supposed to come 15 minutes ago, Austinites are tired of swerving and crashing their bikes to avoid irresponsible drivers in unprotected bike lanes, Austinites are tired of spending gas money on a distance that would take 15 minutes to walk to if there were sidewalks.</p> <p>We all deserve more realistic options, including you, dear readers.</p> <p>Thank you.</p> |

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|          |               |       |          | <p>Evyn Fallon</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Sarah    | Vasquez       | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking and biking and less funding devoted to highway expansions because people deserve the right to get to their homes safely. After continuous fatal accidents on I-35 its is terrifying to think one day we might just not come back home to our families due to the failure of providing proper public transportation for the people. We deserve a safe commute! We deserve public transit in all areas of Austin.</p> <p>Sarah Vazquez</p> <p>[REDACTED]</p> <p>[REDACTED]</p> |
| Sheldon  | Sandbekkhaug  | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to public transportation, walking and biking because cars are very space inefficient. Cities in Europe are beautiful because they are people-centered, not car-centered.</p> <p>I want less funding devoted to highway expansions because more lanes on highways is just going to increase traffic. We need systemic solutions to transportation, such as commuter rail.</p> <p>Sheldon Sandbekkhaug</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                           |
| Jennifer | Kryska        | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>I want to see CAMPO invest more funding in transit, safety, sidewalks, and protected bike lanes.</p> <p>Thank you.</p> <p>Jennifer Kryska</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                  |
| Linus    | Flores-Araujo | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>As a transportation engineering student from South Texas and now living in Austin, I have become very aware of how terribly inefficient our transportation system is.</p> <p>Do NOT continue expansion of highways. As a transportation engineering student who has witnessed firsthand the ineffectiveness of highway</p>                                                                                                                                                                                                                         |

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|        |          |       |          | <p>expansion (latent and induced demand), I strongly suggest that CAMPO does NOT recommend highway expansions in its transportation plan. Improving traffic flow within the city, diverting through-traffic around a city, and soaking up transportation demand with public transportation options and cycling is CRUCIAL, and should be the main focus of the 2050 regional plan.</p> <p>I strongly advise CAMPO to pursue the development of bikeways, with a special emphasis on bikeway demand forecasting and bikeway shading provided. Shading should be provided either through trees or shade structures.</p> <p>Additionally, it is CRITICAL that parking mandates are ELIMINATED. Development should be natural and unregulated when possible, and parking mandates are crippling regulations that inhibit the kind of housing that many, such as myself, desire. Parking mandates should not exist, it should not be assumed that individuals visiting a location must travel by private automobile. By assuming so, CAMPO and it's constituent cities are further entrenching themselves in the car-dependent mess we find ourselves in today.</p> <p>Sincerely,<br/>UT Austin Transportation Engineering Student<br/>Linus Flores-Araujo</p> <p>Linus Flores-Araujo<br/>[REDACTED]<br/>[REDACTED]<br/>[REDACTED]</p> |
| Dustin | Kim      | Email | 4/8/2025 | <p>Hello,</p> <p>As a resident who frequently uses a bike and transit to commute to work and also move about the city, having viable alternatives to solo car travel has greatly improved my standard of living. I would love for that to be an option for more residents around the region. Please direct more funding towards transit and active transportation projects.</p> <p>Given that we have limited resources, we should apply those in the most cost effective ways possible. Transit can help move people in much greater numbers than regular car lanes and good projects are significantly more productive than traditional road projects. Similarly, we can add bike lane and trail miles virtually anywhere for a tiny fraction of the cost of car infrastructure. Please remember bicycles are not just a recreation tool. With the right investments, we can build carbon and congestion-free transportation networks that are safe and pleasant to use.</p> <p>Thanks for your consideration.</p> <p>Dustin Kim<br/>[REDACTED]<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                               |
| Cutter | González | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>We desperately need any and all transportation planning and funding to contribute to regional mobility and environmental and cultural concerns -- not freeways. That means we need more funding devoted to safety, public transportation, walking and biking.</p> <p>The MoPac South expansion and the 183 south expansion are more of the same. These are generational mistakes that we do not have to make. Instead, we should take care of Texas by investing in public transit, safety projects, sidewalks and bike lanes, an Austin to San Antonio rail line, and more. These help us more efficiently move larger amounts of people, protecting our beautiful and scenic country, reducing the emissions of harmful</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

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|       |        |       |          | <p>pollutants and contributors to climate change, and giving Texans more mobility options.</p> <p>Cutter González</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Will  | Branch | Email | 4/8/2025 | <p>Ms Doise Miers,</p> <p>TXDOT is already trying to shove as much traffic as possible down our throats! Please use your funding to help improve our safety, public transportation, walkability and biking, and make this a better place to live!</p> <p>Thank you!</p> <p>Will Branch</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Katie | Wilder | Email | 4/9/2025 | <p>CAMPO Staff,</p> <p>Williamson County, through coordination with City of Hutto, is requesting to transfer the following projects from the "Illustrative List" to the "Local Funding" list. Williamson County commits to cover the cost for fiscal constraint on these projects.</p> <p>Project 56 - Hutto Arterial (Chandler Road to US 79) -Construct new 2-Lane with a continuous left turn<br/>Project 57 - Hutto Arterial (Chandler Road to US 79) -Widen 2-Lane undivided to 6-Lane<br/>Project 58 - Hutto Arterial (US 79 to FM 1660) -Construct new 2-Lane with a continuous left turn<br/>Project 59 - Hutto Arterial (US 79 to FM 1660) -Widen 2-Lane undivided to 6-Lane</p> <p>Please let me know if additional information is needed.</p> <p>Kate Wilder</p> <p>Kate Wilder</p> <p>Williamson County Road Bond Program</p> <p>[REDACTED]</p> <p>HNTB CORPORATION</p> <p>[REDACTED]</p> |

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|        |            |       |          | <p>Celebrating 110 Years of Excellence</p> <p>Twitter   LinkedIn   Facebook   Instagram</p> <p>This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Adam   | Greenfield | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I write to request that at the May CAMPO meeting that you vote to initiate a study into how the project selection in the CAMPO 2050 RTP can be better aligned with the goals in the plan. While the RTP contains many excellent goals, such as increasing safety and reducing Vehicle Miles Traveled and sprawl, too many projects in the plan directly go against those goals.</p> <p>I want a CAMPO region that's more safer and more pleasant and more walkable, bikeable, and transit-friendly. I would like more bike lanes, sidewalks, urban trails, and transit - not more congestion, driving, crashes, poor air quality, and sprawl. And I certainly do not want more highway/roadway expansions - such as the I-35, MoPac South, and 183 projects - a damaging practice that will only make our region more dangerous, more polluted, and less economically and environmentally sustainable.</p> <p>Thank you for your service on CAMPO.</p> <p>Best,</p> <p>Adam Greenfield<br/> <br/> </p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Rachel | Sanborn    | Email | 4/9/2025 | <p>After reviewing the CAMPO plans, I am dismayed to see that there is still little concern for protection of the aquifer which is vital for our communities, now and into the future. With the projections for growth in this region, the current drought being a strong reminder of what we will likely face in the future, and massive increases in water usage, it seems particularly short-sighted to engage in such construction projects which risk real damage to our ecosystem and our aquifer. In addition, it seems that one of the projects is projected to cross the San Marcos River, again with the possibility of doing real damage after millions have been poured into making the river healthier and sustaining its flows—which is one of the reasons it is flowing now.</p> <p>I particularly object to the proposed Blvd 14 creating a four lane road across the river. This type of construction should be reconsidered over one of our most unique resources</p> <p>The proposed Parkway Loop (western loop around San Marcos) crosses valuable recharge land and would open the area up to development. Recharge land is becoming more and more critical and while our surrounding communities have completely covered their recharge areas with development, they are suffering the consequences of having less flow into the aquifer which creates even more costly solutions to secure a water supply. Please reconsider this because San Marcos ( and Hays County) has made huge strides in protecting the aquifer and recharge areas and we really can not afford to lose more land with impervious cover. Please consider the future of our communities and our river.This loop also seems less needed with the building of 110</p> <p>I feel similarly about the loop connecting La Cima and Kissing Tree. This is extremely important recharge land and does not benefit the public good. I honestly can not see the viability or need for the River Ridge parkway connecting Lime Kiln Road to IH-35. I live off of Lime Kiln and feel this would not only damage recharge land but I also do not see the necessity. While there has often been concern about oneway in/one way out access from Hilliard Road and Lime Kiln during a fire or flood event, this doesn't even solve that issue. This is definitely a waste of taxpayer money and risks major damage and impervious cover</p> |

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|         |          |       |          | <p>I also think the proposed Yarrington Road extension ( which appears to cross the Blanco river 4 times(Really? !)) is also poorly planned considering the flooding that can be seen on Blanco and the long term damage that these crossings will sustain. 4 bridges seems totally unnecessary and a waste of money</p> <p>Thank you for consideration of my concerns.</p> <p>Rachel</p> <p>Rachel Sanborn<br/>Director, District 11<br/>Edwards Aquifer Authority</p>   |
| Jack    | Bates    | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit. We need better transit on all levels, rural service could be greatly improved, we desperately need more rail service across the region but especially between Austin and San Antonio. We also need better regional bus services (Expansion of CARTS Interurban service, and better service in Greater Austin.</p> <p>Jack Bates<br/>[REDACTED]<br/>[REDACTED]</p>                               |
| Bobby   | Levinski | Email | 4/9/2025 | <p>Dear CAMPO 2050 staff,</p> <p>Attached are 351 emails we received from our members and members of the public to include as comments to the CAMPO 2050 plan.</p> <p>Bobby Levinski<br/>Senior Staff Attorney<br/>Save Our Springs Alliance<br/>[REDACTED]<br/>[REDACTED]</p> <p>*Please consider making a donation to support the education, advocacy, and action necessary to save our springs, creeks, and open spaces. SOS is 501(c)(3) nonprofit organization.*</p> |
| Various | Senders  | Email | 4/9/2025 | <p>RE: Remove MoPac South from CAMPO 2050 Regional Transportation Plan</p> <p>Dear Mopac South Project Team, Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p>                                                                                        |

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|      |          |       |          | <p>This project is based on outdated, pre pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time Improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling reflecting post-pandemic trends of hybrid and remote working...</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Kate | Csillagi | Email | 4/9/2025 | <p>RE: Remove MoPac South from CAMPO 2050 Regional Transportation Plan</p> <p>Dear Mopac South Project Team,</p> <p>Dear CAMPO Board Members,</p> <p>As you head into the planning session in May, I ask that you consider increasing funding for convenient public transit, urban trails, and pedestrian safety, and reducing budgets for highway expansions. Most importantly, I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs. It is truly the most responsible and forward thinking strategy you all could take. As the capital city and a metropolis known for progressive strategies for growth, we should be setting the bar for creating an attainable vision for Austin - and Central Texas' future transportation.</p> <p>The MoPac project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. I have lived off of the William Cannon exit for 7 years, and the morning commute traffic is nothing like pre-pandemic patterns. The morning "rush hour" is more of a "minimal slow down" from William Cannon to Rollingwood, but cars are steadily moving. Instead of a rush hour before 9 am, there is an extended slower period from 7-10 am, reflecting a more flexible work schedule amongst many Austinites. Widening highways doesn't solve traffic congestion. Giving options in how and when they commute does. If we want to improve quality of life, CTRMA should be working with major employers and local governments to preserve options for telecommuting and remote work. If we want to impact mobility, commuters need better options than just another car lane. This traffic be easily mitigated with alternatives that cost much less (both environmentally and fiscally) by addressing the 2 main bottlenecks (Cesar chavez and William Cannon). I am Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little to no travel time</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working.</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Kate Csillagi</p> |




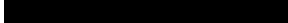
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|       |             |       |          | <p>RE: Remove MoPac South from CAMPO 2050 Regional Transportation Plan</p> <p>Dear Mopac South Project Team.</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>—The added toll lanes on mopac north have not helped traffic at all. In fact, many studies show that adding traffic lanes makes traffic worse, not better. Please look at what happened in Seattle when they removed the highway going through downtown just a few years ago-traffic volume and times actually *improved* with the removal of the highway. This mopac expansion will be overall fully detrimental, not helpful, to quality of life here.</p> <p>This project is based on outdated, pre-pabdemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working.</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> |
| Sunny | Schneberger | Email | 4/9/2025 | <p>Thank you for putting people first in our region.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|       |             |       |          | <p>RE: Remove MoPac South from CAMPO 2050 Regional Transportation Plan</p> <p>Dear Mopac South Project Team, Dear CAMPO Board Members,</p> <p>Barton springs is the jewel of Austin, the reason I moved here in 2008, and the reason I stay here now. ANYTHING that endangers the Edwards aquifer needs to be canceled immediately. There's only one Barton Springs. Let's not risk harming it to create a toll road that benefits a small fraction of our population who can afford it, won't help traffic much (if at all), and will add to the air pollution of the region.</p> <p>Sincerely,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Nick  | Vittas      | Email | 4/9/2025 | <p>Nick Vittas</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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|         |         |       |          | [REDACTED]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Ellu    | Nasser  | Email | 4/9/2025 | <p>Hello,<br/>I would like to attend the public meeting on 4/14 however I have a full time job and have no way of getting away for an all day meeting. It feels unfair to hold public processes during the day time working hours.</p> <p>At minimum, is there a way to participate and provide testimony remotely?</p> <p>Thank you,</p> <p>Elina "Ellu" Nasser<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Theresa | Zelasko | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes. Yes, traffic in and around Austin is horrible, but adding more highway lanes and more highways isn't going to fix that. We need more walkable spaces in our city, more public transit options, and safety measures expanded for pedestrians and cyclists.<br/>If I see one more toll road, I might just scream.</p> <p>Thank you.</p> <p>Theresa Zelasko<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Daniel  | Little  | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking, and biking. As a car-free resident of the Austin area who primarily bike commutes, it is essential to have safe and efficient alternatives to car transportation.</p> <p>I want less funding devoted to highway expansions because expanding highways induces demand for car traffic, is expensive and inefficient, decreases air quality, contributes to the climate crisis, increases traffic fatalities, segregates communities, and destroys the urban fabric of the city.</p> <ul style="list-style-type: none"> <li>- Support Austin's rail expansion and work with CapMetro.</li> <li>- Invest in inter-city public transit.</li> <li>- Invest in protected bike lanes and support multimodal transportation in all transportation projects.</li> <li>- Aim to reduce congestion by encouraging people to take alternative transportation.</li> </ul> <p>Daniel Little<br/>[REDACTED]<br/>[REDACTED]</p> |
| Mai     | Vong    | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>Thank you for your work to make Austin a safer and more vibrant community. Please know your neighbors, friends and loved ones think you're doing amazing work.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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|         |            |       |          | <p>Personally, I'd love to have more funding re-routed towards safer public transportation/bike routes and mix-use housing. This is what truly builds a vibrant community. If you have 10 minutes, please watch this video on the economic impact of urban development:<br/><a href="https://www.youtube.com/watch?v=7Nw6qyyrTel">https://www.youtube.com/watch?v=7Nw6qyyrTel</a></p> <p>Thank you in advance for the privilege of your time.</p> <p>Mai Vong<br/>[REDACTED]<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Nicolas | Webster    | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>Over and over again, through decades of both research and observation, we've seen that investing in highways and car-oriented transportation has yielded a society burdened by the colossal expense of maintaining our spread-out low-density built environment that fundamentally doesn't produce enough tax revenue to sustain itself. Beyond the fiscal delusion of this pattern of development, this creates communities with less opportunity, worse health outcomes, fewer housing options, and social isolation.</p> <p>I support investments to improve safety, public transportation (both inter- and intra-urban), pedestrian and bicycle facilities, and I am <i>*strongly*</i> opposed to CAMPO advocating or facilitating the throwing away of my tax dollars to chase a mirage of reduced congestion - which is really just subsidizing poor urban design choices at the expense of the people who live in Austin.</p> <p>America in 2025 is financially struggling, sick, and strangled by cars. There's a collective understanding that things could be better. It costs the average American over \$12,000 per year to own a car. We have the option to go in a new direction instead of continuing to double down on the mistaken 1950s assumption that cars are the best option for everyone.</p> <p>Please be bold!</p> <p>Please try something new!</p> <p>Please stop supporting and advocating for the ideas of the past!</p> <p>We are <i>*begging*</i> for change!</p> <p>Austin's housing reforms have been a model for the country that have demonstrated how new ideas can lead to more affordability. Let's do the same for our transportation system!</p> <p>Thank you,<br/>Nicolas</p> <p>Nicolas Webster<br/>[REDACTED]<br/>[REDACTED]<br/>[REDACTED]</p> |
| Anat    | Schechtman | Email | 4/9/2025 | <p>Ms Doise Miers,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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|         |          |       |          | <p>I'm a resident of Cherrywood, and I get around Austin by foot, on bike, or by public transportation whenever I can. I have two school-age children who will not be driving anytime soon. For all our sakes, I would like Campo 2050 to invest more in public transportation, walking and biking. I would also like to see a rail line from Austin to Houston, Dallas, and San Antonio.</p> <p>anat schechtman<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Olga    | Tumanova | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest in transportation that works to connect our communities, rather than divide them. My primary form of transportation is biking. Highway dependence cuts me off from resources that I rely on. Driving and owning a car is also not accessible for a lot of people, including college students, especially when parking at a college apartment in West Campus can cost upwards of \$200 a month. We need greater investment in public transit, protected bike lines, and sidewalks so that our community is able to live a more connected lifestyle.</p> <p>Olga Tumanova<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                       |
|         | Heiss    | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>Please don't widen highways, especially I-35. It will be a long and expensive project that likely won't keep up with population growth. More lanes will encourage people to crowd the highway and merely push bottlenecks further down the road.</p> <p>We need better public transit alternatives, such as more streamlined commuter buses from neighborhood centers to downtown locations. I've lived in several large towns over the last decade and have heavily relied on buses in order to avoid the headaches of a commute and parking. As a world-class city, Austin should be able to boast better options than smaller towns. I've experimented with the bus system here, and frankly, most of my would-be trips involve too many transfers to be worth it.</p> <p>We need options that incentivize people to stop contributing to congestion, which produces emissions that can affect human health.</p> <p>Heather Heiss<br/>[REDACTED]<br/>[REDACTED]</p> |
| Corrine | Occhino  | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>What makes major cities great is their public transportation. People want to be able to walk and bike, to enjoy their city on foot. Younger people want to move to cities with good public transit infrastructure. In addition to biking and walking to work or the grocery store, people want to be able to bus or train to work.</p> <p>I want less funding devoted to highway expansions because making more space for cars isn't going to make Austin better, it will make it worse. Look at Houston.</p> <p>I oppose expanding I-35 and MoPAC. Let's get the light rail going and get a commuter rail to San Antonio. Those things will make residents happy and improve Austin!</p>                                                                                                                                                                                                                                                                              |

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|       |         |       |          | <p>Thanks for listening,<br/>Corrine</p> <p>Corrine Occhino<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Kaiba | White   | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, protected bike lanes, sidewalks, trails and pedestrian safety because these modes of transportation improve our quality of life. I would also like to see an Austin to San Antonio rail line built.</p> <p>I want less funding devoted to highway expansions because they induce more driving, which creates more local air pollution and contributes to climate change. Specifically, I oppose the Mopac South expansion and the 183 south expansion.</p> <p>Kaiba White<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Ana   | Moreno  | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>-I want more funding devoted to safety, public transportation, walking and biking. Owning cars is becoming more expensive and has become a legitimate barrier to transportation for many. Not to mention the environmental impact of ever expanding highways and streets. We need more affordable and environmentally conscious transportation accessible to all.</p> <p>-I want less funding devoted to highway expansions for many reasons. First of all car and highway transportation is not for everyone. It is for able bodied adults that can afford to pay for a car, insurance and car maintenance. Public transportation is for teens, seniors, adults, and low income people as well as the able bodies adults.</p> <p>-I oppose The Mopac South expansion, the 183 south expansion</p> <p>-I support Public transit, safety projects, sidewalks and bike lanes, an Austin to San Antonio rail line, electrifying the Austin buses and increasing the rail lines inside of Austin</p> <p>- I chose Austin over moving to Houston or Dallas because of its authentic feel. It wasn't endless highways and dead downtowns like Houston or Dallas. It was more alive more people gathering, more people walking and being around each other. That's what makes Austin different</p> <p>Ana Moreno<br/>[REDACTED]<br/>[REDACTED]</p> |
| Livia | Barrett | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>Austin needs more funding devoted to safety, public transportation, walking and biking to create alternatives to our extremely dangerous roads and traffic. I want less funding to highway expansion as increased traffic will lead to more vehicular deaths, road rage, and is destroying the clean air tourists and residents alike love to breath in experiencing all the wonderful outdoor activities the city has to offer. I oppose all highway expansion for these reasons. I support Public transit, safety projects, sidewalks and WELL CONNECTED AND PROTECTED BIKE LANES, and an Austin to San Antonio rail line for reasons which are clear if you simply look at the most popular, healthiest cities across the globe.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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|             |         |       |          | <a href="https://www.kxan.com/news/local/austin/more-than-400-people-killed-injured-in-austin-crashes-this-year/">https://www.kxan.com/news/local/austin/more-than-400-people-killed-injured-in-austin-crashes-this-year/</a><br><br>Livia Barrett<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Ben         | Russell | Email | 4/9/2025 | Ms Doise Miers,<br><br>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes.<br><br>Ben Russell<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Julie       | Unruh   | Email | 4/9/2025 | Ms Doise Miers,<br><br>Car travel is the past. Alternative transportation is the future. No more highway expansions. Push for light rail, walkability, safer bike paths, and the goal of zero carbon. The destructive, heartbreaking, embarrassing and completely out-of-step I35 mistake should never be permitted to happen again in a city that knows better and prides itself on being progressive.<br><br>Julie Unruh<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Christopher | Parma   | Email | 4/9/2025 | Hi CAMPO,<br><br>I'd just like to briefly express my support for multi-modal projects in the Austin region, and to express my opposition to highway expansion projects (like MoPac south and 183 south).<br><br>Study after study, and our own lived experiences, show that widening highways does not improve congestion. Instead, they are further sunk costs into our transportation system that forces people to drive for most trips.<br><br>The Austin region needs more transportation choices, more viable travel options. People want the freedom to choose how they get around, but our investments don't reflect that. We must invest more money into transit, intercity rail (SAAustinGeorgetown), sidewalks, and protected bike lanes. By doing so, you can improve the quality of life, promote healthier living (more movement & less car crashes), and give Austinites congestion-free options for moving through our cities.<br><br>For the benefit of residents and visitors alike, please choose multi-modal projects instead of highway expansions. People matter more than cars.<br><br>Thank you,<br>Christopher Parma<br><br>Christopher Parma<br> |

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| Laura  | Detke  | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking and biking because we need safe multimodal pathways for all and to implement solutions for our current and future growth now. I support comprehensive planning of transit solutions up front in new projects - do it once and to it right the first time. For our existing roads and travel paths, we need to retrofit bike lanes and sidewalks. We need unified plans that still allow for efficient traffic flow and I am counting on you to evaluate solutions that work well elsewhere and apply them here in Austin. Please help us use our tax dollars effectively to do this. We have funded too many efforts of study that have been thrown away and not implemented. Thank you for your consideration!</p> <p>Laura Detke</p> <p>Laura Detke<br/>[REDACTED]<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Jack   | Spence | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>Hi, we have enough roads to last us until climate changes makes the planet uninhabitable in about 40 years. What we don't have enough of are bike lanes and sidewalks. Please build more protected bike lanes and sidewalks. Please do not expand any more highways, at least not in the name of reducing traffic. If your goal is to increase traffic deaths, pollution, and global warming, then yes you should expand highways. Look up induced demand. Thanks.</p> <p>Jack Spence<br/>[REDACTED]<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Connor | Gibson | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>The members of the CAMPO board have an incredible opportunity before them: to decide on a 25-Year transportation plan that serves the interests of local communities in the Austin area in a sustainable, equitable fashion.</p> <p>I would love to see this plan include considerable investment in public transportation. The current 15-30 minute frequencies of all capmetro bus routes are borderline unacceptable for people who cannot afford to, or are unable to drive. One canceled bus can turn a 30 minute wait time into an hourlong one, which is a huge failure. I would also like to see additional funding devoted to project connect phase 1 and its priority extensions (particularly to Austin-Bergstrom airport). For a metropolitan area growing as rapidly as Austin is, rail transit will be essential, and it ABSOLUTELY should be prioritized in place of highway expansions. The proposed MOPAC south expansion particularly alarms me, as does the I-35 expansion currently underway, as these represent a backwards view of transportation improvement. It has been proven countless times that highway expansions only exacerbate pollution, worsen health outcomes for residents, and above all do not actually improve traffic flow; I hope the CAMPO board is brave enough to put its weight behind public transportation in this 25-Year Transportation Plan.</p> <p>CAMPO's power is not just limited to the city of Austin and capmetro, however; CAMPO's focus can and should be regional in nature. I would therefore love to see investment in commuter and intercity rail service, from suburban areas to central Austin, as well as between Austin and San Antonio, an absolutely no-brainer rail connection that should have been built decades ago. Moreover, I would like to see an emphasis on safety improvements to sidewalks and bike lanes across all CAMPO member cities/counties. Protected bike lanes would do so much to prevent cyclist injury/death, and</p> |

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|       |         |       |          | <p>recent improvements to bike lanes on Rio Grande Street in the west campus and Barton Springs Road near Zilker are a great model for what makes a safe, successful bike lane. Citywide // regionwide adoption of protected bike lanes such as these will prove a powerful improvement to biker safety.</p> <p>Lastly, I want to chastise CAMPO for the time chosen for this public hearing. For working class Austinites, it is all but impossible to take time off work and attend a hearing as important as this is at 2:00 on a Monday. This hearing time favors the well off and the retired, who are disproportionately unlikely to use public transportation. I would not be shocked if younger, working class individuals that rely on public transportation // bike infrastructure will be shut out of this meeting due to the timing (I myself am unable to attend for this reason). I implore CAMPO to hold future public hearings in the evenings or on weekends so that people of all ages and socioeconomic strata are able to participate.</p> <p>Best,<br/>Connor Gibson</p> <p>Connor Gibson<br/>[REDACTED]<br/>[REDACTED]</p> |
| Mery  | Rivera  | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>It is wise and imperative that CAMPO invest more funding in transit, safety, sidewalks, and protected bike lanes. Not only is it a very smart decision to do, but is also something more and more people are wanting. So be cool and fund alternatives to driving ( it's the most popular thing to do!).</p> <p>Mery Rivera<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Sarah | Schiff  | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I oppose The Mopac South expansion, and 183 south expansion. I support more accessible rail and public transit options for Austin, and connecting to surrounding areas, in order to better serve the workers who actually make this city run!! Thank you.</p> <p>Sarah Schiff<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Grant | Ephross | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I write in opposition of some of Austin's lane expansion projects. Austin has grown tremendously over the last 2 decades, and a growing pain of that is traffic congestion. We live in the middle of one of the most congested stretches of freeway in the country with no real loop around Austin. Every day the vast majority of Austinites move in 1 of 2 directions commuting.</p> <p>The expansion of 35 will create years of construction and increased traffic while displacing businesses with an end result that will still be susceptible to the same traffic issues we are currently facing at an extraordinary cost to the city, the state, and many individuals that will be affected by proposed projects that do little to serve those in Austin, and instead are designed to serve those outside of Austin.</p>                                                                                                                                                                                                                                                                                        |

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|        |         |       |          | <p>I would like to see more efforts go into routing traffic out to 130 for people that don't need to drive through Austin and be a part of Austin traffic, more effort into updating existing roadways to calm and reduce congestion, and more alternatives that get people out of their cars: bike ways, bus routes, rail routes, expanded hours of rail service which will give people more viable alternatives that are not car dependent.</p> <p>GRANT EPHROSS<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Emily  | Caudill | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I would like CAMPO to help make things safer for pedestrians especially in southeast Austin. I live off of E Stassney near where it meets Montopolis and see that quite a few of the auto-ped accidents happen in this area. I would love to walk on the new shared bike/walk path to go to a coffee shop for example but it doesn't feel safe when there have been both bike and ped deaths on this stretch of road. Cars still zoom by at 60+ mph, it's like walking next to a highway. The encampments in the woods also make it hard to feel safe as a pedestrian there as I have been followed home while walking with my dog and baby. Safe walking infrastructure gives everyone the chance to improve their wellbeing and improves community ties as you get opportunities to see and chat with your neighbors.</p> <p>I oppose the I-35 expansion and want the focus to be on more options and safety for pedestrians, cyclists, and transit users. And especially to take into account the needs of the many women and others who are often caretakers and don't follow the same kind of commuter patterns of going in and out of the city center.</p> <p>Emily Caudill<br/>[REDACTED]<br/>[REDACTED]</p> |
| Joshua | Jakob   | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>Good morning,</p> <p>I write to appeal the need for more walking infrastructure. In my home neighborhood of Oak Hill, we lack significant sidewalk pathways and pedestrian development, forcing our children and disabled people to walk on roads meant for automobiles.</p> <p>This problem plagues much of Austin. The lack of thought to the ambulatory population threatens the urban development of the future as we run out of room to park the vehicles we are forced to possess in order to accomplish basic human tasks.</p> <p>A layered plan for multiple transportation options is needed to alleviate the vehicular traffic on our roadways, open up new opportunity for pedestrian traffic for local business, and develop new mass transit to get our population to the town centers we wish to see grow as our city builds upon its existing metropolis.</p> <p>Please keep this in mind as we work together to make a better Austin.</p> <p>Thank you.</p> <p>Joshua Jakob RA</p> <p>Joshua Jakob</p>                                                                                                                                                                                              |

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| David | Fouts      | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>Dear CAMPO Board Members,</p> <p>Firstly, I want to thank you for your service to our region.<br/>I am writing to CAMPO to prioritize investments in transportation infrastructure that serve the many people in the Austin metro area who do not drive or are forced to drive by the legacy of car-centric planning. As our region continues to grow, so must our commitment to building an equitable, accessible, and sustainable transportation network that meets the needs of all residents.</p> <p>A significant portion of Austinites either cannot drive due to age, disability, or financial constraints, or choose not to drive for environmental or lifestyle reasons. Yet, our current transportation systems heavily favor car owners, leaving non-drivers with limited and often unreliable options. Expanding infrastructure for public transit, biking, and walking is not just about convenience—it's a matter of equity and quality of life.</p> <p>When our family moved to Austin, I chose to live in the most walkable neighborhood that I could afford. Being able to walk my children to school and local parks has been a huge blessing. My wife is a recent immigrant and cannot drive. Having a bus and good walking infrastructure allows her to find gainful employment that keeps our family going financially. However, our neighborhood (which straddles the city limits is) an island of walkability in a sea of patchy sidewalks and dangerous roads.</p> <p>Investing in safe, efficient alternatives to driving will have widespread benefits. Enhanced public transit reduces traffic congestion and air pollution, helping us meet climate goals and expanding access to jobs, education, and healthcare, especially for underserved communities. Better sidewalks and bike lanes encourage healthier lifestyles and make local neighborhoods more vibrant and connected.</p> <p>We have an opportunity—and a responsibility—to shape a city where everyone can move freely, safely, and affordably. I urge you to continue investing in transportation infrastructure that supports all modes of mobility and ensures a brighter, more inclusive future for Austin.</p> <p>Sincerely,<br/>David Fouts</p> <p>David Fouts<br/>[REDACTED]<br/>[REDACTED]</p> |
| Edgar | Handal     | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes. Expanding highways like Mopac and 183 should not be a priority.</p> <p>Edgar Handal<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Joe   | Greenfield | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>We are investing too much money in highway expansion. I would like to see some of that money go toward making our neighborhoods and roads safer.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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|           |            |       |          | <p>Thanks,<br/>Joe Green</p> <p>Joe Green<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Gianmarco | Conegliano | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>Expanding highways only increases demand and congestion. The ONLY way to improve things is with better bike, train, tram and pedestrian ways. Bikeways and railways is the only way to go.</p> <p>Gianmarco Conegliano<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Brantley  | Essary     | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>It is a mathematically proven fact discovered by traffic engineers that adding more lanes creates more demand and leads to more traffic. Expanding highways is a scam, not a solution.</p> <p>Here's an easy to digest article explaining the facts: <a href="https://www.wired.com/2014/06/wuwt-traffic-induced-demand">https://www.wired.com/2014/06/wuwt-traffic-induced-demand</a>.</p> <p>Do we want Austin to become like Houston, covered in highways yet always congested? Don't fall for the scam— invest in real solutions!</p> <p>Just one example of a real and much cheaper solution: busses! Every bus takes about 40 cars off the road, which makes the roads less congested and dramatically increases safety. I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes, not highway expansion.</p> <p>Brantley Essary<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                              |
| Austin    | McDaniel   | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking and biking because these modes of transport are more accessible and affordable, reduce traffic and reduce the need for further expansion (costs) of car infrastructure (roads, highways, parking lots). These modes of transportation are also safer and cleaner, and encourage healthy lifestyles that further reduce costs in our overburdened health care system. I want less funding devoted to highway expansions because highways are expensive to build and maintain, but are also divisive - they break up communities of mostly poorer statuses, those who need these communities the most, and those who need access to more affordable transit options. They encourage more driving and thus pollution, they create impermeable services that impact the environment or that incur more costs to avoid those impacts.</p> <p>I oppose the Mopac South expansion, the 183 south expansion, the I35 expansion.</p> <p>I support public transit, project connect, safety projects, sidewalks and bike lanes, an Austin to San Antonio rail line.</p> <p>Austin McDaniel<br/>[REDACTED]</p> |

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| Claire | Wright  | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>Please please invest in more public transit, sidewalks, bike lanes, and safe and pleasant alternatives to driving. Austin is growing so much, and if you look at global cities around the world, which Austin is quickly becoming, alternatives to driving IS ESSENTIAL. It makes global cities more enjoyable, safe, tourist-friendly, and capable of moving around large numbers of people safely and enjoyably. This is an investment in everyone who loves Austin, it's an investment in a higher quality of life for us, and it's a vote to make the city a city of the FUTURE. Foot traffic helps local store fronts, it creates a vibrancy that is LOST when you expand highways and force people to drive everywhere. It helps REDUCE traffic and TRAFFIC DEATHS! YOU CAN MAKE AUSTIN A CITY OF THE FUTURE THAT IS BUILT FOR EVERYONE AND PROMOTES A HIGHER QUALITY OF LIFE THROUGH SAFER TRANSPORTATION OPTIONS THAT ARE MORE ENJOYABLE, AFFORDABLE, AND ON PAR WITH THE MOST MAGICAL CITIES IN THE WORLD.</p> <p>Claire Wright<br/><div></div><div></div></p> |
| Andres | O'Rona  | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>We need more ways to navigate in Austin, highways are only part of the solution, PLEASE let's get more funding for public transport, sidewalks, trails, bike trails etc.<br/>Thanks</p> <p>Andres O'Rona Jr</p> <p>Andres Orona Jr<br/><div></div><div></div></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Glen   | Meyer   | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to walking, biking, and transit infrastructure because this kind of infrastructure contributes to transportation freedom for more people (more choice) and to cleaner air and water. Better communities for all.</p> <p>Less money for highway and automobile infrastructure.</p> <p>Glen Meyer<br/><div></div><div></div></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Susan  | Pantell | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>The plan states that it is multimodal, but there are far too many projects to expand or build new roads or highways. The plan should include many more projects for transit, bikes and pedestrians. In particular, I oppose the I-35 expansion through downtown Austin and the Mopac South expansion. Both projects will result in substantial negative environmental and greenhouse gas impacts and will not reduce congestion in the long run because of induced demand. CAMPO should plan for many more bus and rail projects to ease congestion and provide equitable transportation options for all residents. CAMPO should develop and implement a bus and rail plan to link cities throughout the region.</p>                                                                                                                                                                                                                                                                                                                                                    |

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|         |           |       |          | <p>Susan Pantell<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Sarah   | Stockton  | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>My family recently relocated from far south Austin to the northeast side of the city. One of our primary reasons for changing neighborhoods was we wanted to experience better bike infrastructure.</p> <p>While we and our young children love the protected bike lanes of Windsor Park and Mueller, as well as scenic routes like the Walnut Creek trail, the city needs to invest in even more functional alternatives to freeways and stroads.</p> <p>Austin businesses deserve foot traffic--and everyone deserves clean air and a livable climate. Austin is only getting hotter, along with the rest of the country, and the best way that residents can limit their carbon footprint is to opt for cycling and mass transit. But people won't choose these if there are no safe, accessible, or affordable options that actually get them to where they need to go: their jobs, their kids' schools, or the grocery store.</p> <p>Rather than opting for yet another freeway expansion that will cancel itself out by the time construction is done, CAMPO should use its resources to research Austin's high-traffic areas and build out bus/tram routes as well as protected bike lanes that will get people where they want.</p> <p>Sarah Stockton<br/>[REDACTED]<br/>[REDACTED]</p> |
| William | Tucker    | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>dear folks,</p> <p>what we don't need are more roads .... build them and they will come, will fill them up and you will have to build more !!!</p> <p>walking, biking, buses, trains - that's what we need. until this happens, austin and the surrounding area will simply become worse and worse for transportation in general.</p> <p>w. tucker</p> <p>William Tucker<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Lorn    | MacDiugal | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>Dear CAMPO,</p> <p>Please imagine our City with more public transportation, walking and biking so as to enhance the health not only of the people moving in these active fashions but to improve the health of the planet and its beauty. Many people, tired of congestion and time wasted in traffic, are ready for a new way of life if they are given the opportunity. Education on the joys and ease of electric bikes is needed as they are still relatively unknown. Sidewalks are non-existent in many neighborhoods in Austin.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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|         |          |       |          | <p>Expanding highways with additional lanes only brings more traffic - induced demand - and keeps more people sitting rather than moving. Visionary thinking is crucial at this point in our history; returning to local lifestyles with public transportation to cover distances is where we need to make progress. Please put the funds where they will benefit the community rather than the individual (driver).</p> <p>Sincerely,<br/>Lorn MacDougal</p> <p>Lorn MacDougal<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Jarid   | Wilczak  | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking and biking because cars do not buy things or support businesses, people do. The safer and more walkable an area the more people will congregate, the more they congregate the more they will support local businesses and the more local businesses supported the more money flows, and the more money flows the more taxes can be raised and then spent to help Austin citizens. Building this highway will just split communities and will directly and indirectly drive people through or out of Austin.</p> <p>I want less funding devoted to highway expansions because...</p> <p>I oppose The Mopac South expansion and the 183 south expansion.</p> <p>I support Public transit, safety projects, sidewalks and bike lanes.</p> <p>Cars do not buy things, people do.</p> <p>Jarid Wilczak<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Phillip | Thompson | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>Hi,</p> <p>25 years ago, as a teenager in Austin, I used CapMetro and my bicycle to get to and from school and to go skating with my friends. Back then I first read about "new urbanism" and dreamed of a future that prioritized public transit, cycling infrastructure, and urban, walkable spaces. Now that I'm 40, I'm upset that the visions I had for getting around this city never really came to pass. In another 25 years I will be retirement age and I would like to be able to look forward to a Central Texas that has prioritized cycling infrastructure, safe and reliable public transit, and walkable, dense, thriving communities.</p> <p>Roadway expansions and new toll roads have all been expensive Band-Aids on the real problem: Central Texas is not imagining and working towards a transportation future that doesn't prioritize single individuals in automobiles. I agree that Mopac crossing the river gets obnoxiously crowded and I also agree that 183 south of 71 has too much traffic and feels unsafe. So I'm not entirely opposed to having CAMPO addresses those issues. I just want to make sure that in those situation you include safe bicycling and walking infrastructure and considerations for a future where public transit has the right of way.</p> <p>Also, the very need for a Mopac south expansion in 2025 bothers me. Those Mopac toll lanes came online within the last 10 years and while CAMPO's said that it has alleviated some traffic, the fact that we're still having terrible bottlenecks at that point, even after toll lane implementation, suggests that they weren't the right solution. Maybe there was a different infrastructure solution that could've been chosen more than 10 years ago so that we don't still have so much traffic while crossing the river. Maybe these single lane express toll lanes, like the ones currently being expanded up onto 183</p> |

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|           |               |       |          | <p>aren't the right solution. Maybe asking a driver to pay \$10-13 to skip some traffic on Mopac is dumb for everyone involved. There's plenty of traffic that enters Mopac between Far West and the river and all of those cars just end up getting bottlenecked at the bridge.</p> <p>One more thing: in your plans for the next 25 years there should absolutely be reliable and consistent rail service multiple times a day between Austin and San Antonio that stops in Buda, Kyle, San Marcos, and New Braunfels. And those communities should also be linked by safe and car-separated bike infrastructure. I-35 between Austin and San Antonio is dangerous and crowded and a commuter rail service and bike route will help ease that pressure.</p> <p>Anyway, I think the right move for CAMPO 25 is to shift away from focusing on car infrastructure and work on building out public transit, cycling, and walking alternatives.</p> <p>Thanks,<br/>-Phillip Thompson</p> <p>Phillip Thompson<br/>[REDACTED]<br/>[REDACTED]</p> |
| Jessica   | Billeaud      | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes</p> <p>Jessica Billeaud<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Peter     | Partheymuller | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>When considering our region's long-range transportation plan, please focus on infrastructure improvements that encourage non-driving mobility alternatives. We need more support from CAMPO — concrete financial and planning support — for public transit, sidewalks, and bike infrastructure.</p> <p>The fewer cars on our roadways, the better those in cars will get around Austin and the whole region. Give people real choices so they don't have to get in their cars to get to work, to the store, or to their friend's house. That way, when you do have to drive — or choose to drive — there'll be fewer cars on the roadway, making a better experience for all.</p> <p>Peter Partheymuller<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                         |
| Stephanie | Carey         | Email | 4/9/2025 | <p>Ms Doise Miers,</p> <p>Please consider investing in the well-being of Austin.<br/>We need CAMPO to invest in sidewalks, bike lanes, and PUBLIC TRANSIT<br/>we don't need more cars on the road we need more NATURE and PEOPLE.<br/>Thanks</p> <p>stephanie carey</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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| Connor   | Titus     | Email | 4/9/2025  | <p>Ms Doise Miers,</p> <p>Please prioritize humans in your designs, not cars. We need more bike infrastructure, bus routes, and lighrail so people have choices in how they get around. "One more lane" won't fix the traffic problems in Austin metro!</p> <p>Connor Titus</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                          |
| Kristina | Sarkisova | Email | 4/10/2025 | <p>Ms Doise Miers,</p> <p>I'd love to see Austin become a more walkable city, as this is connected to so many wellbeing metrics, and all the research and past case studies show us that highway expansions don't actually lead to less traffic but more. More and better sidewalks and transit could change Austin quality of life in deeply meaningful ways.</p> <p>I appreciate your time and consideration in this matter.</p> <p>Kristina Sarkisova</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                             |
| Leah     | Norman    | Email | 4/10/2025 | <p>Hi all,</p> <p>With the upcoming CAMPO meeting to discuss the 25 year transportation plan, I would like to see investment in bike infrastructure (note: paint is not infrastructure!) included in the plan. Given that Austin is so beautiful year round, we should be the most bike-able city in America. Other investments in public transit and sidewalks that make our city less car reliant and more accessible to all community members as well would be great. I urge CAMPO NOT to invest in any more highways. Please, please, please.</p> <p>Thank you,</p> <p>Leah</p> <p>Leah Norman</p> <p>[REDACTED]</p> <p>[REDACTED]</p>   |
| Matt     | Welch     | Email | 4/10/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to public transportation, walking, and biking infrastructure because they are the most efficient forms of transportation and least expensive while improving the quality of life for my family. We want more options to be active outside and avoid being in cars or suffering from the air pollution they cause.</p> <p>I oppose all funding devoted to highway expansions because it invests in the least efficient and most expensive transportation option while worsening traffic, air pollution, and global warming. It is a fiscally irresponsible use of taxpayer dollars.</p> |

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|          |         |       |           | <p>Matt Welch<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Kate     | Wilder  | Email | 4/10/2025 | <p>Dear CAMPO Board members,</p> <p>We need all the tools in the toolbox to address our transportation needs, including roads, transit, active transportation, and new technologies. We are a growing five-county region that is changing daily. The CAMPO 2050 plan addresses safety, connectivity, mobility, and equity. It provides room for new innovation to meet the demands of growth and change. We must move forward to care for the whole community, including those needing the roads. Please vote for the CAMPO 2050 plan.</p> <p>Thank you for your service,</p> <p>Kate Wilder</p> <p>Williamson County Road Bond Program</p> <p>[REDACTED] Email [REDACTED]</p>                         |
| Jennifer | Muster  | Email | 4/10/2025 | <p>Dear CAMPO Board members,</p> <p>I'm writing this email in support of the CAMPO 2050 Regional Transportation Plan. We need all the tools in the toolbox to address our transportation needs, including roads, transit, active transportation, and new technologies. We are a growing five-county region that is changing daily. The CAMPO 2050 plan addresses safety, connectivity, mobility, and equity. It provides room for new innovation to meet the demands of growth and change. We must move forward to care for the whole community, including those needing the roads. Please vote for the CAMPO 2050 plan.</p> <p>Thank you for your service,</p> <p>Jennifer Donovan<br/>[REDACTED]</p> |
| John     | Woelfel | Email | 4/10/2025 | <p>Dear CAMPO Board members,</p> <p>We need all the tools in the toolbox to address our transportation needs, including roads, transit, active transportation, and new technologies. We are a growing five-county region that is changing daily. The CAMPO 2050 plan addresses safety, connectivity, mobility, and equity. It provides room for new innovation to meet the demands of growth and change. We must move forward to care for the whole community, including those needing the roads. Please vote for the CAMPO 2050 plan.</p> <p>Thank you for your service,</p>                                                                                                                          |

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|           |            |       |           | John Woelfel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Andrei    | Lubomudrov | Email | 4/10/2025 | <p>Dear CAMPO Leadership and Staff, I write to formally submit the attached comments from the City of Austin's Urban Transportation Commission in response to the proposed 2050 Regional Transportation Plan as outlined in the open house. These comments were adopted unanimously by those present at the UTC meeting on April 1, 2025. The recommendation followed a presentation on the 2050 RTP delivered by Cole Kitten.</p> <p>The April 1 UTC meeting materials may be found here: <a href="https://www.austintexas.gov/cityclerk/boards_commissions/meetings/50_1.htm">https://www.austintexas.gov/cityclerk/boards_commissions/meetings/50_1.htm</a></p> <p>Please let me know if there are any further steps needed on the City's part to ensure full and fair consideration of these comments.</p> <p>Thank you,</p> <p>Andrei</p>                                                                                                                                                                                                                                                                  |
| Madeleine | Lee        | Email | 4/10/2025 | <p>Ms Doise Miers,</p> <p>I would like to reach out to express my support for increased public transit and initiatives that make Austin cleaner, safer, and more accessible. Creating walkable cities with good public transportation makes better use of our land and helps us make progress towards the type of city we want to be in the future. I believe investments that make it easier to walk, bike, and get around Austin without a car are more effective than highway expansions which ultimately only lock us into creating more traffic and air pollution, harming Austinites and losing opportunities for better use of the space in the long term. Please invest more funding towards safety, public transportation, walking, and biking instead!</p> <p>Thank you for your work and effort.</p> <p>Madeleine Lee<br/> <div style="background-color: black; width: 100px; height: 15px; margin: 2px 0;"></div> <div style="background-color: black; width: 50px; height: 15px; margin: 2px 0;"></div> <div style="background-color: black; width: 70px; height: 15px; margin: 2px 0;"></div></p> |
| Franny    | McLarty    | Email | 4/10/2025 | <p>Ms Doise Miers,</p> <p>I grew up in Oak Hill and moved back to Austin after studying urban planning in college. I love this city and support investing in public transit, bike infrastructure, and a robust pedestrian network. I want more funding for pedestrian safety and connectivity because I strongly believe a city with diverse modes of transportation is more equitable and creates a ripple effect of benefits for our quality of life. I want less funding for highway expansions and car infrastructure because cars are an inefficient, dangerous, and expensive way to get around. I support investing in human scale cities, not cities built for our cars. I oppose the MoPac South expansion, I oppose the 183 expansion. I hope Austin can look at the long term benefits of investing in pedestrian infrastructure to build a connected city that promotes social vibrancy, equity, and walkability.</p> <p>Franny McLarty</p>                                                                                                                                                         |

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|        |          |       |           | <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Abby   | Sullivan | Email | 4/10/2025 | <p>Ms Doise Miers,</p> <p>Hello,</p> <p>As a lifelong resident of the Austin Metro Area and a senior at UT Austin hoping to live in Austin after graduation in May, I want to voice my concerns about any proposed roadway expansions that are proposed to or by CAMPO during its 25-year regional transportation planning. I want more walking, biking, and transit, NOT more roadway expansions! The City of Austin is in dire need of accessibility to those without cars such as college students, lower income communities, and those with disabilities. Say NO to roadway expansion and YES to a walkable, connected, and accessible city.</p> <p>Sincerely,</p> <p>A concerned Austin resident</p> <p>Abby Sullivan</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                  |
| Anna   | Geppert  | Email | 4/10/2025 | <p>Ms Doise Miers,</p> <p>I am a lifelong Austin resident and I'm very concerned about the CAMPO 2050 RTP released recently. CAMPO claims that highway expansion should only be seen as a last resort, but they comprise most of the projects funded by CAMPO. It has been proven time and time again that highway expansions do not alleviate traffic—in fact they consistently make it worse. I have seen the impact of excessive roadwork in Austin throughout my entire life and I would like for our community to move in a positive direction towards a more sustainable future. We should be investing in the transportation infrastructure that actually works and improves the lives of people living here: public transit, walkways, bike lanes, etc. Highway expansions harm out environment, our health, and our mental-wellbeing—not to mention the valuable local businesses displaced. Please reconsider where our valuable federal transportation funding goes and invest in projects that will propel us forward as a community, not push us backward.</p> <p>Anna Geppert</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> |
| Jotty  | Allen    | Email | 4/10/2025 | <p>Ms Doise Miers,</p> <p>I would like less funding devoted to highway expansion and more funding allocated to public transit like train stations and proper bicycle infrastructure.</p> <p>Jotty Allen</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| George | Allen    | Email | 4/10/2025 | <p>Ms Doise Miers,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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|        |       |       |           | <p>I'm writing to request more funding for public transit, bicycling, urban trails, and pedestrian safety, and less for highway expansions in the CAMPO Transportation Plan. TxDot, CTRMA and CAMPO have invested vast sums of money in highway expansion over the last two decades, with billions more on the way. This investment only provides temporary relief from traffic congestion and degrades our environment, community, and quality of life.</p> <p>CAMPO needs to step up and invest in modes of transportation such as transit, bike and pedestrian improvements that enhance mobility, protect the environment, foster community and improve our quality of life. The Austin metro area can and should be a leader in fostering a more livable transportation system.</p> <p>George Allen<br/>[REDACTED]<br/>[REDACTED]</p>       |
| Rob    | Hogan | Email | 4/10/2025 | <p>Ms Doise Miers,</p> <p>Hello. I'm writing to state my opposition to wasting millions, possibly billions, of Texans' dollars on highway expansion projects that history and data have proven do not work to solve congestion, and will make Central Texas more dangerous and polluted, and less affordable for its residents. Instead, CAMPO should be focused on projects that reduce greenhouse gas emissions and provide Texans of all income levels with reliable, dependable, and safe ways to get around, like commuter rail, bus rapid transit, protected bikeways, and pedestrian friendly streets. Please cancel highway expansion projects like Mopac South and use that money for something that Central Texas can be proud of now and in the future. Thank you for your time.</p> <p>Rob Hogan<br/>[REDACTED]<br/>[REDACTED]</p>   |
| Jessie | Pye   | Email | 4/10/2025 | <p>Ms Doise Miers,</p> <p>As an Austin resident, I strongly urge CAMPO to redirect funding priorities away from highway expansions like the Mopac South project and instead invest in comprehensive public transportation options, protected bike lanes, and improved pedestrian infrastructure. Every dollar spent on expanding highways only encourages more vehicles and congestion, while investments in alternative transportation create safer, more equitable, and environmentally sustainable communities. I particularly support developing the Austin to San Antonio rail connection, which would serve thousands of commuters daily and reduce our region's carbon footprint. Our growing region deserves transportation options that work for everyone, not just those with cars.</p> <p>Jesse Pye<br/>[REDACTED]<br/>[REDACTED]</p> |
| Paul   | Wargo | Email | 4/11/2025 | <p>Ms Doise Miers,</p> <p>I am a 35 year, born and raised Austinite. I love my city and I'm not going anywhere!</p> <p>That said, Austin is woefully behind in public transportation, walking, and biking. Residents should be able to exist in this town without a car. We should be leveraging traffic to get cool areas built that are a carless alternative.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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|           |               |       |           | <p>Expanded highways will be nothing more than a blight on our city once Austin's growth slows down. If the growth continues, more expansion will be necessary in 5-10 years. This is a never ending fool's errand.</p> <p>I live in Manor and work in Lakeway and Dripping Springs. I drive down there every day. Few people in this town drive more than I do. And we do NOT need more highways!</p> <p>Paul Wargo<br/> <div style="background-color: black; width: 100px; height: 1.2em; margin: 2px 0;"></div> <div style="background-color: black; width: 80px; height: 1.2em; margin: 2px 0;"></div></p>           |
| Oscar     | Salazar Bueno | Email | 4/11/2025 | <p>Dear CAMPO Board members,</p> <p>We need all the tools in the toolbox to address our transportation needs, including roads, transit, active transportation, and new technologies. We are a growing five-county region that is changing daily. The CAMPO 2050 plan addresses safety, connectivity, mobility, and equity. It provides room for new innovation to meet the demands of growth and change. We must move forward to care for the whole community, including those needing the roads. Please vote for the CAMPO 2050 plan.</p> <p>Thank you for your service,</p> <p>Oscar Salazar-Bueno<br/>Leander, TX</p> |
| Marisabel | Ramthun       | Email | 4/11/2025 | <p>Dear CAMPO Board members,</p> <p>We need all the tools in the toolbox to address our transportation needs, including roads, transit, active transportation, and new technologies. We are a growing five-county region that is changing daily. The CAMPO 2050 plan addresses safety, connectivity, mobility, and equity. It provides room for new innovation to meet the demands of growth and change. We must move forward to care for the whole community, including those needing the roads. Please vote for the CAMPO 2050 plan.</p> <p>Thank you for your service,</p> <p>Marisabel Ramthun</p>                   |
| Isabel    | Victoria      | Email | 4/11/2025 | <p>Dear CAMPO Board members,</p> <p>We need all the tools in the toolbox to address our transportation needs, including roads, transit, active transportation, and new technologies. We are a growing five-county region that is changing daily. The CAMPO 2050 plan addresses safety, connectivity, mobility, and equity. It provides room for new innovation to meet the demands of growth and change. We must move forward to care for the whole community, including those needing the roads. Please vote for the CAMPO 2050 plan.</p> <p>Thank you for your service,</p> <p>Isabel Victoria</p>                     |

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| Paige     | Sopher  | Email | 4/11/2025 | <p>Dear CAMPO Board Members,</p> <p>Thank you for your leadership and continued service to our region.</p> <p>As our area grows, we need a comprehensive approach to transportation, one that embraces all modes, including roads, transit, active transportation, and emerging technologies. The CAMPO 2050 Plan provides a strong framework to address our region's needs around safety, connectivity, mobility, and access for all.</p> <p>The plan allows us to make strategic investments that support economic growth, improve quality of life, and ensure that people across the region - regardless of where they live or how they travel - can reach jobs, schools, and essential services. It positions our community to move forward together with a balanced, multimodal approach that serves both current and future generations.</p> <p>Please vote in support of the CAMPO 2050 Plan.</p> <p>Best,<br/>Paige Sopher</p> |
| Mario     | Morales | Email | 4/11/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes</p> <p>Mario Morales<br/>██████████<br/>██████████<br/>██████████</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Elizabeth | Goeller | Email | 4/11/2025 | <p>Ms Doise Miers,</p> <p>Hello,<br/>I encourage CAMPO to invest more in public transit instead of building more and more highways. Good public transit is vital for any city of Austin's size.<br/>Thank you!<br/>Elizabeth Goeller</p> <p>Elizabeth Goeller<br/>██████████<br/>██████████<br/>██████████</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Gabriel   | Britain | Email | 4/11/2025 | <p>To the CAMPO board,</p> <p>I was at last year's May meeting where the CAMPO board voted near-unanimously to support funding I-35, despite public opinion expressed in that meaning to the contrary.</p> <p>This year, I'm writing you to beg you, as representatives of folks in the Central Texas area, to FUND ALTERNATIVES TO CAR-CENTRIC TRANSPORTATION. These are empirically-proven methods of improving my fellow citizens' quality of life that deserve far more funding than highway expansion does. I SUPPORT investigation into long-term solutions such as:</p>                                                                                                                                                                                                                                                                                                                                                         |

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|         |        |       |           | <p>- an Austin/San Antonio rail line<br/> - public transit<br/> - safety projects such as road diets and speed bump additions<br/> - sidewalks and bike lanes.</p> <p>It's evident that highways are not scaling to fit this region: in the past month alone, we've seen 5 people killed and 11 hospitalized in ONE car accident on I-35, let alone the dozens of others that have died in the past twelve months. At what point do we decide that we've torched enough money into a "solution" that's not working?</p> <p>I OPPOSE the use of CAMPO funds for highway expansions such as the MOPAC South expansion or the 183 South expansion.</p> <p>Gabriel Britain<br/> [REDACTED]<br/> [REDACTED]</p>                                                                                                                                                                                                                      |
| Ian     | Nolan  | Email | 4/11/2025 | <p>Ms Doise Miers,</p> <p>I support more funding for public transit and bicycling infrastructure. This gives more opportunities for people to interact within the community and businesses. Less funding for highways that cut into our city and reduce health/safety (I-35 has taken too many lives).</p> <p>Ian Nolan<br/> [REDACTED]<br/> [REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Eric    | Roten  | Email | 4/11/2025 | <p>Ms Doise Miers,</p> <p>A thriving future requires more options such as public transit, bike lanes and green spaces. No expansion on highways when we can't even maintain the existing high ways.</p> <p>Eric Roten<br/> [REDACTED]<br/> [REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Russell | Taylor | Email | 4/11/2025 | <p>Ms Doise Miers,</p> <p>Texas transit policy has been beholden to the car for 100 years, and we must sever that tie decisively. I urge you strongly to stop every last extension, widening, or other change to roads aimed at moving more cars. Keep their condition pristine - the best in the world - but freeze all efforts to encourage car use. I want ultra fast trains to carry me from big city to big city, and comfortable, cheap rail to take me between the smaller towns in between. I want bike paths along every major road in the country and all over our cities and towns, all obviously safe and comfortable for a family to pedal in complete confidence of getting to their destination directly and uninjured. None of this is impossible - every place that has it now started with something much worse. Texans deserve it, and I expect you to deliver it.</p> <p>Russell Taylor<br/> [REDACTED]</p> |

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| Kristi  | Roen     | Email | 4/11/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes, not in highway expansions.</p> <p>Kristi Roen<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Austin  | Werner   | Email | 4/11/2025 | <p>Ms Doise Miers,</p> <p>It's 2025, and every developed country has embraced the benefits of biking, walking, and public transportation. Austin has made real progress—with improved bikeways, safer streets, and the promise of Project Connect, it's become a more livable and attractive city than Dallas or Houston. But we can't keep repeating the same mistakes TxDOT makes—pouring money into highway expansions that just add more traffic and pollution.</p> <p>I want more funding devoted to safety, public transportation, sidewalks, and protected bike lanes—not more highways. I oppose projects like the Mopac South and 183 South expansions. We already have the I-35 Cap and Stitch in progress—let's not waste more land and resources turning Austin into a concrete jungle.</p> <p>I want to live in a future where biking and walking are real options—not just for the few, but for everyone. I'm not asking for roads to go away. I just want equal investment and the freedom to choose how I get around. Most travel is local, and with more mixed-use development, that trend will only grow. Yet the only organizations that seem blind to this are TxDOT and CAMPO.</p> <p>Please be forward-thinking. Support public transit. Support bike lanes, sidewalks, and safety projects. Support an Austin–San Antonio rail line. Don't double down on outdated models that haven't worked for decades. Let's invest in a future where people—not cars—come first.</p> <p>Austin Werner<br/>[REDACTED]<br/>[REDACTED]</p> |
| Matthew | Lohr     | Email | 4/11/2025 | <p>Ms Doise Miers,</p> <p>I oppose further expansion of I35 and other highways. This city needs more public transportation, and to make it easier and safer for pedestrians to travel through the city. Already, this city is car-centric. It does not need further investing in this. We need better public transportation and pedestrian focused areas.</p> <p>Matthew Lohr<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Eva     | Esquivel | Email | 4/11/2025 | <p>Dear CAMPO Board members,</p> <p>We need all the tools in the toolbox to address our transportation needs, including roads, transit, active transportation, and new technologies. We are</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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|        |          |       |           | <p>a growing six-county region that is changing daily. The CAMPO 2050 plan addresses safety, connectivity, mobility, and equity. It provides room for new innovation to meet the demands of growth and change. We must move forward to care for the whole community, including those needing the roads. Please vote for the CAMPO 2050 plan.</p> <p>Thank you for your service,</p> <p>Eva Esquivel</p> <p>Sr. Public Engagement &amp; Communications Specialist</p> <p>[REDACTED] [REDACTED]</p> <p>HNTB CORPORATION   INFRASTRUCTURE SOLUTIONS</p> <p>[REDACTED]   hntb.com</p> <p>LinkedIn   X   Facebook   Instagram   YouTube</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Eddie  | Church   | Email | 4/11/2025 | <p>Dear CAMPO Board members,</p> <p>We need all the tools in the toolbox to address our transportation needs, including roads, transit, active transportation, and new technologies. We are a growing six-county region that is changing daily. The CAMPO 2050 plan addresses safety, connectivity, mobility, and equity. It provides room for new innovation to meet the demands of growth and change. We must move forward to care for the whole community, including those needing the roads. Please vote for the CAMPO 2050 plan.</p> <p>Thank you for your service,</p> <p>Eddie Church</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Teresa | Anderson | Email | 4/11/2025 | <p>Ms Doise Miers,</p> <p>There needs to be better safety for walking and biking, as vehicle drivers are getting worse!!!</p> <p>So many bad drivers are parking illegally in bike lanes, which makes it not safe, so less people ride bikes and makes traffic worse. APD needs to do their job!!!</p> <p>In Oct 31, 2003, a taxi driver did a u-turn when I was riding my bike on Speedway by UT campus and he hit me; there were 30-40 screaming people witnesses and when APD came, they did NOTHING!!! They should have given that driver a citation for hitting me, as it was so stupid driver.</p> <p>Recently, walking across Airport Blvd near North Loop a pickup did not stop, even though I had the pedestrian crossing light; next time I'll have to bring a brick to throw at that type of bad driver.</p> <p>I oppose The Mopac South expansion, the 183 south expansion, and other stupid more lanes as it makes TRAFFIC WORSE!!!! Also, it will make the air pollution worse and will make the climate change worse.</p> <p>I live very green and seldom drive my car; for the last 10 years, I have filled up my MINI Cooper with less than 10 times per year. That is very good for the environment; I wish gas was \$10/gallon to help the environment.</p> <p>Public transport needs to be improved; I wish I could take the train to the airport, instead of being in stupid traffic. Can you imagine if Dallas did not create their DART - Dallas Area Rapid Transit? It works great.</p> <p>What if TxDOT create transportation on Manhattan? Nobody could live there as it would just be full of highway lanes.</p> <p>Even TxDOT sucks as they have their employees park ILLEGALLY on fire lanes. So stupid and not safe.</p> <p>You need to pay attention to Safe Streets: safestreetsaustin.org</p> |

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|         |            |       |           | <p>Teresa Anderson<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Laine   | Hardy      | Email | 4/11/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking and biking. These are healthy ways of moving around our community and just as important to provide options that are free and low cost to people instead of creating environments that require the use of cars.</p> <p>I want less funding devoted to highway expansions because there have been plenty of studies that show more highways = more traffic. We need to get smarter about planning and include multi-modal infrastructure to reduce traffic demand and promote health in our communities.</p> <p>I oppose The Mopac South expansion and the 183 south expansion as they'll only contribute to sprawl and more traffic.</p> <p>I support public transit, safety projects, sidewalks and bike lanes, and an Austin to San Antonio rail line. Cars should not be number 1. People should be the number 1 factor in good regional planning. Let's start putting people instead of cars first!!!</p> <p>Its a joke that we have highways as tall as 5 story building, but most of our cities lack walkable sidewalks.</p> <p>Laine Hardy<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                   |
| Cyral   | Miller     | Email | 4/11/2025 | <p>Once we lose environmentally sensitive areas, we never get them back. Welcoming people to this region should include ensuring that our natural areas are safeguarded to support and nourish the clean air and clean water that current and future residents must have to thrive.</p> <p>New and expanded roads have an enormous impact on our region's air and water quality, yet the CAMPO plan as proposed will expand regional road capacity by 26% with no plans for environmental mitigation. That's short sighted and ignores foreseeable damage.</p> <p>The plan includes the new expansions of Mopac South, RM 1826, and RM 620. These planned expansions are based on outdated data that don't reflect the new "post-pandemic normal" of increased telecommuting and hybrid workplaces.</p> <p>The draft plan also includes new roads that will drive development over the Edwards Aquifer Recharge Zone and other environmentally sensitive areas. The proposed extension of RM 150 around Dripping Springs and the extensions of Yarrington Road west of Kyle and a new western loop around San Marcos will fuel growth over the Edwards Aquifer Recharge and Contributing Zones.</p> <p>Let our children inherit a livable world - PLEASE be more careful with our land!</p> <p>Sent from my iPad</p> |
| Kendall | Kibby-Deck | Email | 4/12/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes. I support public transit in all forms, and a rail line from</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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|       |         |       |           | <p>Austin to San Antonio, and between all major Texas cities. I support more money invested in non-car transportation. Thank you!</p> <p>Kendall Kibby-Deck<br/> <div></div> <div></div> <div></div></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| James | Baker   | Email | 4/12/2025 | <p>. Funding is allocated based on a scoring system from 2017 that is not aligned with CAMPO's stated goals or TTI's recommendations, and this should be updated.</p> <p>2. I would like to see more information about environmental impacts and mitigation for those impacts.</p> <p>3. I am concerned about roads that will negatively impact the Edwards Aquifer or the San Marcos and Blanco Rivers. This includes: a. Proposed Blvd 14 which would create a 4-lane highway over a sensitive part of the San Marcos River. This should be eliminated. b. Yarrington Road Extension West of Arroyo Ranch and the Kyle Loop West. These endanger the Blanco River and should be removed from the plans. c. Proposed Parkway Loop. We do not need more western loops over the aquifer. Development needs to be encouraged East of I-35. This needs to be removed! d. Proposed Parkway Loop connecting LaCima to Kissing Tree. This is over the Edwards Aquifer recharge zone and needs to be removed from plans. e. River Ridge Parkway connecting Lime Liln Rd. to Ih-35 also passes over the recharge zone and this needs to be removed from plans. f. Post Road widening over the Blanco River is not a good idea. This should be removed.</p> <p>Thank you,<br/> James K. Baker<br/> <div></div></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Beau  | Findley | Email | 4/12/2025 | <p>Ms Doise Miers,</p> <p>I'm writing to strongly urge you to shift funding away from highway expansion and car-focused infrastructure, and instead invest in public transit, sidewalks, bike lanes, and street safety improvements.</p> <p>Expanding roads has consistently failed to deliver long-term traffic relief. Time and again, these expensive projects lead to the same outcome: more cars, more congestion, and more public money spent maintaining even larger roadways. We cannot build our way out of traffic by adding more lanes—it doesn't work, and it wastes valuable resources.</p> <p>At the same time, the lack of safe infrastructure for people walking, biking, or using public transit is putting lives at risk. Crashes involving pedestrians and cyclists have become far too common in Austin. No one should feel unsafe or have to risk their life to cross the street, ride a bike, or wait for a bus.</p> <p>We need a transportation system that actually serves people. That means fast, reliable public transit, well-connected sidewalks, and protected bike lanes that allow residents to move around safely and affordably. These improvements are cost-effective, sustainable, and benefit the entire community—not just those who drive.</p> <p>Public health also depends on this shift. Fewer car trips mean cleaner air, fewer traffic injuries, and more opportunities for physical activity. Transit and active transportation investments are smart public health strategies as much as they are transportation solutions.</p> <p>Given the scale of our region's growth and budget challenges, we must invest in what works—not in more of the same. Expanding highways is not a responsible or effective use of public funds. Building a safer, more accessible transportation network is.</p> |

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|         |         |       |           | <p>Thank you for your time and commitment to shaping a better future for Austin.</p> <p>Sincerely,<br/>Beau Findley<br/>[REDACTED]</p> <p>Beau Findley<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Stephen | Graham  | Email | 4/12/2025 | <p>Ms Doise Miers,</p> <p>Hi, I'm writing on behalf of my parents who are both in their 80s and live at the retirement community Westminster Manor, on Jackson Ave. near 45th Street. Neither of them drives any more, but both like to walk in the neighborhood for errands and exercise. Their primary concern in this activity is speeding cars and the lack of sidewalks on several streets. The first protected bike lanes have only recently gone in, but there is no true network for light mobility, such as for people in e-wheelchairs and e-trikes to get to nearby retail. More buildings are going up in the neighborhood, some aimed specifically at seniors and others at families with kids, so this need will only grow. Please help by focusing more on safety and access in our neighborhoods and less on Dallas-type sprawl and massive roads for motor vehicles that degrade the city. Thank you, Stephen Graham</p> <p>Stephen Graham<br/>[REDACTED]<br/>[REDACTED]</p> |
| Doug    | Addison | Email | 4/12/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking and biking because I believe it will promote the kind of safe and humane society we all want to live.</p> <p>I want less funding devoted to highway expansions because we have enough roadway already. Money spent on roadway expansion is a losing proposition. It leads to diminishing returns. Lead us to something better!</p> <p>I oppose the MoPac South expansion and the 183 south expansion.</p> <p>I support public transit, on-demand subsidized micro-transit, safety projects, sidewalks and bike lanes, and an Austin to San Antonio to Houston to Dallas rail line.</p> <p>Doug Addison<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                      |
| Tristan | Scott   | Email | 4/12/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking, and biking because it upholds the government's duty to protect my liberty.</p> <p>In 2023, my truck broke down and I could not afford to get it fixed or buy another vehicle. For the next nine months, I felt how excruciatingly restricting it was to not have a car. Decades of policy has resulted in this entire nation becoming auto-dependent. If you don't have a car- you cannot get anywhere you need to go. Even by one's own two feet, it is near impossible to get to the places you need to. It is the duty of government to protect my life, liberty,</p>                                                                                                                                                                                                                                                                                                                     |

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|         |           |       |           | <p>and pursuit of happiness. Since decades of government policy has created obstacles to my liberty of movement, it is the responsibility of government to spend the next few decades undoing such policies and guaranteeing my right to move.</p> <p>Greater funding for public transportation, walking, and biking is improves the economy-people are more likely to stop in a shop when they're noting driving by it at 40mph); fosters a stronger community- citizens will have more opportunities to come in contact with one another; strengthens the city financial position- the city grows incrementally and at a pace it can keep due to growing more dense; and creates a more beautiful city- real estate develops as places to be in not drive through. Most importantly, greater funding for these things is paramount to my freedom of movement.</p> <p>Tristan Scott-Seghposs<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                     |
| Michael | Cowels    | Email | 4/12/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes. I am a regular bike commuter, helping to create less road traffic. Investment in non-car related spaces helps to build a greater sense of community and connectedness among Austin residents. It also helps to [REDACTED]</p> <p>[REDACTED]<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Elyse   | Watts     | Email | 4/12/2025 | <p>Ms Doise Miers,</p> <p>I want clean air and a livable, walkable, bikeable, green, and SAFE city. I am a native Texan, went to school at UT, and have been an Austin homeowner for over a decade now. I have been back home for just over three years now after a long time away. With the perspective gained from my travels, my eyes are freshly open to the ever worsening traffic problems and I am freshly and absolutely appalled by the state of public safety and dangerous design of our roadways, and particularly the continual drive to expand the highways, which: displaces communities, creates increasing air, water, and noise pollution, and creates more, and more dangerous traffic. Instead of wasting money on highway expansion projects that defeat their own stated goals of reducing traffic issues, I want to see those funds devoted to things that do improve public safety and quality of life including: traffic enforcement, traffic calming, walk and bike trails, sidewalks, crosswalks, and increasing tree cover and green spaces rather than expanding our concrete heat island effect.</p> <p>Elyse Watts<br/>[REDACTED]<br/>[REDACTED]</p> |
| Whitney | Hazelmyer | Email | 4/12/2025 | <p>Ms Doise Miers,</p> <p>I'm asking you to stop pouring money into highway expansions like MoPac South and 183 South. Study after study has shown that adding lanes does not reduce traffic—it just invites more of it. Expanding highways is an outrageous waste of taxpayer dollars with a terrible return on investment.</p> <p>We must start thinking long-term. Our future depends on sustainable, accessible transportation—public transit, sidewalks, protected bike lanes, and rail. These investments improve quality of life, reduce emissions, and create safer communities.</p> <p>Please shift funding toward solutions that actually serve people—not just cars.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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|         |         |       |           | <p>Thank you</p> <p>Whitney Hazelmyer<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Jose    | Loyola  | Email | 4/12/2025 | <p>Ms Doise Miers,</p> <p>Please invest more in safe alternative transportation infrastructure.<br/>Let's dedicate more funding in transit, safety, sidewalks, and protected bike lanes.</p> <p>If we offer safe alternative transportation infrastructure, people will follow.</p> <p>Please help us get out of the motonormativity rut and fund safer alternative transportation options.</p> <p>Jose Loyola<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Michele | Mallen  | Email | 4/13/2025 | <p>Hello, My name is Michele Mallen, I am a Hays County resident who lives along FM 1826. Our traffic is terrible and getting worse.especially Westbound 1826 before the Nutty Brown intersection has been routinely backed up to Reunion Ranch which blocks the entrance into Bear Creek Estates and houses along 1826. Most imortantly, accidents and fatalities in the Hays County portion of 1826 are much worse than in the Travis County portion of 1826. So please develop our Hays County section of FM 1826 BEFORE you start building the Travis County section. We want our highway to be safe.</p> <p>Thank you,</p> <p>Michele Mallen</p>                                                                                                                                                                                                                                                                                                                       |
| Sam     | Mayer   | Email | 4/13/2025 | <p>Ms Doise Miers,</p> <p>Hello, I'm writing to request that CAPMO allocate more resources to expanding public transit, bicycling, urban trails, and pedestrian safety for the upcoming transportation plan session. By alleviating the need for all residents in the Austin-area to commute to their destination by car we can ensure a safer and more enjoyable experience while still maintaining capacity for visitors to enjoy Austin.</p> <p>In particular, the bikeshare network in combination with separated bike lanes as seen on the 3rd St corridor or the recent transit study conducted along Barton Springs Rd should be looked toward as success stories. Within the US there are other reference implementation such as transit planning for Minneapolis-St. Paul and cycling infrastructure in Bentonville, Arkansas that can help inform developments here in town. Thank you for your consideration.</p> <p>Sam Mayer<br/>[REDACTED]<br/>[REDACTED]</p> |
| Ben     | Evanson | Email | 4/13/2025 | <p>Ms Doise Miers,</p> <p>Hello!</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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|         |          |       | <p>I wanted to write here a brief message expressing my hope that CAMPO invests more funding in transit, safety, sidewalks, and protected bike lanes and not highway expansion. Austin still is at an inflection point where it can be a truly unique city in the US and provide what every citizen of a downtown wants: a walkable, pleasant, green city. Austin's natural resources, and cultural appeal make it perfect to be a truly unique American city that doesn't have its urban planning dictated by oil and auto lobbies. It's an amazing future possible, and I want to express my deepest interest and seeing it come to fruition.</p> <p>Ben</p> <p>Ben Evanson<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Jeffrey | Thompson | Email | <p>4/13/2025</p> <p>Ms Doise Miers,</p> <p>Dear CAMPO Transportation Policy Board Members and Staff,</p> <p>As a resident of Austin, I am writing to share my perspective on the critical transportation needs of our region and to urge CAMPO to increase its focus on Safety, Mobility, and Reliable Public Transit in all planning documents, funding allocations, and policy decisions.</p> <p>Our region continues to experience significant growth, placing immense strain on our existing transportation network. While managing this growth is complex, I believe a greater emphasis on the following three pillars is essential for creating a sustainable, equitable, and livable Central Texas:</p> <p><b>Safety:</b> The safety of all road users – pedestrians, cyclists, transit riders, and drivers – must be the absolute top priority. We need infrastructure designs that inherently protect vulnerable users, such as complete streets, protected bike lanes, accessible sidewalks, and safer intersection designs. Prioritizing safety initiatives, including adopting Vision Zero principles robustly, is not just good policy; it's fundamental to the health and well-being of our community.</p> <p><b>Mobility:</b> True mobility means providing residents with viable and efficient options for getting where they need to go, regardless of whether they drive a car. This requires a shift towards prioritizing the movement of people rather than just vehicles. Investing in a comprehensive network of sidewalks, urban trails (like the Red Line Parkway, which I actively support as Board President of the Red Line Parkway Initiative), and bicycle facilities, alongside managing congestion through smart strategies, will enhance access to jobs, education, and essential services for everyone.</p> <p><b>Reliable Public Transit:</b> A robust, reliable, and accessible public transportation system is crucial for our region's future. This means investing in increased frequency, expanded service areas, improved first/last-mile connections, and ensuring the system is convenient and dependable. Reliable transit offers an alternative to driving, reduces traffic congestion and emissions, and provides vital transportation equity for those who cannot or choose not to drive.</p> <p>These three elements – Safety, Mobility, and Reliable Public Transit – are deeply interconnected and mutually reinforcing. Investing in them holistically will create a transportation system that better serves all residents, supports economic vitality, and improves our overall quality of life.</p> <p>Sincerely,<br/>Jeff Thompson</p> <p>Jeffrey Thompson<br/>[REDACTED]<br/>[REDACTED]</p> |

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| Noah      | Lewis | Email | 4/13/2025 | <p>Ms Doise Miers,</p> <p>Dear CAMPO Members,</p> <p>I strongly support the expansion of public transportation in our region. However, for it to truly address congestion and reduce reliance on personal vehicles, it must appeal to all residents—including the more affluent individuals who currently avoid public transit altogether.</p> <p>Right now, public transit in Austin is largely seen as a last resort, not a first choice. If we want to meaningfully reduce traffic and emissions, we must design a system that people with options actually want to use. That means making it safe, clean, efficient, and comfortable—qualities found in cities like Tokyo, where public transit is world-class and universally used regardless of income.</p> <p>Let's build a system that people are proud to ride—not one they feel forced into.</p> <p>Thank you,<br/>Noah Lewis</p> <p>Noah Lewis<br/>[REDACTED]<br/>[REDACTED]<br/>[REDACTED]</p> |
| Michael   | Siano | Email | 4/13/2025 | <p>Ms Doise Miers,</p> <p>Hi All,</p> <p>I just wanted to write to let you know, I support more funding for biking, public transit, and sidewalks, over more highways.</p> <p>Hope you'll consider this in your planning.</p> <p>Best regards,</p> <p>M.S</p> <p>Michael Siano<br/>[REDACTED]<br/>[REDACTED]<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Stephanne | Amack | Email | 4/13/2025 | <p>Ms Doise Miers,</p> <p>Enough is ENOUGH! Prioritizing roadways and leaving everything else on the sidelines hurts EVERYONE and EVERYTHING. We need more options, we need public transit NOW! I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes to make traveling safer, more environmentally friendly, and equitable. I feel ashamed seeing how much destruction we have done to our city by only thinking of cars. It's enough!</p> <p>Stephanne Amack<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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| Aleksandra | Sivolob | Email | 4/14/2025 | <div>Ms Doise Miers,</div> <div>Hello,</div> <div>I support increasing funding for transportation that is not just highways. I believe we can create a safer and more connective region if we improve all types of transportation including trains, buses, and locally improve pedestrian walkways and bicycle paths.</div> <div>I oppose any highway expansions such as the I-35 expansion and Mopac south, but I recognize the need to maintain the roadways. I think TxDOT is doing a bad job of keeping our construction zones safe for drivers and pedestrians and we need to use funding to improve safety or pressure TxDOT to improve safety not only for completed proects but during construction.</div> <div>Please reply to this email if you would like to follow up on my comments. Thank you.</div> <div>Aleksandra Sivolob</div> <div></div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Virginia   | Parker  | Email | 4/14/2025 | <div>Hello!</div> <div>On behalf of the San Marcos River Foundation, I'd like to make the following comments regarding the CAMPO 2050 plan:</div> <ul style="list-style-type: none"> <li>· Project Scoring: funding is allocated based on a scoring system from 2017 that is not aligned with CAMPO's stated goals or TTI's recommendations, and this should be updated.</li> <li>· Modeling: CAMPO's forecasting models and travel demand models have been systematically inaccurate. They need to be re-evaluated.</li> <li>· Environmental Protection: The plan should include more detail on environmental impacts and mitigation strategies.</li> <li>· San Marcos Watershed Roads: These specific roads should be removed based on current conditions: <ul style="list-style-type: none"> <li>o Proposed Blvd 14 (Constrained): Connecting Staples Road and HWY 80- creates a 4 lane highway over a sensitive part of the San Marcos River. This is a HUGE priority for removal</li> <li>o Yarrington Road Extension West of Arroyo Ranch (Constrained): This section crosses the Blanco River FOUR times. That's ridiculous. In addition, the "Kyle Loop West" is parallel to this stretch of the Yarrington Road Extension. This is a huge priority for removal.</li> <li>o Proposed Parkway Loop (Illustrative): Creates a western loop around the City of San Marcos through sensitive recharge land and greenspace which has not yet been developed. This would cross Purgatory Creek in a weird location, and this road is not needed since the majority of dense development is moving East of IH-35 and Hays County just completed the FM 110 Loop around the East side if IH-35. This is a HUGE priority for removal.</li> <li>o Proposed Parkway Loop (Constrained): Connecting La Cima to Kissing Tree, and is over the Edwards Aquifer Recharge Zone.</li> <li>o River Ridge Parkway (Constrained): Connecting Lime Kiln Rd to IH-35 through the Recharge Zone.</li> <li>o Post Road (Constrained): Widens Post Road from a 2 lane to 4 lane highway over the Blanco River.</li> </ul> </li> </ul> |

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|           |          |       |           | <p>Thank you for considering our comments!</p> <p>-Virginia Parker<br/>Executive Director, San Marcos River Foundation</p> <p>--</p> <p>Virginia Parker (She/Her)<br/>Executive Director<br/>San Marcos River Foundation</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Aniruddha | Joglekar | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>The proposed transportation plan seems to heavily prioritize road widening projects. This is a financially and environmentally unsound use of our tax dollars. We should be funding a lot more walking, biking, and public transportation improvements rather than more car lanes and driving. I don't want even more of the countryside bulldozed for widened highways and parking lots. Please consider investing in more sustainable transportation options like sidewalks, bike lanes, bus lanes, and train lines.</p> <p>Aniruddha Joglekar</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Robert    | Boler    | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>It's been shown repeatedly that highways are a financial sink hole, lowering land values and encouraging sprawl that creates a drag on local economies. That, on top of the pollution and heat and added car congestion they cause.</p> <p>Case studies repeatedly show that walking/bike/bus infrastructure increases business revenues, property value, and quality of life. Central Texas deserves all of this. And when it's built well, where it makes sense, even car-loving Texans use it.</p> <p>Do not support the Mopac South or 183 expansions. They will further drive our region into debt, pollution, road congestion, and ugliness. Thanks!</p> <p>Robert Boler</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Michelle  | Williams | Email | 4/14/2025 | <p>Please do not authorize a bypass road from Hamilton Pool Road to FM 2244, there is already a bypass using Bee Cave Parkway. The City of Bee Cave's environmental engineering firm advised against using the Brown Property for the bypass due to the pollution the run off from the bypass road would create for Little Barton Creek. The City of Bee Caves' plan for the bypass will be detrimental to the residents of the Homestead neighborhood. The Homestead has only one entrance and exit, across a low water crossing over Little Barton Creek on Great Divide Drive, pictured above. Several of the Homestead residents no longer have insurance protecting their homes due to the danger of their location in a neighborhood with only one street for entrance and exit. We have formed a group to create a Fire Wise Community of Homestead neighbors in hopes of encouraging insurance companies that our homes will survive a wild fire. Once our only access is cutoff by the traffic trying to avoid Hwy 71, the residents of the Homestead will not be able to leave. There are approximately 225 residences in the Homestead and many of them have horses that will need to be removed using trailers, further complicating the ability to leave using Great Divide Drive.</p> <p>- The Hamilton Pool Road Connector (MPO ID 51-00085-00) is a road that steals promised parkland from the residents of Bee Cave, and it is tied up in</p> |

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|         |          |       |           | <p>an ongoing lawsuit against the City of Bee Cave, see website <a href="http://preservethebrownproperty.org">preservethebrownproperty.org</a> for more information about the law suit.</p> <ul style="list-style-type: none"> <li>- The Brown Property, one of the last large parcels of undisturbed land in the area, was envisioned as the City of Bee Cave's LBJ Wildflower Center. Now, the City of Bee Cave is trying to steal this land back from its residents to build a highway bypass, diluting the property's ecological integrity and putting a significant stretch of Little Barton Creek at risk of polluted runoff and erosion.</li> <li>- The road is an unnecessary \$70 million expense of regional funds, as alternative local routes already provide adequate access to residents for local commuting.</li> <li>- See pictures of the Homestead low water crossing above.</li> </ul> <p>I respect all of your time, if you would like more information about The Homestead, please send an email to me! Thank you for taking the time to read this letter!</p> <p>Respectfully,<br/>Michelle Williams<br/>Michelle Somers Williams, PC<br/>Counselor and Attorney At Law<br/>[REDACTED]<br/><a href="http://www.mwilliamslaw.com">www.mwilliamslaw.com</a></p> |
| Bobby   | Levinski | Email | 4/14/25   | <p>Dear CAMPO 2050 Project Team,</p> <p>Attached are 431 emails we received from our members and members of the public to include as comments to the CAMPO 2050 plan. These are inclusive of the 351 previously sent. If you need help sorting through which ones are customized versus using a sample form, we can help with that.</p> <p><b>Bobby Levinski</b><br/>Senior Staff Attorney<br/>Save Our Springs Alliance</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Various | Senders  | Email | 4/14/2025 | <p>Dear Mopac South Project Team, Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time Improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling reflecting post-pandemic trends of hybrid and remote working...</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p>                                                  |
| Cale    | Newman   | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>I oppose highway expansions such as Mopac South and 183 South.</p> <p>I support more investment in public transit, bike lanes, and sidewalks. Regional rail in the Central Texas region would provide a safe and efficient option for people who need to travel longer distances.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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|        |           |       |           | <p>Cale Newman</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Emma   | Kieninger | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in public transit (trams, trains, bus only lanes), safety, sidewalks, and protected bike lanes.</p> <p>Emma Kieninger</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Eric   | Guenther  | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>I live in South Austin and take MoPac to work everyday. Yes, there is traffic. But the highway expansion will only make it worse. Having lived in Houston and experienced first hand how highway expansions make traffic worse in the long run. Instead we should be investing in transportation solutions that actually make it easier to get around the CAMPO area that actually give people options like transit, bike lanes, and sidewalks.</p> <p>Eric Guenther</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Amanda | Cox       | Email | 4/14/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Amanda Cox</p> <p>[REDACTED]</p> |
| Julia  | Remington | Email | 4/14/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

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|       |        |       | <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Julia Remington<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Steve | Gerson | Email | <p>4/14/2025</p> <p>Ms Doise Miers,</p> <p>I was not able to speak at today's CAMPO meeting. These are my remarks:<br/>=====</p> <p>Three minutes is not nearly enough time to try to convince you to change the way things have been done for 70 years, and to think outside the box. But I will try.</p> <p>We have accepted the destruction of our urban areas, much of it historically guided by racism, as the price we have to pay for getting where we want to go in our cars. In Austin, we now have a once in our lifetime opportunity to question that accepted wisdom and redefine our urban core.</p> <p>Think outside of the box for a minute and imagine crossing Lady Bird Lake northbound on I-35, coming in to downtown, and the freeway transitions into a 12-lane boulevard. This wide boulevard continues north to 290 where once again the controlled access freeway resumes. You don't have to close your eyes and imagine this, it exists today. In the city of Barcelona. Traveling by car from the airport to downtown, the freeway ends and you are on the Gran Via de Les Corts Catalanes. This is a 12-lane roadway, esplanades in the middle and sides, main traveling lanes in the middle, bus and taxi lanes on the side, bicycle lanes also on the side. The sidewalks on the outside of all that were alive with people and retail commerce. Traffic flowed quite well in the center, as the lights were well synchronized. Traffic flowed easily as fast as it currently does for much of the day on I35 through downtown.</p> <p>A controlled-access Interstate-35 still needs to exist, and the current Texas 130 is an essential component. One possibility would be acquiring and if necessary expanding Texas 45 and 130 and renaming that route to be Interstate 35. There are other possibilities to reroute the traffic currently on I-35 east to 130 so that the route through downtown becomes I-35 Business. The necessity of the interstate highway system to be able to rapidly move equipment and personnel would remain intact.</p> <p>My concern is that the people doing the planning for the I35 modifications are people and agencies who's main expertise is building freeways. The saying "If all you have is a hammer, every problem starts to look like a nail" seems appropriate. TxDot is in the business of building freeways, and it was decided in the 50s that these freeways needed to cut through the center of major urban areas to get cars at high speed to any urban destination. It doesn't have to be that way. We need to expand our view of this project and our city and look at it from a broader perspective. Planning for this project</p> |

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|         |          |       |           | <p>should be in the hands of people and agencies who know how to build freeways, but it should also be in the hands of the greater community.</p> <p>The cost of construction of a grand boulevard will be significantly less building a submerged freeway, especially considering the addition of cap-and-stitch.</p> <p>I ask that you do the traffic modelling to see the actual performance of a 10 or 12 or even 14 lane boulevard, with lights synchronized to maximize traffic flow. Compare that with the actual travel flow on I-35 through downtown Austin much of the day. Even a penalty of a couple of minutes would be a small price to pay to create a vibrant center city. We have a chance to redefine our city turn our city into a grand place at a human scale, not a high-speed freeway scale.</p> <p>I know you may be listening to this and rolling your eyes, thinking that this is stupid and impractical. But please give this some additional thought.</p> <p>steve gerson<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                        |
| Paul    | Beaird   | Email | 4/14/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I implore you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives for our community that support safety improvements, sustainability, equity, and real transportation commuting needs.</p> <p>Your pre-pandemic data is outdated, and does not reflect our changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations would cause irreversible damage to the soul of our City beloved Barton Springs, and to the vital Edwards Aquifer. Hundreds of trees would be cut. All with little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board to remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>Please ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. There are other projects throughout the region that are better candidates for inclusion in the plan.</p> <p>Thank you for putting people and our natural resources first in our region.</p> <p>Sincerely,<br/>Paula Beaird<br/>[REDACTED]</p> |
| Charles | Bradbury | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>Dear public servants of Texas,</p> <p>First off thank you for your service to government. I am writing these lines to engage in our democratic process and voice my support for increased investment in public transport. I believe that new light rail within the major cities of Texas, and high speed rail between them, is the pathway to the affordable, investable, sustainable, and beautiful Texas we all desire.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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|           |          |       |           | <p>In an economy increasingly based on urban knowledge work, the livability and desirability of metropolitan areas will be key to unlocking the capital and Human Resources Texas needs to keep expanding. For evidence of that just look at the explosion of Austin over the past 30 years.</p> <p>It is my belief that our state represents a dynamic and growing polity that is showing the way forward for the United States. Our ability to build housing and energy infrastructure has been key to our success and growth. If we can apply this same dynamism to our transportation policy — looking beyond endless highway expansion — we can create the dense, attractive, urbane inner cities that will bring the best knowledge workers, investors, and innovate companies here.</p> <p>I am 28 years old and there is a growing tide within my generation which does not want to move to the social isolation of the suburbs and instead wants to build community within walkable urban neighborhoods. Public transit will be key in making our cities livable, exciting spaces, not jammed with cars nor vivisected by cavernous expressways.</p> <p>Traffic congestion continues to cost our region billions in lost time and fuel. Meanwhile, the cost of car ownership is out of reach for many working families. By expanding efficient, reliable public transit, we increase access to jobs, education, and healthcare while relieving pressure on our roadways.</p> <p>New high speed rail lines between Houston, Dallas, Austin, and San Antonio will be much faster than the current highway infrastructure and give people back the freedom to spend their transit time as they please, without having to endure the hassle of the airport. Train lines in the manner of those already existing in France, Japan, and China could send you from Austin to Dallas (with stops in Waco and other cities) in 1 hour and 30 minutes. That's half the time it takes by car. Furthermore, high speed rail, Being powered by electricity, could transport citizens without burning fossil fuels and contributing to our Climate Crisis. Connecting our major Texan central business districts together will help to create a Texas mega region that can compete with any in the world stage. Just as the Shinkansen helped unify Japan's economy, a modern rail corridor could spark innovation, trade, and labor mobility across our state—while reducing emissions and future-proofing our infrastructure.</p> <p>Public transit is an investment in the future resilience and competitiveness of Texas. I urge CAMPO to lead with bold vision and push for a regional transportation strategy that recognizes this reality.</p> <p>Thank you for your service and commitment to shaping the future of Texas.</p> <p>With gratitude,<br/>Charles Bradbury</p> <p>Charles Bradbury<br/>[REDACTED]</p> |
| Christine | Anderson | Email | 4/14/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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|       |            |       |           | <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Christine Anderson<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Elyse | Villarreal | Email | 4/14/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Elyse Villarreal<br/>[REDACTED]</p> |
| James | Turner     | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>Instead of creating more lanes for yet more drivers who don't know how to drive, why can we not invest in expanding the rail system? There have been plans for ages yet no action. We should have lines that go all the way to Bastrop, Buda, San Marcos, Georgetown and Fredericksburg. Stops outside the city with convenient parking would significantly reduce car traffic coming in to downtown. More lanes only creates more traffic.</p> <p>James Turner<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

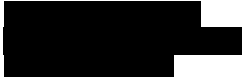

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| Graham | Emmons   | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>CAMPO MUST invest in more funding in transit, safety, sidewalks, and protected bike lanes. The reason why I moved to the city is the dedication in the growth of the bike lanes. This is why I'm staying here... we need to continue to invest in these projects so that we can create a better, more walkable, greener city</p> <p>Graham Emmons<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Jakin  | Cordova  | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>I want to see more public transit, bike, and walkable infrastructure in Austin. These methods of transportation are far better for our environment, individual health, economy, happiness, and growth and sustainability of our city. I would absolutely use public transit, bike, or walk to everywhere if I could, but Austin residents are limited by our current infrastructure. Give us more freedom and choice in our transportation, and reduce traffic at the same time!</p> <p>Jakin Cordova<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Rachel | Forester | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes.</p> <p>Rachel Forster<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Heyden | Walker   | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>It's time to meaningfully address traffic safety, for everyone. For too long we have talked about safety in terms of wider vehicle lanes and higher speeds, instead of focusing on proven methods to actually save lives. Too many friends, family, neighbors, and co-workers needlessly die (and suffer life-altering injuries) in traffic. I find it especially horrific that about 40% of our fatalities are people walking. That is unacceptable and we can do better.</p> <p>Creating more walking, biking, rolling and transit are methods for both improving safety and giving people choices. 1/3 of our population does not drive (they are too old, too young, have a disability or medical condition, choose not to drive, cannot afford a car, etc.) We should stop building expensive highways widening projects and refocus on how to move people efficiently. Look at I-35 Cap Ex Central. The current cost estimate is \$4.5 Billion (and most TxDOT projects are consistently running 40% over engineering estimates). Think of the direct benefits to your constituents you could be building with \$4.5 Billion. These massive highway projects take all of the funding out of the room, leaving scraps for everything else. And we have known since the 1960s that widened highways fill right back up with new vehicles (i.e. do not work). Within a month of adding 2 new lanes on Mopac there were 30,000 new vehicle trips and a return to existing levels of delay.</p> <p>The current traffic modeling projections ensure we get more of the same. We need to use more accurate modeling methods, which exist, and we need to be thinking about how multi-modal improvements can reduce vehicle trips, making room on our roadways (transportation demand management). We saw during COVID that changing demand on the transportation system reduces car trips (highways were empty), yet we continue to focus almost exclusively on supply (building MORE highways). That is outdated and disproven methodology.</p> |

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|          |          |       |           | <p>Project scoring should be updated and CAMPO should take climate change seriously. We need to be focusing on reducing greenhouse gas emissions and air pollution (not adding more with new traffic on highway lanes). We should do a better job monitoring air pollution from traffic (currently 30% of GHG) and plan for more efficient ways to move people (transit, biking, rolling, and walking) to make it possible for people to access the things they need, while reducing the impacts on our communities from pollution and increase heat island impacts. Here, well into the 21st Century, we should be using research and data to inform better transportation decisions.</p> <p>Thank you for your consideration,<br/>Heyden Black Walker</p> <p>Heyden Walker<br/>[REDACTED]</p>                                                                                                                                                                                                                  |
| John     | Jennings | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>You know more about transportation than I know; please use your knowledge to represent me and other constituents to the best of your knowledge. Below are my use cases:</p> <p>I want you to invest in transportation resources that will get the most use! Whether that be biking and walking (I don't know many people who actually use it, but maybe it works if you get a certain density like downtown), or bus lanes (I generally walk faster than any bus except for MetroRapid, those lines are great), or highways (I work on campus, but thanks to highways I can live in cheaper housing 5 miles away).</p> <p>I am a bit of a booster for self driving cars; I'm really looking forward to a transportation technology that can allow me to reach work, cheap housing, and my favorite dancehalls. I hope to sell my car if this new technology gets cheaper; I might use Greyhound buses or trains to get to San Antonio or Waco.</p> <p>John Jennings<br/>[REDACTED]</p> |
| Madeline | Acri     | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>Biking around Austin is my preferred way to get around. The more we can improve safety for people on foot and on bikes the better Austin can become. No one ever says "man I love cities for their awesome highways". But they do say "I love the incredible trails and accessibility of the city". Thanks for the consideration!!!</p> <p>Madeline Acri<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Luke     | Weber    | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>Hi there! I am a student at UT Austin writing to express my hopes that we increase funding toward safety, public transportation, walking and biking infrastructure as forced vehicle ownership is a significant economic burden, particularly on young people beginning their adulthood. I've also lost friends to car crashes and find driving to be an unnecessarily dangerous activity that most individuals have no choice but to participate in. In this vein, I would also like to express my opposition to any and all highway expansion projects. Too many innocent families have been ruined from roadway deaths</p>                                                                                                                                                                                                                                                                                                                                                          |

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|        |          |       |           | <p>and studies continue to demonstrate that these projects have no material benefits for drivers and taxpayers. I am in full support of all investments in public transit investments, safety projects, expanded bike lanes, and rail lines. In the past year alone, I've ridden over 2,000 miles on CapMetro's e-bikes and have experienced firsthand the dangers of shared roadways. It is not safe for both drivers and cyclists. Both parties are better off with protected, separate bike lanes as opposed to competing for road space. This includes concrete barriers, NOT plastic dividers. If any city wants to attract growth and play an important in the future, we must move towards diverse transit options and prioritize PEOPLE, not cars. Young people everywhere are seeking out walkable, vibrant cities that grant them economic freedom and a high standard of living. Thank you!</p> <p>Luke Weber<br/>[REDACTED]</p>                                                      |
| Steven | Rogers   | Email | 4/14/2025 | <p>Ms Doise Miers,</p> <p>I'm being solicited by AURA to urge you to subvert transportation by squandering the money needed for essential services on bicycle support, urban trails, pedestrian safety (millions more posts in the road) - everything but the actual highways and lanes we need to get back and forth to work, on which goods are transported, on which vital services are delivered. I am a cyclist - I put in a thousand or two miles on my bike every year. But that is never going to be a practical way for us to get to work, take kids to activities, or move goods and services around town. We need roads for vehicles. Roads that work is not an impossible dream. We're paying for that. Don't let the loud voices distract you from your mission - what the unspoken millions sitting quietly in traffic are counting on you to deliver - the roads that make private transportation practical. Thank you for you attention.</p> <p>Steven Rogers<br/>[REDACTED]</p> |
| Blake  | Sbrocco  | Email | 4/14/2025 | <p>Good Evening,</p> <p>I am reaching out in support for the State Highway 71 Project.</p> <p>The need for infrastructure support along SH-71 in a geopolitical region with growth in every direction of SH-71, RR 620, and RM-2244 requires expedited action to mitigate congestion.</p> <p>Prioritization of Project ID # 51-00209-00 will enhance the transportation of SH-71 immensely amidst the rising traffic concerns across multiple counties.</p> <p>I hope the CAMPO Transportation Policy Board will prioritize this matter. Thank you for your consideration and service to the state.</p> <p>Best,<br/>Blake Sbrocco</p>                                                                                                                                                                                                                                                                                                                                                           |
| Katie  | Kaighhin | Email | 4/15/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I implore you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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|         |        |       |           | <p>some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements. I am a professional hydrogeologist and after reviewing the impacts this project will have to our precious water system, we must not proceed with this project.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working. Additional lanes north of the river have not alleviated traffic issues.</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Sincerely,<br/>Katie Kaighin, P.G.</p> <p>Sincerely,<br/>Katie Kaighin<br/>[REDACTED]</p>                                                                                                                                                                                                                                             |
| Linda   | Zimmer | Email | 4/15/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Linda Zimmer<br/>[REDACTED]</p> |
| Leticia | Gomez  | Email | 4/15/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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|           |          |       |           | <p>Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements. Instead, I urge the city to invest in education programs, community incentives and the expansion of public transportation.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>Other projects throughout the region are better candidates for inclusion in the plan. As I mentioned before, I want to see more education programs, community incentives and the expansion of public transportation that provides access for all.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Leticia Gomez<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Kyle      | Saathoff | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I'm writing in opposition to freeway expansion and in favor of accelerating the implementation and expansion of Austin's CapMetro light rail</p> <p>The US is the only developed country to continually choose car dependence over walking and transit in our urban planning. We have 70 years of study and data on the concept of "Induced Demand" where building more freeways leads to increased commute time and more trips made by car (eg. Katy Freeway outside of Houston). And yet we bulldoze wide swaths of nature for freeways (and subdivisions), inviting large, dangerous, polluting vehicles to drive and park in our urban core— and for what gain?</p> <p>I urge you to follow the data on urban mobility and not just do what TXDOT is used to doing/funding. The science shows that the only way to reduce traffic congestion to provide safe, effective, convenient alternatives to driving—NOT road expansion. If you want Austin to be a great city for your children and mine, invest in rail transit, expanded bus routes and hike/bike infrastructure. The automotive status quo is obviously not working in Texas and if any metro area has the courage to challenge it, it has to be Austin.</p> <p>Have you taken CapMetro? Have you ridden their buses or the Red Line train? Take \$1.25 cash and try it using your normal map app to find your route! Before making any proposals for CAMPO you should be sure you know what is on the table— go walk Town Lake and use bike lanes on the East side too!</p> <p>You are in a position of power to guide our city as it grows. Please choose and advocate for financial stability, human mobility, reduced congestion and a functional transportation network by following the research: choose Transit first.</p> <p>Kyle Saathoff<br/>[REDACTED]</p> |
| Elizabeth | Bermel   | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I am an ER nurse at a hospital in Hays County and I have some concerns about how we are planning for the future of this rapidly growing area.</p> <p>The air quality in Travis county and many of the surrounding counties does not currently meet the EPA standards. I have tracked air quality over the last</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

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|       |      |       |           | <p>few months in both Austin and Kyle and there have been multiple weeks where the AQI score was greater than 50, which is high enough to impact human health, particularly in vulnerable groups. According to a study published by the World Health Organization in February 2020, there are 9 million premature deaths annually due to the effects of air pollution. We see rises in stroke, heart attack, miscarriage, and death from all causes.</p> <p>Furthermore, the high speeds involved in highway transportation lead to high risk accidents that can result in death and permanent disability. I have seen horrors more up close and personal than you could ever understand by watching the local news, but these are not my stories to tell. They belong to the ones who grieve. I would encourage you to go into your communities and ask people about their experiences. Sit with their pain and ask yourself the question I face every single shift: how do you comfort someone whose life is changed forever?</p> <p>While we can't undo the past, you do have the power to prevent future suffering. Better access to public transportation means less need for highways, reducing potentially fatal accidents. And when there is an accident, there is less traffic, making it easier for emergency responders to render stabilizing treatment and transport to the nearest hospital. The benefits from the increased activity that comes with cycling and walking are indisputable. The more we move, the better our quality of life. And the connection to community that comes from walking and cycling, or from chatting with a neighbor on the bus makes us more resilient to the ups and downs that are part of the textures of being human.</p> <p>I know a lot of parents look around at the world we live in and worry about their children's futures. We have not only the opportunity, but the ethical responsibility, to choose a better future for our children in how we plan now. For this reason, I support funding for public transit, walking and cycling over funding for isolation, illness, injury and death. Thank you for your time and attention.</p> <p>Elizabeth Bermel<br/> </p> |
| Clair | Hugo | Email | 4/15/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/> Clair Hugo<br/> </p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

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|            |         |       |           | <p>To whom it may concern,</p> <p>Please include the widening of Hwy 71 in Bee Cave, TX in Project ID 51-00209-00.</p> <p>Thank you for your consideration.</p> <p>John Aouelle'   VP   Insurance Advisor</p> <p>Watkins Insurance Group</p> <p>[REDACTED]</p> <p>Austin TX 78759</p>                                                                                                                                                                                                                                                                                                                               |
| John       | Aouelle | Email | 4/15/2025 | [REDACTED]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|            |         |       |           | <p>Please Please Please include Project ID 51-00209-00 to include HWY 71 widening on the Constrained List. HWY 71 is already too dangerous! This highway was not designed to handle all the current traffic and there are too many semi trucks as it is. More people are going to die if improvements are not made sooner than later.</p> <p>Regards,<br/>Nicole Davis</p>                                                                                                                                                                                                                                          |
| Nicole     | Davis   | Email | 4/15/2025 | Hello CAMPO,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|            |         |       |           | <p>This is in regards to the CAMPO 2050 Regional Transportation Plan, Project ID 51-00209-00. Please include HWY 71 widening on the “Constrained List.”</p> <p>Thank you,<br/>Mary Alice Kaspar<br/>(West) Travis County resident</p>                                                                                                                                                                                                                                                                                                                                                                               |
| Mary Alice | Kaspar  | Email | 4/15/2025 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|            |         |       |           | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> |
| Lesly      | Veliz   | Email | 4/15/2025 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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| Carrie  | Hall       | Email | 4/15/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Carrie Hall<br/>[REDACTED]</p> |
| Carolyn | Schonaerts | Email | 4/15/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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| Paul     | Hilgers   | Email | 4/15/2025 | <p>To Whom it May Concern:</p> <p>I want to express my serious concern about the needs of Eastern Travis County and the increase in traffic on all of the roads. Traffic into Austin in the morning along Hwy 71 and on all roads in Eastern Travis County in the evening has become increasingly congested and unsafe. I am urging special consideration for the following roadway improvements to be given higher priority in the 2050 Roadway Blueprint: Elroy Road from Ross Road to FM 812; Fagurquist Road; Kellam and FM 973.</p> <p>These roadways have not been given the priority that is essential for the quality of life in Eastern Travis County. There are several subdivisions being built and planned for this area. They are having to develop their own infrastructure individually and in some cases are de-annexing from Austin's ETJ to implement their own MUDs. Regional planning for both infrastructure and roadways can make a huge impact on affordability and availability of housing for the future.</p> <p>Respectfully,</p> <p>Paul Hilgers</p> <p>Resident of Travis County for over 70 years</p> |
| Brian    | Carpenter | Email | 4/15/2025 | <p>Please add Project ID 51-00209-00, to widen Hwy 71 from 4 lanes to 6 lanes, to the Constrained Projects list. This would be extremely beneficial to help with traffic flow and safety, specifically through the West Austin (Bee Cave/Lakeway/Spicewood communities).</p> <p>Thanks,<br/>Brian</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Victoria | Winburne  | Email | 4/15/2025 | <p>Please widen highway 71. Thank you, Victoria Winburne, 13600 Couri Pass, 78738</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Judy     | McMillan  | Email | 4/15/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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|        |         |       | <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>But of course you don't put people first. I don't believe your numbers for future population growth because there is not going to be enough WATER to support it. Be real. This is a NO NO NO,</p> <p>Sincerely,<br/>Judy McMillan<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Denise | Younger | Email | <p>4/15/2025</p> <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I agree with the comments below. I would also like to add, that the cost and the impact during the build process are not worth the few minutes of travel time gained. Most employers provide flexible working arrangements so the traffic in Austin is nowhere near pre-pandemic levels. It would be far easier to work with employers to ensure work travel is spread out during the work week. In addition, with all of the construction on I35, the impact to quality of life is important to consider. These projects bound urban neighborhoods with large swaths of concrete that make neighborhoods unwalkable. You should see the speeds on 5th and 6th street due to access to Mopac. Bottom line....No to this project.</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> |

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|         |          |       |           | <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Denise Younger<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                       |
| Todd    | London   | Email | 4/15/2025 | <p>Hi,</p> <p>Please include upgrades to HWY 71 from Bee Cave to the pedernales river. The traffic is horrible, what used to take 10 minutes to get down 71 now takes ~30 minutes between 3 and 6pm each day and it is only about 7 miles.</p> <p>The project ID is 51-00209-00 to widen Hwy 71, please add it to the Constrained List of projects.</p> <p>--<br/>Thanks,</p> <p>Todd London<br/>Spicewood, TX</p> |
| Ryan    | Bendetti | Email | 4/15/2025 | <p>STOP BUILDING HOUSING YOU [REDACTED] Invest in public transport!!! Nobody wants to be funneled!</p>                                                                                                                                                                                                                                                                                                             |
| Jen     | Bougoyne | Email | 4/15/2025 | <p>Bee Cave has exploded in population and traffic. Our little roads can't handle being a corridor and yet, not given any space to grow. Heck, go up if you need to, but please give us some relief!</p> <p>Jennifer Bourgoyne<br/>Bee Cave, TX</p>                                                                                                                                                                |
| Derek   | Keith    | Email | 4/15/2025 | <p>Please widen HWY 71 with no tolls.</p> <p>Thanks,<br/>Derek Keith<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                            |
| Audrey  | Berg     | Email | 4/15/2025 | <p>Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>--<br/>Audrey Berg<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                      |
| Prakash | Kumar    | Email | 4/15/2025 | <p>Hello there</p> <p>We have a property in bee creek road..<br/>Please add Project ID 51-00209-00* to the "Constrained List"</p> <p>Thanks,<br/>-Prak</p>                                                                                                                                                                                                                                                         |
| Sarah   | Carreta  | Email | 4/15/2025 | <p>Campo,<br/>As a resident of Bee Cave I would like to advocate that Project ID 51-00209-00* to be added to the "Constrained List" This is a real problem for Bee Cave residents that need to be addressed immediately.</p>                                                                                                                                                                                       |

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|                  |           |       |           | Thank you,<br>Sarah Cerreta                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Kelly            | Murphey   | Email | 4/15/2025 | The traffic is absolutely out of control. There are so many people moving to this area with new housing and apartments and there is no infrastructure in place to handle all of the extra traffic. We need something to change and to prevent more accidents on this already dangerous road.<br><br>Thank you.                                                                                                                                 |
| Aliasgar         | Pedhiwala | Email | 4/15/2025 | Please ADD -<br><br>*Project ID 51-00209-00* to be added to the "Constrained List"                                                                                                                                                                                                                                                                                                                                                             |
| Mona             | Wakim     | Email | 4/15/2025 | Traffic on hwy 71 is very bad from Austin headed toward 620 & Hamilton pool rd. I am emailing to ask that project ID 51-00209-00 to be added to the Constrained List.<br>Thanks,<br>Mona Wakim                                                                                                                                                                                                                                                 |
| Kelly            | Vaughan   | Email | 4/15/2025 | Hi there,<br><br>I'm favor of widening Hwy 71, I'd like to put in my opinion to add Project ID 51-00209-00 to the "Constrained List."<br><br>Thanks!<br><br>Kelly Vaughan                                                                                                                                                                                                                                                                      |
| Margaret         | Gossey    | Email | 4/15/2025 | 71<br>Sent from my iPhone<br>I want the above added to your list.                                                                                                                                                                                                                                                                                                                                                                              |
| Jonathan         | McCabe    | Email | 4/15/2025 | I'd like you to really consider adding Project ID 51-00209-00* to be added to the Constrained List. Traffic is super crazy and people take the turning lane for 2.5 miles to get to the light that they sit through for 4 - 5 cycles before getting across. This is the fastest way through. Emergency vehicles would not be able to get where they need to go with traffic this thick!<br><br>Thank you,<br><br>Jonathan McCabe<br>[REDACTED] |
| Kevin            | Scott     | Email | 4/15/2025 | Widen 71.<br><br>-This space for rent-                                                                                                                                                                                                                                                                                                                                                                                                         |
| Deby             | Childress | Email | 4/15/2025 | The traffic on Hwy 71 needs to be addressed.<br>It takes a long time to get in and out of my neighborhood onto Hwy 71 and traffic is backed up or at a standstill often.<br>Please add Project ID 51-00209-00 to the Constrained List!!!<br><br>Deby Childress<br>Bee Cave, Texas                                                                                                                                                              |
| Learning Express | Bee Cave  | Email | 4/15/2025 | Please add Highway 71 to the constrain list for a project 51-0020900.<br>I have been driving Highway 71 for 20 years and the congestion has only gotten worse every year.<br>Thank you for your consideration.                                                                                                                                                                                                                                 |
| Charlie          | Bird      | Email | 4/15/2025 | To Campo/Whoever It May Concern,                                                                                                                                                                                                                                                                                                                                                                                                               |


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|         |           |       |           | <p>I am for the following:</p> <p>Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>Thank you,<br/>Charlie Bird</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Jyotsna | Arora     | Email | 4/15/2025 | <p>We want *Project ID 51-00209-00* to the "Constrained List"</p> <p>Thanks<br/>Mr. &amp; Mrs Arora<br/>Residents of Bee Cave and live right off HWY 71</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Sheri   | O'Leary   | Email | 4/15/2025 | <p>Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>Sheri O'Leary<br/>Sent from my iPhone</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Melanie | Walthall  | Email | 4/15/2025 | <p>Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>Melanie Walthall<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Nancy   | Parry     | Email | 4/15/2025 | <p>Hello,</p> <p>The traffic situation off HWY 71 is horrible. We need improvement out here. Please include Hwy 71 widening (Project ID 51-00209-00) to the Constrained List! Our community needs this out here desperately!!</p> <p>Regards,<br/>Nancy Parry</p> <p>Bee Cave Resident.</p>                                                                                                                                                                                                                                                                                                                                          |
| Bill    | Franklin  | Email | 4/15/2025 | <p>My comments are as follows:</p> <p>All Traffic lights must be optimized to sense traffic in all directions and react properly when left turns are not necessary. Proper programming is absolutely essential.</p> <p>All traffic light timing should be optimized to maximize traffic flow at prescribed speed limits in all directions.</p> <p>Speeding on 71 should be monitored more frequently to minimize accidents and to limit the potential for fatalities.</p> <p>Speeding motor cycles should be heavily fined and those missing mufflers should be taken off the road.</p> <p>Bill Franklin<br/>Sent from my iPhone</p> |
| Adam    | Woolley   | Email | 4/15/2025 | <p>Please add Project ID 51-00209-00 to the "Constrained List".</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Ben     | Eckermann | Email | 4/15/2025 | <p>Hi CAMPO team,</p> <p>I wanted to give some feedback regarding the CAMPO 2050 Regional Transportation Plan.</p> <p>In particular, when referring to the project list at 2045RTP_12.1.2022.indd, I would claim that it is essential to plan for Highway 71 to be widened from a</p>                                                                                                                                                                                                                                                                                                                                                |

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|              |         |       |           | <p>4-lane undivided road to a 6-lane divided road as soon as possible (Project ID 51-00209-00), and therefore this needs to be part of the CAMPO 2050 constrained list of projects.</p> <p>Specifically, I believe that the most critical portion of this is along Highway 71 from 620 through to Vail Divide. Even today, this section of Highway 71 is highly congested, as can be seen any weekday afternoon in person or on Google Maps or equivalent traffic monitoring. The traffic backup is worst at the intersection between 71 and Hamilton Pool Road, but this entire section is slow moving. If the entire section 51-00209-00 (from Silvermine Drive through to the Blanco County Line) was widened that would be great (and likely all needs to occur by 2050 at current growth rates so should be on the constrained list of projects), but the priority is the afore-mentioned portion in and near Bee Cave.</p> <p>I appreciate this being rectified as soon as possible.<br/>Feel free to contact me for more information.<br/>Thank you,</p> <p>Ben Eckermann</p>                                                                                                           |
| Carol        | Dooley  | Email | 4/15/2025 | <p>I'd like Project ID 51-00209-00* to be added to the "Constrained List" This project is way overdue already. We've had too many accidents and fatalities in this area.<br/>Thank You,<br/>Carol Dooley</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Shan         | Jenkins | Email | 4/15/2025 | <p>Please add Project ID 51-00209-00 to the Constrained List.</p> <p>Traffic, particularly the left hand turn lane from Hwy. 71 to Hamilton Pool Road, is frequently backed up for 0.5 miles from early afternoon until 7:00 or so pm, and on Friday afternoons is frequently backed up all the way to Spanish Oaks, approximately 1 mile. As development continues up and down Hamilton Pool Road this problem will continue to worsen.</p> <p>Thank you</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Kay          | Silver  | Email | 4/15/2025 | <p>I want *Project ID 51-00209-00* to be added to the "Constrained List"<br/>Sent from my iPhone</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Katherine    | Burford | Email | 4/15/2025 | <p>I do NOT want Highway 51 widened. Each intersection needs to have well engineered pedestrian crossings because the current ones are lethal and not up to today's engineering standards. Sidewalks should be mandatory. Bus service should be instituted. Robert Moses destroyed much of the Bronx by carving ever widening highways through its communities. Wildlife sanctuaries will be gone because of this, either directly or from pollution and poor drainage. This concreting of the landscape is damaging for the groundwater system and traps those who cannot drive in ever shrinking geographical areas. It's a soulless way of saying people don't need nature, they are mere extensions of Artificial Intelligence. Dedicate at least one lane on each side to pedestrians, bicyclists and in the future buses or light rail. Attach service roads to points along nature trails and adopt great signage, as the New York City Parks Department has. Move from worshiping cars to caring about people and wildlife. Failing to do so makes us less human, less real. I'm an amateur naturalist and a human being.</p> <p>Thanks for reading this.</p> <p>Katherine Burford</p> |
| John & Kathy | Hull    | Email | 4/15/2025 | <p>Please add to the "Constrained List" of CAMPO 2050 Regional Transportation Plan Project ID 51-00209-00.</p> <p>Development west of Austin along Highway 71 has already outstripped the widening which occurred in the 20-teens. More capacity needs to be added to Highway 71 to address the needs of resident &amp; commercial vehicles living in these new developments. Spicewood is the new Bee Cave and Marble Falls is the new Spicewood.</p> <p>Please add to the "Constrained List" of CAMPO 2050 Regional Transportation Plan Project ID 51-00209-00.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

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|        |          |       |           | John & Kathy Hull                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Randy  | Pomikahl | Email | 4/15/2025 | <p>Widening 71 would be a 10 year project and a ton of money. It's only going to cause 10 years of more traffic. An easy and quick fix would be to spend some time and get the traffic signals programmed correctly. There is no reason to stop 200 cars on 71 at Serene Hills to let 6 out onto 71. Also remove the yield signs for the right turn lanes at 71 and Hamilton Pool. The drivers that live out here do not know what yield means. It's dangerous and causes 71 traffic to jam on the brakes to keep from running into those morons. Vail Divide, N. Joint Access Road, RO, 2322, all intersections need serious attention. It's actually amusing how simple of a fix this could be if there was anybody who could think or cared enough to step up and try to help. Our Travis County Commissioner...forget it.</p> <p>Good luck Campo 2050 dealing with all the new people in our area now. Biggest bunch of screaming idiots I have ever been around. I've been in this area since 1986. Never thought the area would come to this.</p> |
| Matt   | Sherman  | Email | 4/15/2025 | <p>I express my individual support in adding Project ID 51-00209-00 for Hwy 71 widening to the constrained list.</p> <p>Thank you,<br/>Matt<br/>--<br/>Matt Sherman<br/>Councilmember</p> <p>City of Lakeway<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Kenan  | Borekci  | Email | 4/15/2025 | <p>Good afternoon. I'm in support of widening Highway 71 and I'd also like to see Project ID 51-00209-00 to be added to the "Constrained List".</p> <p>Thanks,</p> <p>Kenan Borekci</p> <p>Sent from my iPhone</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Larry  | Ohls     | Email | 4/15/2025 | <p>We closed on our home in Falconhead West, March 19, 2012. They installed a light at Vail Divide &amp; Hwy 71 the week before we moved in. That was the second light between Hamilton Pool Rd. and Hwy 281. Bee Creek had a light also. I used to keep track of the number of lights as they were installed but I have lost count because there are so many now. The number roof tops are staggering and also the number businesses that have been opened (of course that monstrosity in Sweetwater is the worst). We have lived in the Austin/San Antonio area for 50 years (SA-31 &amp; Austin 19). I have witnessed first-hand how the SA area has been so much more progressive in keeping up with the infrastructures than the Travis/Williamson County areas. We need help for our quality of life, not to mention our public safety. Please, please give us some relief by widening Hwy 71!</p> <p>I predict that an overpass will eventually be built on Hwy 71 and Hamilton Pool Rd.</p> <p>Larry P. Ohls<br/>[REDACTED]</p>                 |
| Kevin  |          | Email | 4/15/2025 | <p>Please add Project ID 51-00209-00* to the "Constrained List".</p> <p>It's become a major problem getting anywhere for us that live in the area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Janet  | Troxel   | Email | 4/15/2025 | Add a wider state Highway 71.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Jaclyn | Tully    | Email | 4/15/2025 | Politely asking for Project ID 51-00209-00* to be added to the "Constrained List"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

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|        |                 |       |           | <p>I live in Bee Cave right off highway 71 in the Homestead. Traffic backs up so badly at rush hour that I can't get out of the neighborhood easily. I understand the new raised medians will improve safety but they will also cause more backing up by essentially removing a lane. Please widen highway 71 in Bee Cave!</p> <p>Respectfully,<br/>Jaclyn Tully</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Jeff   | Dunleavy        | Email | 4/15/2025 | <p>Please consider Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>Thank you,<br/>Jeff Dunleavy</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Jill   | Carlucci-Martin | Email | 4/15/2025 | <p>Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>Highway 71 must be widened near Hamilton Pool Road. There is daily traffic backed up for miles and nothing else will come close to fixing this. The problem will get worse when barriers are added to the turn lanes.</p> <p>Jill Carlucci-Martin<br/>Bee Cave resident</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Brenda | Dunleavy        | Email | 4/15/2025 | <p>Please add Project ID 51-00209-00 to your constrained list.</p> <p>Brenda Dunleavy</p> <p>Sent from my iPad</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Emily  | Nordstrom       | Email | 4/15/2025 | <p>Please widen Highway 71! This is for Project ID 51-00209-00.</p> <p>Sent from my iPhone</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Taylor | Blomstrom       | Email | 4/15/2025 | <p>Good afternoon,</p> <p>When reviewing the plan, I see many improvements and one glaring oversight. Hwy 71 was widened to four lanes with one continuous center turn lane from Bee Cave until Cypress Mill Rd. after which Hwy 71 is four lanes until Hwy 281, after which it drops to two lanes. The plan reflects widening the two lane portion west of Hwy 281 to four lanes with a turn lane, but there is no plan to widen Hwy 71 to include a continuous turn lane between Cypress Mill Rd. in Spicewood and 281 in Marble Falls.</p> <p>There have been countless accidents along this stretch, whether is be due to someone stopping in the left lane to turn and getting hit, someone attempting to turn and getting hit, or someone crossing the center line. If Hwy 71 is going to be widened to the East and West, why would the area between not be?</p> <p>Thank you,</p> <p>Taylor Callahan Blomstrom<br/>[REDACTED]</p> |
| Elaine | Mesher          | Email | 4/15/2025 | <p>Hello,</p> <p>Highway 71 between Southwest Parkway, through Bee Cave and headed towards Spicewood, especially at Hamilton Pool Road has become a traffic jam during rush hour and other parts of the day. Routinely the highway will be backed up from Bee Cave Parkway through the Southwest Parkway intersection and beyond. I regularly wait 15 minutes or more to turn left from Hwy 71 onto Hamilton Pool Road at 5:15 in the evening as that turn backs up for at least half a mile (not school related because this is hours after school is out). This area already needs relief from the traffic and as more and more homes and businesses are being built, traffic will only get worse.</p>                                                                                                                                                                                                                                  |

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|         |          |       |           | <p>Please put Project ID 51-00209-00 on the "Constrained List".</p> <p>Sincerely,<br/>Elaine Mesher</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Glorie  | Phillips | Email | 4/15/2025 | <p>I support adding **Hwy 71 widening (Project ID 51-00209-00)** to the Constrained List!</p> <p>Thanks Glorie Phillips<br/>Sent from my iPhone</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Alissa  | Tibbs    | Email | 4/15/2025 | <p>Good Afternoon-</p> <p>I am writing on behalf of the timing for the projects #51-00148-00 and 51-00144-00 as identified in the 2050 RTP. We are currently working on a development in the Southeast corner of the intersection of Elroy and Faguerquist and anticipate development and deliverables of Single Family and Multifamily housing ahead of the schedule for your road improvements identified within the 2050 RTP. How do we, as a developer, push for these improvements to be accelerated within the RTP for an earlier deliverable?</p> <p>DRAFT - 2050 RTP projects</p> <p>Alissa 'Ali' Tibbs</p>          |
| Jill    | Anderson | Email | 4/15/2025 | <p>Hello,</p> <p>I write to you today requesting that Project ID 51-00209-00* to be added to the "Constrained List".</p> <p>Adding barriers will only make traffic congestion worse &amp; lead to more accidents with demanding drivers to make U turns. Population growth demands more lanes, not more barriers.</p> <p>Respectfully,</p> <p>Jill Anderson<br/>[REDACTED]</p>                                                                                                                                                                                                                                               |
| Chris   | Sweeney  | Email | 4/15/2025 | <p>CAMPO,</p> <p>I can't stress the importance and dire need for the widening of 71. I've lived off 71 for a decade and in the last few years the congestion has increased dramatically along with increase in accidents. The rush hours twice a day in both directions are so congested that the least we can do is get the wheels turning on this widening as it was needed yesterday! This impacts commuters, residents, and those using to transport goods in Travis County. Please do everything in your power to ensure the widening of 71.</p> <p>Thanks for your efforts and consideration.</p> <p>Chris Sweeney</p> |
| Nicole  | Kremer   | Email | 4/15/2025 | <p>I would like Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>Sincerely, Nicole Kremer</p> <p>Sent from my iPhone</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Subhash |          | Email | 4/15/2025 | <p>Please add *Project ID 51-00209-00* to the "Constrained List"</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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|         |          |       |           | Thanks,<br><br>Subhash                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| David   | Busch    | Email | 4/15/2025 | I am more concerned about the lack of available water when we keep allowing new homes, apartments and businesses.<br><br>What is being done to greatly increase our water resources! If insufficient water we should stop building thereby limiting additional traffic.<br><br>David Busch<br><br>Sent from my iPad                                                                                                                                                                                                                                   |
| Tom     | Kilgore  | Email | 4/15/2025 | CAMPO –<br><br>Please support 52-00041-00 City of Lakeway Shared Use Paths<br><br>Please support 51-00209-00 TXDOT widening of HWY 71<br><br>Please support 51-00200-00 TXDOT project widening RM620<br><br>Respectfully,<br><br>Tom Kilgore<br>Mayor<br>City of Lakeway<br>                                                                                                                                                                                        |
| Kelly   | Avigael  | Email | 4/15/2025 | Please please please add Project ID 51-00209100 to the “Constrained List”. We absolutely MUST alleviate the dangerous Hwy 71 with the growth coming and that’s already here!                                                                                                                                                                                                                                                                                                                                                                          |
| Paul    | Sowa     | Email | 4/15/2025 | Thank you!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Barbara | Crawford | Email | 4/15/2025 | Add project Id 51-00209-00 to the Constrained List.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| John    | Woefel   | Email | 4/15/2025 | Please add consideration of an expansion on hwy 71 through Bee Cave to the list.<br><br>Traffic in this area is bad, and rapidly getting worse.<br><br>Please add Project ID 51-00209-00 to the "Constrained List" !<br><br>Thanks<br><br>John Woelfel<br>This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you. |
| Leslie  | Mitchell | Email | 4/15/2025 | I would like *Project ID 51-00209-00* to be added to the "Constrained List"                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| J       | May      | Email | 4/15/2025 | Traffic in Bee Cave is becoming unbearable and will only get worse as development continues west.<br><br>*Project ID 51-00209-00* to be added to the "Constrained List"                                                                                                                                                                                                                                                                                                                                                                               |

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|        |          |       |           | <p>Please add widening of Hwy 71 to the project.</p> <p>J. May<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Nick   | Grossman | Email | 4/15/2025 | <p>I have tried to read through and interpret the large documents that comprise the three stages of the plans. I can see nothing of substance to deal with the rapidly increasing traffic levels and accident rates along SH71 from Bee Cave through Lakeway and out towards Spicewood. This road has become some busy and so dangerous over the past 2-3 years. Traffic volumes have increased substantially and with thousands of new homes being built in the Spicewood area this is not going to get any better. Should the controversial distribution center at SH71/Serene Hills be allowed to continue then, by the builder's estimate, a further 800 or so vehicle movements (many of them 18 wheelers) will add to the mayhem that surrounds us.</p> <p>There needs to be urgent consideration to improving the quality of this arterial road. Safer and more controlled turn lanes, feeder lanes, etc.</p> <p>Regards,</p> <p>Nick Grossman<br/>[REDACTED]</p> |
| Sandy  | Zhang    | Email | 4/15/2025 | <p>I support adding **Hwy 71 widening (Project ID 51-00209-00)** to the Constrained List!</p> <p>-Sandy Zhang</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Joanne | Gray     | Email | 4/15/2025 | <p>I am writing to request that Project ID 51-00209-00* be added to the "Constrained List". Thanks.</p> <p>--<br/>Joanne Gray<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Chris  | Sherback | Email | 4/15/2025 | <p>Hi,</p> <p>As a home owner in Lakeway, we desperately need Project ID 51-00209-00* added to the "Constrained List".</p> <p>Chris Sherback</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Chris  | Sherback | Email | 4/15/2025 | <p>Hi,</p> <p>As a business owner in Bee Cave, we desperately need Project ID 51-00209-00* added to the "Constrained List".</p> <p>Chris Sherback<br/>Owner/Manager</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Kevin  | Marlow   | Email | 4/15/2025 | <p>Please add project ID 51-00209-00 to the constrained list to get it fully funded. We need a permanent middle turn lane added to highway 71 between Spicewood and 281 to make this extremely busy stretch of highway a safer road to travel!</p> <p>Best regards,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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|         |             |       |           | Kevin Marlow<br>A concerned Spicewood, TX resident                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Sylvia  | Rzepniewski | Email | 4/15/2025 | <p>Hi,</p> <p>As a proud resident of Travis Heights, I'm writing to urge you to prioritize infrastructure that makes Austin safer and more accessible for pedestrians and cyclists. Austin is a hub for personal growth and self-improvement—everyone I meet here is focused on bettering themselves. It's time our city's design and infrastructure reflect this ethos by supporting healthier, more sustainable ways to move around.</p> <p>Right now, navigating Austin on foot or by bike can feel like flirting with danger. On Riverside Drive, for example, cars speed by as runners and cyclists try to safely travel from point A to point B. Without guardrails, medians, pedestrian crosswalks, or signage to lower speed limits, we're risking lives daily. I want more funding devoted to safety, public transportation, sidewalks, and bike lanes to make our streets welcoming for all, not just drivers.</p> <p>I also urge you to reconsider highway expansions like the MoPac South and 183 South projects. More highways encourage car dependency, increase traffic, and undermine the car-independent lifestyle so many Austinites crave. Instead, I support bold investments in public transit, safety projects, and visionary ideas like an Austin-to-San-Antonio rail line. These will create a healthier, more connected, and prosperous city.</p> <p>Please direct CAMPO to invest in transit, sidewalks, bike lanes, and safety—not more highways. Thank you for your time and commitment to Austin's future.</p> <p>Sincerely,<br/>Sylvia Rzepniewski Smith</p> <p>Sylvia Rzepniewski<br/>[REDACTED]</p> |
| Melanie | Sanders     | Email | 4/15/2025 | I support widening TX-71 through Bee Cave all the way out to Spicewood.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Lauren  | Williams    | Email | 4/15/2025 | <p>Hello,</p> <p>Please add Project ID 51-00209-00 to the "Constrained List".</p> <p>Thank you,</p> <p>Lauren Williams</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Kit     | Crumbley    | Email | 4/15/2025 | <p>Hello,</p> <p>I am a member of the City Council of the City of Bee Cave. As you are aware, state highway 71 bisects our city and is one of three major thoroughfares for transportation for our residents and the region. The others (RR 620 and FM 2244) are also under state jurisdiction, meaning the city is generally unable to act alone to address road congestion. Our city staff has established a good working relationship with TXDOT and we were heartened to see that widening SH 71 was part of the CAMPO 2050 draft plan.</p> <p>Several documents on the CAMPO website still show this widening project (ID 51-00209-00) on the "Constrained List" of projects, including the January 2024 draft plan and the "Round 2 Boards" document. But without any explanation, the project appears to have been removed from the "constrained" to the "illustrative" list on the ARCGIS map, which I understand signals a de-prioritization of the project. If that is the case, it is a serious misstep and must be corrected in the final plan.</p> <p>Congestion on SH 71 is an immediate problem throughout the corridor, but it is especially pronounced in Bee Cave given the confluence of multiple</p>                                                                                                                                                                                                                                                                                                                                                                                                            |

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|                    |                   |       |           | <p>state roads. Given the growth that has been approved west of our city limits (and which we have no authority to address), the number of cars that will pass through Bee Cave on the way into Austin is only going to increase in the coming years. This traffic will be funneled through the city on SH71, and congestion is only going to get worse. The draft RTP shows a let year of 2035 for the widening project - quite frankly, this is likely too late, but we will work with that timeline. Moving the project to the "illustrative" list of projects is a sign that the project will not be addressed on this timeline, and will risk paralyzing traffic throughout the city.</p> <p>I strongly urge CAMPO to return project ID 51-00209-00 to the "Constrained List" in the final 2050 RTP plan. Our residents and the thousands who travel this corridor daily deserve timely action on this essential transportation improvement. We look forward to continuing our partnership to address these pressing infrastructure challenges.</p> <p>Sincerely,<br/>Kit Crumbley<br/>City Councilmember<br/>City of Bee Cave, Texas</p> |
| Vicki Shreerevathy | Woledge Rajendran | Email | 4/15/2025 | <p>Please widen HWY 71. The traffic is out of control, and I live in the Preserve of Barton Creek right off of 71. I see accidents daily.</p> <p>Please add Project ID 51-00209-00 to be added to the "Constrained List".</p> <p>Thank you,<br/>Vicki Woledge</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                    |                   |       |           | Please add Hwy 71 widening (Project ID 51-00209-00) to the constrained list.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Rahi               | Kpothan           | Email | 4/15/2025 | <p>Hello,</p> <p>Please add Project ID 51-00209-00 to the Constrained List. This dramatically helps reduce the congestion on SH 71.</p> <p>Thanks,<br/>Rahi K</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Sheila             | White             | Email | 4/15/2025 | <p>Please help our absolutely congested highway by adding Hwy 71 widening (Project ID 51-00209-00) to the Constrained List.</p> <p>Driving through Bee Cave and unincorporated Austin by Serene Hills is an absolutely nightmare daily. Stop and go traffic can extend miles, and the infrastructure simply can't keep up with the auto demand.</p> <p>Thank you!</p> <p>Sheila White</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Barbara            | Hathaway          | Email | 4/15/2025 | <p>I have been a resident of western Travis County for the past 40 years, and I work in the City of Bee Cave. I am a homeowner of a house in Sweetwater, off of SH 71 and Pedernales Summit Drive. I drive the stretch of 71 between my home and work every day (and have for the past 20 years). I would strongly urge that Project ID 51-00209-00 be added to the Constrained List.</p> <p>SH 71 is a nightmare to drive with huge trucks, school buses, commuters, construction vehicles, commercial vehicles, delivery trucks, and more all day every day. I cannot count the number of close calls I have had, or the number of accidents I have seen along the stretch of 71 between the 2244/71 intersection and the 71/Pedernales Summit Pkwy intersection.</p> <p>PLEASE ADD PROJECT ID 51-00209-00 TO THE CONSTRAINED LIST TODAY!</p> <p>Sincerely,<br/>Barbara Hathaway</p>                                                                                                                                                                                                                                                         |

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| Tom   | Myers         | Email | 4/15/2025 | <p>Folks,</p> <p>A 6 lane expansion would be helpful, if there were no medians such that the existing center turn lane remains such that left and right turns can be made from any approach to the Hiway 71. This with traffic light synchronization all the way through Bee Cave would also expedite the high through traffic.</p> <p>Tom Myers</p> <div></div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Marti | Gab           | Email | 4/15/2025 | <p>Writing to ask that Project ID 51-00209-00* be added to the "Constrained List"</p> <p>Especially with the new office park opening near Covert which add so many 18 wheelers.</p> <p>Thank you</p> <p>Marti Gab</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Jerry | Brackhahn     | Email | 4/15/2025 | <p>Please, please make hwy 71 wider. It is a death trap. Way too much traffic and is unsafe.</p> <p>You take your life in your hands when you drive it.</p> <p>Please Please.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Scott | Hollingsworth | Email | 4/15/2025 | <p>Hello - I'm a concerned Austin resident living near Bee Cave, TX. I'd like Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>Thank you,</p> <p>Scott Hollingsworth</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Cathy | Fuller        | Email | 4/15/2025 | <p>Regarding the project ID 51-00209-00</p> <p>We have lived on Highway 71 for the last 6 years and plan to remain in our home for at least another 10 years. It has become more and more dangerous and congested over our past 6 years here.</p> <p>We beg you to make the widening of this highway a priority!! With the addition of new neighborhoods and increased 18 wheeler traffic we are in desperate need of relief. We have a young population in the newer neighborhoods which increases school traffic. It is an issue that causes us to consider living somewhere else due to the safety as we age.</p> <p>Thank you</p> <p>Cathy and Bob Fuller</p> <p>Sweetwater Residents</p>                                                                                                                                                                                                                                                       |
| Stacy | Schiurring    | Email | 4/15/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> |



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|       |             |       |           | <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Stacy Schiurring<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Arun  | Andhavarapu | Email | 4/15/2025 | <p>Please include widening and improvements to FM 2224 and Hwy 71 in the regional transport plan - you can help improve the quality of life for all of our local residents. Thank you</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|       |             |       |           | <p>Dear CAMPO 2050 Project Team,</p> <p>The following comment is intended to address MPO 51-00085-00 (Hamilton Pool Road Connector). This \$70 million new road has been the subject of litigation for the last two years, due to the proposed route through the Brown Property nature preserve. Bee Cave residents have been organized under the name Citizens for Preservation of the Brown Property, and more information can be found here: <a href="https://www.preservethebrownproperty.org">https://www.preservethebrownproperty.org</a>.</p> <p>The Hamilton Pool Road Connector is being sold as a local highway bypass; however, it ignores that there is already an existing parallel route to the north of SH 71 that serves this function. The prior City Manager pushed this road through the Bee Cave process, over the objections of hundreds of Bee Cave residents. This prompted both a lawsuit and a recent charter amendment election, approved by the voters.</p> <p>The Brown Property is a 45-acre nature preserve that was purchased by the City of Bee Cave to maintain one of the last large parcels of open space in an otherwise urbanizing area. It was promised to be an "LBJ-Wildflower-Center" style nature preserve. After its acquisition, however, the City of Bee Cave reneged on its commitment to Bee Cave residents and voted to move forward with this road project, using 10% of the Bee Cave nature preserve.</p> <p>This road is not only an environmental threat to the Brown Property nature preserve but also to adjacent wildlife habitat management lands and Little Barton Creek.</p> <p>The Brown Property contains a mile-stretch of riparian habitat along Little Barton Creek, supporting over 300 native species, including migratory songbirds and aquatic species. The creek hydrologically connects to the downstream Barton Springs and Colorado River.</p> <p>Constructing a road through the nature preserve puts the remaining preserveland and nearby wildlife management properties at risk of invasive species. And, the flattening of parts of the land will alter stormwater runoff patterns, leading to increased sedimentation and pollutants in Little Barton Creek, degrading water quality and destabilizing riparian zones.</p> <p>The City of Bee Cave's own environmental consultants have raised alarm over the impact that the road would have on the nature preserve, concerns of which have largely been ignored or glossed over. Constructing this roadway with regional money would throw away decades of conservation efforts by local Bee Cave residents who have worked tirelessly to protect this land.</p> <p>The ecological damage and financial burden of the road would far exceed any transportation benefits. Roadways should avoid taking land committed to conservation.</p> <p>On behalf of the Save Our Springs Alliance and the Citizens for Preservation of the Brown Property, I urge CAMPO to remove this proposed highway bypass from the 2050 Plan.</p> |
| Bobby | Levinski    | Email | 4/15/2025 | Bobby Levinski                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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|               |             |       |           | <p>Senior Staff Attorney<br/>Save Our Springs Alliance<br/>[REDACTED]<br/>www.sosalliance.org</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Praveen       | Hunchikatti | Email | 4/15/2025 | <p>Hi</p> <p><input checked="" type="checkbox"/> I support **Hwy 71 widening (Project ID 51-00209-00)** to the Constrained List!</p> <p>Thanks,<br/>Praveen</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| James & Linda | Williams    | Email | 4/15/2025 | <p>We support adding Hwy 71 widening (Project ID 51-00209-00) to the Constrained List.<br/>Thank you.<br/>James &amp; Linda Williams<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Amber         | Parmentier  | Email | 4/15/2025 | <p>I support highway 71 widening being added to the constrained list. Project # 51-00209-00.</p> <p>I live in zip code 78738<br/>Amber Parmentier</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Mary          | Miller      | Email | 4/15/2025 | <p>As a resident of Bee Cave since 2011 I have experienced a tremendous increase in traffic volume on Highway 71. Please consider taking the required steps needed to address this worsening problem by widening the highway and making traffic flow through intersections more smoothly and safely.</p> <p>Mary Miller<br/>[REDACTED]<br/>Bee Cave</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Elizabeth     | Crane       | Email | 4/15/2025 | <p>I want *Project ID 51-00209-00* to be added to the "Constrained List"<br/>Elizabeth Crane<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Colleen       | Brown       | Email | 4/15/2025 | <p>Please add Project ID 51-00209-00 to the "Constrained List".<br/>Thank you!<br/>Colleen Brown</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Michelle      | Camp        | Email | 4/15/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working.</p> |




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|            |             |       |           | <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you.</p> <p>Sincerely,<br/>Michelle Camp<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Leslie     | Walker      | Email | 4/15/2025 | <p>To Whom It May Concern,</p> <p>Please add *Project ID 51-00209-00* to the "Constrained List". We need traffic relief!</p> <p>Thank You,<br/>Leslie Walker<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Adam       | Greenfield  | Email | 4/15/2025 | <p>Dear CAMPO Transportation Policy Board and staff,</p> <p>Please find attached Safe Streets Austin's recommendations regarding the CAMPO 2050 Regional Transportation Plan and future RTPs and Transportation Improvement Plans.</p> <p>Thank you for your time and consideration in this important matter.</p> <p>Best,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Miriam     | Schoenfield | Email | 4/15/2025 | <p>Please consider the attached letter as Rethink35's official comments for the CAMPO 2050 Regional Transportation Plan.</p> <p>Best wishes,</p> <p>Miriam Schoenfield<br/>Rethink35</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Rethink 35 |             | Email | 4/15/2025 | <p>Dear Member of the CAMPO Transportation Policy Board,</p> <p>We, the undersigned organizations, write to express our collective concerns and recommendations regarding the CAMPO 2050 Regional Transportation Plan (RTP). As a coalition of advocates for sustainable, equitable, and forward-thinking transportation policies, we urge CAMPO to ensure that this long-term plan aligns with our region's goals of reducing per capita vehicle miles traveled (VMT), improving public transit, reducing and ending traffic deaths, and reducing and mitigating negative environmental impacts.</p> <p>As a region, we've been trending in the wrong direction: the distances people need to travel to reach their destinations, along with the number of crashes, fatalities, and levels of traffic congestion, have continued to worsen despite decades of investment. The current RTP, like previous ones, places significant emphasis on highway expansion projects that, according to extensive empirical research, lead to increased vehicle miles traveled, sprawl, and congestion.</p> <p>Meanwhile, investments in safety and sustainable transportation alternatives—such as public transit, bicycle, and pedestrian infrastructure—remain insufficient. We believe that CAMPO 2050 must better reflect the needs of our growing and changing communities.</p> <p>We respectfully request that CAMPO prioritize the following in regional transportation planning:</p> |

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|        |       |       |           | <p>Increased Investment in Local and Regional Transit and Active Transportation– The RTP should prioritize robust funding for transit and active transportation infrastructure in planning and implementation.</p> <p>Updated Scoring and Modeling Practices – CAMPO’s scoring system should better align with regional goals such as expanding transit and active transportation, and improving safety and air quality. Furthermore, scenario planning should be used to better understand different possible growth patterns as well as the ways that transportation projects impact those patterns.</p> <p>Environmental Impact Considerations and Mitigation Strategies – Highway expansion projects must include comprehensive environmental impact assessments, and the RTP should integrate stronger commitments to environmental protections, particularly in sensitive areas such as the Edwards Aquifer and other ecologically significant regions. CAMPO should adopt clear mitigation strategies, including emission reduction policies and protections for endangered species.</p> <p>Alignment with Local Government Priorities – CAMPO should prioritize projects that are aligned with local government plans and resolutions.</p> <p>The points above support modifying the description of the Mopac South project in the regional transportation plan given its location in an environmentally sensitive area and concerns raised by both Travis County Commissioner’s Court and Austin City Council.</p> <p>Our organizations stand ready to collaborate with CAMPO staff and policymakers to help shape a more balanced and sustainable regional transportation system. We urge CAMPO to seize this opportunity to create a transportation future that supports equity, environmental responsibility, and economic prosperity for all residents.</p> <p>We appreciate your time and consideration of these recommendations. Please feel free to contact us for further discussion.</p> <p>Sincerely,</p> <p>Active Transportation Advocates of Cedar Park<br/> AURA<br/> Austin Outside<br/> Creating Common Ground<br/> Downtown Austin Neighborhood Association<br/> Environment Texas<br/> Farm and City<br/> Greater Edwards Aquifer Alliance<br/> Hays Residents for Land and Water Protection<br/> North Loop Neighborhood Association<br/> Reconnect Austin<br/> Rethink35<br/> Safe Streets Austin<br/> Save Our Springs Alliance<br/> Strong Towns Pflugerville<br/> Texas Public Interest Research Group<br/> The Parents Climate Community<br/> University Democrats</p> |
| Deidre | Worth | Email | 4/15/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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|            |            |       |           | <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Deidre worth<br/>[REDACTED]</p> |
| Aravindhan | Rangarajan | Email | 4/15/2025 | <p>I support adding **Hwy 71 widening (Project ID 51-00209-00)** to the Constrained List!</p> <p>--Bee cave resident</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Patricia   | Nettleship | Email | 4/15/2025 | <p>When I moved into Bee Cave in 2010 it was 17 min to airport. The last few trips have taken me over an hour ---and they were not during rush hour either. There is no such thing as 'rush hour' anymore...it's 'slow pace all day long'. Help!!</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Travis     | Krogman    | Email | 4/15/2025 | <p>Good Evening,</p> <p>Attached, please find a public comment for consideration for CAMPO's 2050 transportation plan. Please don't hesitate to reach out if you have any questions!</p> <p>Best,<br/>Travis</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Jeff       | Henley     | Email | 4/15/2025 | <p>Hi, I'm a resident in Bee Cave TX for 15 years and sh71 traffic is so bad these days. I think the city of Bee Cave should widen sh 71 by 1 extra lane each direction. Please add Project ID 51-00209-00* to the "Constrained List" so we can free up the traffic around here.</p> <p>-Jeff</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Javiar     | Valles     | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>It is imperative that we diversify, strengthen and connect our transportation networks. Offering alternatives to car dependency is important for public health and the bottom line of the economy.</p> <p>Please consider adding more of this kind of infrastructure where possible, it is less expensive than car infrastructure and has a greater positive impact in our community. I would bike or take public transit everywhere if I could and it was similarly convenient to driving. This is not the case now, but lets work to get it towards that.</p> <p>This will make our roads safer for everyone, not just transit users.</p> <p>Javier Valles</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

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| Marilynn | Milor   | Email | 4/15/2025 | <p>It is imperative that Hwy 71 be widened through Bee Cave. An 80 bay distribution center has been built with 80 bays to serve semi-trucks. We will have 18 wheelers with heavy loads running up and down Hwy 71 along with school children, school busses and residential traffic.</p> <p>Please put widening this dangerous strip of Hwy 71 in your plans.</p> <p>Thank you.</p> <p>Marilynn Milor.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Lyla     | Kolar   | Email | 4/15/2025 | <p>Hello, I am a resident of the Lake Pointe subdivision in Bee Cave. I would like Project ID 51-00209-00* to be added to the Constrained List. Please consider adding widening 71 to your list.</p> <p>Thank you,<br/>Lyla Kolar</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Amy      | De Luna | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I read in the RTP, using 2023 data, "While alcohol-related crashes make up less than seven percent of all crashes in the Capital Area, they are responsible for over 27 percent of fatalities". I wondered why are people drinking and driving in the first place. Then I think about how car-dependent our transportation system is. If it was easy and convenient for people to go have a few drinks and not drive, imagine how much we could reduce alcohol-related crashes and fatalities caused by those crashes.</p> <p>I have reviewed the RTP project list and I see several projects that call for safety improvements on roads, and funding for active transportation projects, and regional transit projects. I'm happy to see those kinds of projects. However, I also see several unsafe projects, namely roadway expansions, that will lead to more cars being on the road and an increase in vehicle miles travelled.</p> <p>I am aware that safety factors account for 20-30% of the project prioritization score depending on the project type for projects in the RTP. I want to see CAMPO place more emphasis on safety, through the way projects are scored, and through the types of projects y'all fund. Public transportation, like bus and rail, are significantly safer modes of transportation. Instead of investing billions of dollars in expanding highways throughout the region, invest more in transit and active transportation projects.</p> <p>Amy De Luna<br/></p> |
| Evelyn   | Bonar   | Email | 4/15/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>PLEASE remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and doesn't reflect changing commuting patterns. Expanding MoPac South by up to eight lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion, reflecting post-pandemic trends of hybrid and remote</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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|        |             |       |           | <p>working..</p> <p>I ask you to ensure that resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>THANK YOU for putting people first in our region.</p> <p>Sincerely,<br/>EVELYN BONAR<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Omar   | Salcido     | Email | 4/15/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>As a facilities strategist and conscious leadership coach with a background in workplace planning and sustainability, I'm writing to urge you to remove the proposed MoPac South expansion (MPO-51-00096-00) from the CAMPO 2050 Regional Transportation Plan.</p> <p>This expansion, rooted in outdated, pre-pandemic traffic assumptions, does not reflect today's evolving commuting trends—particularly with the rise of hybrid and remote work. From a strategic planning perspective, the return on investment appears negligible: the projected travel time savings amount to only a few minutes, at the cost of years of construction, environmental degradation, and disruption to local communities.</p> <p>More personally, Barton Springs holds a special place in my heart—as a sanctuary, a community gathering point, and a vital part of Austin's identity. This project directly threatens that space, as well as the Edwards Aquifer, a critical water source and ecological treasure. Adding up to 8 lanes of highway through such a fragile recharge zone risks long-term consequences to our environment, air quality, and public health.</p> <p>As someone who bridges science, consciousness, and business strategy, I advocate for transportation solutions that are in harmony with the needs of both people and the planet. I respectfully request that CAMPO either remove the MoPac South project from the plan or, at the very least, require a full Environmental Impact Statement (EIS) that considers up-to-date data and viable, lower-impact alternatives.</p> <p>Now is the time to invest in a more conscious, sustainable future—one that values health, safety, and equity over short-term expansion.</p> <p>Thank you for your consideration and stewardship.</p> <p>Warm regards,<br/>Omar Salcido</p> <p>Sincerely,<br/>Omar Salcido<br/>[REDACTED]</p> |
| Miriam | Schoenfield | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I'm writing to express my concern with the emphasis on highways and highway expansions in the Regional Transportation Plan. This plan digs us deeper into the hole that regions all over the country are trying desperately to dig themselves out of. Areas of California that are a few decades ahead of us when it comes to the highway building binge experience horrible congestion and incredibly long commutes. This is because highway expansions impacts development patterns. They encourage development that results in destinations being increasingly far apart from one another, which results</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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|          |          |       |           | <p>in each of us having to drive more miles to get to where we need to go.</p> <p>That's why, despite enormous investments in highway expansions, it's no surprise that congestion levels are up and VMT per capita has increased in our region by 30% in just the last five years. Increased VMT per capita cannot be accounted for by population growth. It indicates not that more people are driving, but that each person is having to drive further to reach their destination.</p> <p>If we want to change course, we need to stop building infrastructure that encourages this unsustainable development pattern - we must stop expanding the highways and invest instead in transit, active transportation and safety projects.</p> <p>I also ask that the let year for the Mopac South project be changed - the idea of doing construction concurrently on I-35 and Mopac is absurd.</p> <p>Thank you for the time and energy you put into improving transportation in Central Texas.</p> <p>Miriam</p> <p>Miriam Schoenfield</p>  |
| Vincent  | McKibben | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>Hi I'm Vincent,</p> <p>Write to say that for the CAMPO 2050 plan.. I want there to be more focus on projects that all for walkability, transit, and biking infrastructure over building more roads for cars.</p> <p>It's really important to me that as Central Texas grows that we can create the infrastructure that properly tackles the issues that come from that growth and do exacerbate existing issues. More roads just lead to more traffic and less safe streets (more accidents and deaths).</p> <p>More transit options (and infrastructure to support it: bus only lanes, rail, etc) allows us to have less cars on the road, reducing traffic and making our existing streets safer. Walkable infrastructure also is to have more efficient use of land, aiding in our population growth and growing the economy.</p> <p>Thanks for your time,<br/>Vincent McKibben</p> <p>Vincent McKibben</p>                                                                                                   |
| Robinson | Brittany | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes</p> <p>Robinson Brittany</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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| Vivian   | Stephens | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking and biking because...<br/> I want less funding devoted to highway expansions because...<br/> I oppose (examples: The Mopac South expansion, the 183 south expansion)<br/> I support (example: Public transit, safety projects, sidewalks and bike lanes, an Austin to San Antonio rail line, etc.</p> <p>Vivian Stephens<br/> [REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Anoosh   | Razian   | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I urge CAMPO to prioritize increased investment in transit, safety improvements, sidewalks, and protected bike lanes. These are critical to building a more accessible, equitable, and sustainable transportation system. I ask that less funding be devoted to highway expansions, which often worsen congestion, harm communities, and delay progress on climate goals. It's time to shift our focus toward infrastructure that truly serves everyone.</p> <p>Anoosh Razian<br/> [REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Techemia | Bradley  | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes</p> <p>Techemia Bradley<br/> [REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Jhazmine | Billups  | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>Hello,</p> <p>I am writing as a concerned and hopeful constituent to express my strong support for the CAMPO 2050 Regional Transportation Plan. As Texas continues to grow—especially in the Central Texas region—we must prioritize the expansion and improvement of our public transit infrastructure. CAMPO 2050 is not just about getting from point A to point B. It's about building a more connected, equitable, and sustainable Texas that meets the needs of our future economy. The plan's emphasis on regional transit, multimodal connectivity, and long-term investment in transit options is exactly what our state needs to remain competitive and livable in the coming decades.</p> <p>Public transportation is vital for the economic vitality of our communities. A robust transit network allows more people to access education, employment, and healthcare. It relieves congestion, reduces emissions, and supports regional job growth—especially in rapidly expanding urban and suburban areas like Austin, Round Rock, and San Marcos.</p> <p>Young professionals and families are increasingly looking to live in places with reliable, affordable, and efficient transit. If we want to attract and retain the next generation of Texans, we need to be proactive. CAMPO 2050 lays the groundwork for a Texas that works better for everyone.</p> <p>I respectfully urge you to support policies and funding that advance the goals of CAMPO 2050 and to champion public transit initiatives at the state</p> |

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|        |         |       |           | <p>level. A stronger transit system is not just a transportation issue—it's an economic development imperative. Thank you for your service and for your attention to this important matter.</p> <p>Jhazmine Billups<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Karina | Gavin   | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking and biking. Cars are dangerous and unsustainable, both economically and for the climate. The expenses of a car are enormous, and they ruin our communities by encouraging cities to demolish cultural staples to create more roads. What happened to "keeping Austin weird"? We can't do that if we destroy our local businesses.</p> <p>I want less funding devoted to highway expansions. I shouldn't have to explain the horrible pollution they cause, including noise. They destroy neighborhoods, especially those that are economically disadvantaged.</p> <p>I oppose the Mopac South expansion, the 183 south expansion, and I35 expansion. More lanes do not fix traffic. They temporarily relieve traffic only to make it worse due to induced demand. We have decades of research that proves this. Are we rejecting hard science now?</p> <p>I support public transit, safety projects, sidewalks and bike lanes, an Austin to San Antonio rail line, and more rails in general.</p> <p>We need more dedicated bus lanes, so that buses don't get caught in traffic. This makes them a VIABLE alternative to driving. No one will switch from cars to buses if the bus is ALWAYS slower and unreliable. I would love never to drive again, but as it stands, I am forced to drive.</p> <p>Karina Gavin<br/>[REDACTED]</p> |
| Eric   | Kylberg | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I live in Austin and it feels like TxDOT and CAMPO are willing to move heaven and earth and spend billions of dollars for people who drive their cars 60+ miles a day. But those of us who rely on public transit and active transportation get a pittance. It is undemocratic and fiscally irresponsible to push so much government funding towards the least economically efficient (and dirtiest and most dangerous) means of transportation.</p> <p>Eric Kylberg<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Kyle   | Hannon  | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I want more funding devoted to safety, public transportation, walking and biking because it enables more people to travel Austin with ease, while also being more efficient and environmentally friendly</p> <p>I want less funding devoted to highway expansions because the more we spend the worse traffic seems to get</p> <p>I support public transit, safety projects, sidewalks and bike lanes, an Austin to San Antonio rail line</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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|         |          |       |           | <p>Kyle Hannon</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Raphael | Pain     | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes. We need an Austin to San Antonio rail. Our dependence on cars is not sustainable and is destroying the central Texas region. We cannot be the futuristic cities that we want to be if we continue to invest almost exclusively in vehicular infrastructure. Please represent myself, and the thousands and thousands of others, who are calling on you to make the right choice and make our future brighter.</p> <p>Raphael Pain</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Ella    | Thompson | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in public transit, sidewalks, protected bike lanes, and safety improvements—not more highways. Projects like the MoPac South and 183 South expansions will only increase traffic, pollution, and sprawl, while making our communities less safe and less connected. Instead, I support expanding safe, reliable transit options and building walkable, bike-friendly neighborhoods. We need bold investment in sustainable infrastructure—not another decade of expensive, destructive highway projects.</p> <p>ella thompson</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Parker  | Welch    | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>I'm writing in support of a 25-year transportation plan that prioritizes capital projects that benefit public transit, bicycling, urban trails, and pedestrian safety. I think it is absolutely vital in an environment of scarce funding dollars to focus on affordable modes of transportation that can deliver higher return-on-investment than yet another highway expansion. Building more infrastructure that cements car dependence will only serve to trap more people in Central Texas in a world where they must spend tens of thousands of dollars on a depreciating, maintenance-heavy asset just to participate in society.</p> <p>The massive rise of personal trucks &amp; SUVs over the last three decades has reduced roadway capacity by almost 10%, just from their added length &amp; their slower acceleration/braking times requiring more spacing in free moving traffic (<a href="https://www.tandfonline.com/doi/full/10.1080/23249935.2025.2477817">https://www.tandfonline.com/doi/full/10.1080/23249935.2025.2477817</a>). That reduction is without adding any cars to the road or people to the cars; it is an inefficient system becoming even less efficient. Highway expansions have simply failed to solve the problems they are continually proposed to solve, and I hope that CAMPO will turn away from them in this next plan.</p> <p>Thank you,<br/>Parker Welch</p> <p>Parker Welch</p> <p>[REDACTED]</p> |

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| Gianmarco | Conegliano | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>Invest in transit, sidewalks, bike lanes, and safety - not more highways!</p> <p>Gianmarco Conegliano</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Ariane    | Beck       | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>My daughter can't even ride her bike to the park or library because of our dangerous roads. The main street in front of our neighborhood has become a highway connector and even with the bike lane is just too dangerous. We need protected or separated bike lanes. The highways just keep getting bigger and bigger. I can't find any way to explain to her why 5 minutes off the commutes of people who choose to live far away is more important than our neighborhood and the quality of our lives and health 24-7. After a vacation in a very green, walkable city, we came back to Austin and the 183N expansion. She literally begged to go back. She said she would learn to get used to their snowy winters, but she just didn't like all the concrete and our trees were gone. I'm tired of trying to explain why we can't have nice things like other places. Please stop wasting money on highways and start building sidewalks, bike paths, and trains so that everyone in our community can be mobile, safe, independent and breathe clean air.</p> <p>Ariane Beck</p> <p>[REDACTED]</p> |
| Todd      | Lee        | Email | 4/15/2025 | <p>*Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>Todd Lee</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Polly     | Lines      | Email | 4/15/2025 | I would like Project ID 51-00209-00 to be added to the "Constrained List"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Ashley    | Sanchez    | Email | 4/15/2025 | <p>Please add widening Hwy 71 in Bee Cave, Texas to your plan. Traffic there is dangerous and very heavy.</p> <p>Thank you for your consideration.</p> <p>Best,</p> <p>Ashley Sanchez</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Hillary   | MacDougall | Email | 4/15/2025 | <p>I support adding Hwy 71 widening (Project ID 51-00209-00) to the Constrained List!</p> <p>The growth of the region and ever-increasing traffic demands that we address this major arterial early and thoughtfully.</p> <p>Best,</p> <p>Hillary MacDougall</p> <p>Lakeway</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Chris     | Kelly      | Email | 4/15/2025 | <p>Ms Doise Miers,</p> <p>Hi,</p> <p>Please give your support for more walkways, bike paths, and trails. We need more infrastructure for people to safe and convenient alternatives to</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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|       |             |       |           | <p>driving. Every constituent should have this kind of access. We do not need more highways, but rather more ways for people to travel on foot or bike. Thank you.</p> <p>Chris Kelley<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Ted   | Tarsa       | Email | 4/15/2025 | <p>I want *Project ID 51-00209-00* to be added to the “Constrained List.”</p> <p>Ted Tarsa<br/>Bee Cave, TX<br/>Resident</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Bob   | Casey       | Email | 4/15/2025 | <p>I don't this plan is complete without widening HWY 71 project ID #51-00209-00.</p> <p>Bobby Caskey<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Niki  | Taylor-Jeff | Email | 4/15/2025 | <p>I support adding **Hwy 71 widening (Project ID 51-00209-00)** to the Constrained List.</p> <p>Niki</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Bruce | Gregory     | Email | 4/15/2025 | <p>Please add Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>Bruce W Gregory, CFA<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Eric  | Ramos       | Email | 4/15/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Eric Ramos</p> |

|              |              |       |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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|              |              |       |           | <div></div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Sharon       | Quincy       | Email | 4/15/2025 | <p>Our traffic on HWY 71 is reaching a standstill and gridlock! Please add Project 51-00209-00 to the list of projects to be completed in the near future.</p> <p>Sharon Quincy</p>                                                                                                                                                                                                                                                                                                                                                          |
| Georgina     | Campero      | Email | 4/16/2025 | <p>Ms Doise Miers,</p> <p>Please add more funds for alternate transportation projects: bike lanes, urban trails, public transit, and cross-regional rail. People lean towards cars because that is the only option. If there is safe alternative transportation infrastructure, people will use it. Please consider redirecting funds towards safer streets/infrastructure instead of more highways/cars. Alternative transportation leads to a more active lifestyle, leading to healthier society.</p> <p>Georgina Campero</p> <div></div> |
| Not provided | Not provided | Email | 4/16/2025 | <p>want *Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>Less traffic, means less accidents... Which keeps the cost of auto insurance rate low. Texas population is growing by the minute... Let's avoid the stress... Be proactive!</p>                                                                                                                                                                                                                                                                                |
| Olga         | Yang         | Email | 4/16/2025 | <p>We want *Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>Hwy 71 is SO dangerous! Please help make our community safe!</p> <p>Thank you!</p>                                                                                                                                                                                                                                                                                                                                                                          |
| Byron        | Ehlert       | Email | 4/16/2025 | <p>1. We want *Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>Best Regards,</p> <p>Byron Ehlert, President<br/>BLE Enterprises, LLC,<br/>GP to Integrity Builders, LP<br/><a href="http://www.integritybuilderslp.com">www.integritybuilderslp.com</a></p>                                                                                                                                                                                                                                                             |
| Tom          | Willi        | Email | 4/16/2025 | <p>I just learned that the The CAMPO 2050 Regional Transportation Plan doesn't include widening Hwy 71 west. Traffic between the "Y" in Oak Hill all the way past Hamilton Pool Rd is very heavy and is getting worse with additional development.</p> <p>Please add Project ID 51-00209-00 to The constrained list.</p> <p>Thank you.</p>                                                                                                                                                                                                   |
| Tomas        | Marrero      | Email | 4/16/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in</p>                                                                   |

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|       |         |       |           | <p>some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Tomas Marrero<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Bruce | Castner | Email | 4/16/2025 | <p>As a resident of Bee Cave TX who uses HWY 71 every day, I wish to request that the following project be added to the "Constrained List"</p> <p>Project ID 51-00209-00* to be added to the "Constrained List"</p> <p>Thank you</p> <p>Bruce Castner, PhD<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| James | McClure | Email | 4/16/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>James R McClure<br/>[REDACTED]</p> |

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| Cynthia   | Norwood  | Email | 4/16/2025 | Want Project ID 51-00209-00<br>Add to CONSTRAINED LIST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Abbigail  | Zabojnik | Email | 4/16/2025 | <p>Ms Doise Miers,</p> <p>I oppose highway expansion projects within Austin because it has been shown time and time again that adding lanes and making highways more complex does NOT help reduce traffic congestion, and it does NOT support nor improve the safety of traveling Texans. In other urban areas that have had highway expansion projects, they have experienced a phenomenon called 'induced demand,' which essentially means, when there is more space added, people will use it. This is due to the number of "potential" drivers; in previous years, drivers who would have normally avoided high traffic on a highway such as I-35 see the early positive effects of expansion, and utilize the widened highway. Meaning proportionally, the number of drivers, amount of traffic and the size of highways will remain the same until maximum supply is met. In ever-growing cities like Austin, the fact of the matter is that this is an unrealistic goal, and that the highways would have to continuously expand forever, leading to increased air pollution, increased danger associated with crashes and lane change, and increased demolition of homes and businesses surrounding the highway. A great example of this is the Katy Freeway in Houston, who had shown improvement at the beginning of expansion, but as the 2-3 year mark arrived, commute times increased by 30-55%. This is a vicious cycle that puts drivers at risk as more traffic leads to more accidents, road rage, violence, and worse pollution. Please instead use funding to promote alternatives that reduce all of these concerns, such as expanding public transit, installing more protected bike lanes and sidewalks, as well as research into other non-private vehicle based transport.</p> <p>Abbigail Zabojnik<br/>[REDACTED]</p> |
| Eve       | Chenu    | Email | 4/16/2025 | <p>Ms Doise Miers,</p> <p>Austin has become a tangled mess of traffic as our population grows without adequate multimodal transit infrastructure. Building more and more highways has been proven to make traffic, pollution, and noise worse, not better, as we look at the history of urban design over the past 100 years. Let's get serious about funding public transit, sidewalks, and bike lanes. If we want a liveable city, we need to look beyond cars.</p> <p>Eve Chenu<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Prashanth | Rajuri   | Email | 4/17/2025 | <p>I support adding Hwy 71 widening (Project ID 51-00209-00) to the Constrained List!</p> <p>Thanks,<br/>Prashanth Rajuri<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Lance     | Gliser   | Email | 4/17/2025 | <p>Ms Doise Miers,</p> <p>I want less funding devoted to highway expansions. It's infeasible to continue shoving cars into the existing system. If you want to move more people per hour, your options really have to go away from car centric. There needs to be better options for buses that don't mix with a regular traffic, light rail, or biking options which are now being utilized just as well by scooters these days.</p> <p>Lance Gliser<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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|         |           |       |           | [REDACTED]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Russell | Coleman   | Email | 4/17/2025 | <p>Ms Doise Miers,</p> <p>I just wanted to write and express my strong opposition to the expansion of I35. If anything happens to it, it should be torn up or buried underground.</p> <p>I support project connect going back to its original plan with the multiple lines and downtown tunnel, as well as bike infrastructure.</p> <p>Russell Coleman<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Jason   | Hoffman   | Email | 4/17/2025 | <p>Ms Doise Miers,</p> <p>It seems like everywhere I go outside of the core of Texas towns is a multi-lane stroad lined with strip malls, box stores and gas stations. All new housing is tract mega developments. Everything auto-dependent. Such a development pattern doesn't move Texans. It's simply make-work for construction companies and regulatory capture by the numerous industries who profit from such an urban form.</p> <p>These aren't nice places to live, they aren't efficient, they're fiscally unsustainable and they isolate Texans. No amount of road widening will ever fix traffic. It's physics. The car creates its own necessity.</p> <p>Better land use and fiscally self-sustainable towns align so much better with Texas values. Please work with other government entities to enact land use reform that supports transit.</p> <p>Our incessant road widening is a third world solution and an embarrassment to Texas and the USA.</p> <p>Jason Hoffman<br/>[REDACTED]</p>                                                                                                                                                                        |
| Kelby   | Broussard | Email | 4/18/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> |

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|        |         |       |           | <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Kelby Broussard<br/>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Tyler  | Logsdon | Email | 4/18/2025 | <p>Dear CAMPO Transportation Leaders,</p> <p>Dear CAMPO Board Members,</p> <p>I urge you to remove the MoPac South expansion (MPO-51-00096-00) from the 2050 Regional Transportation Plan and prioritize alternatives that support safety improvements, sustainability, equity, and real transportation needs.</p> <p>This project is based on outdated, pre-pandemic data and fails to reflect changing commuting patterns. Expanding MoPac South by up to 8 lanes in some locations risks irreversible damage to Barton Springs and the Edwards Aquifer while offering little-to-no travel time improvements.</p> <p>I respectfully request the Transportation Policy Board remove the MoPac South expansion or, at a minimum, require a full Environmental Impact Statement (EIS) that would reconsider alternatives to expansion based on updated traffic data and modeling, reflecting post-pandemic trends of hybrid and remote working..</p> <p>I ask you to ensure resources are allocated to projects that prioritize safety and sustainability over unnecessary road expansions. Other projects throughout the region are better candidates for inclusion in the plan.</p> <p>Thank you for putting people first in our region.</p> <p>Sincerely,<br/>Tyler Logsdon<br/>[REDACTED]</p>                               |
| Daniel | Cobb    | Email | 4/18/2025 | <p>Ms Doise Miers,</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes.</p> <p>Cars are dangerous, expensive and detrimental to the environment and human health. Currently the City of Austin is not doing enough to provide alternative forms of transit.</p> <p>The danger of car dependency cannot be overstated: In 2023, TXDoT reported on average 1 reportable crash occurred every 56 SECONDS and 1 person was injured every 2 MINUTES and 6 SECONDS. (These are only reported cases. Surely there are more that went unreported.) [Source: TXDot Annual Texas motor vehicle crash statistics]</p> <p>Austin has the unique advantage of being a relatively geographically small city. Compared to other cities, rail lines could be shorter, and therefore built more quickly and inexpensively. We should accelerate adoption of alternative to cars, and reap the following benefits:</p> <ul style="list-style-type: none"> <li>-Reduced inner city traffic</li> <li>-Reduced highway traffic (due to reduction in local drivers)</li> <li>-Improved air quality</li> <li>-Improved water quality (car tires are a major pollutant in run-off.)</li> <li>-Improved public health (due to better air quality, incentivizing walking, fewer car accidents)</li> </ul> |

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|         |          |       |           | <p>-Improved local economies (walkers, bikers, and transit users have more opportunities to enter local businesses.)</p> <p>-Reduced crime</p> <p>-Enhanced community and social interaction</p> <p>-Improved happiness and mental health</p> <p>Please consider these benefits and fight for more funding for alternatives to car dependency.</p> <p>Daniel Cobb</p> <p>[REDACTED]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Jaladi  | Anu      | Email | 4/18/2025 | I support adding **HWY71 widening (Project ID 51-00209-00)** to the constrained list !                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|         |          |       |           | I support adding **HWY71 widening (Project ID 51-00209-00)** to the constrained list !                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Vishnu  | Challa   | Email | 4/18/2025 | <p>With Regards,</p> <p>Vishnu Challa.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Yolie   | Jones    | Email | 4/19/2025 | <p>To Whom It May Concern,</p> <p>Please remove the southern expansion on Mopac and the expansion of 290 through Dripping Springs! More is not always better! Why not make the current roadways better? For example, RR 12 in Drpping Springs should be widened. This would solve the traffic problem in the heart of this once charming little town! Again, more IS NOT better!</p> <p>Yolie Jones</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Edwin   | Bautista | Email | 4/20/2025 | <p>Ms Doise Miers,</p> <p>I urge CAMPO to reallocate funding toward safety improvements, public transportation, and active mobility (walking and biking) to foster equitable, sustainable, and cost-effective transportation solutions for our region. Highway expansions often exacerbate congestion through induced demand—where increasing road capacity simply encourages more driving—leading to long-term gridlock, higher emissions, and community disruption.</p> <p>Specifically, I oppose the MoPac South expansion, which threatens sensitive environmental resources and fails to deliver lasting congestion relief, and the US-183 South tollway expansion, which prioritizes costly roadway capacity over multimodal options.</p> <p>Instead, I support investing in public transit enhancements like CapMetro’s planned infrastructure upgrades, comprehensive safety projects under CAMPO’s Regional Safety Action Plan, expansion of sidewalks and bike lanes per the Regional Active Transportation Plan, and development of a high-speed passenger rail line connecting Austin and San Antonio.</p> <p>I want CAMPO to invest more funding in transit, safety, sidewalks, and protected bike lanes!</p> <p>Thank you,</p> <p>Edwin</p> <p>Edwin Bautista</p> <p>[REDACTED]</p> |
| Richard | Wendrock | Email | 4/23/2025 | <p>Good morning Transportation Administrators,</p> <p>Thank you for all the good work you are doing! We appreciate you!</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

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|      |       |       |           | <p>Please add **Hwy 71 widening (Project ID 51-00209-00)** to the Constrained List!</p> <p>We are in desperate need of widening Hwy 71 to 7 lanes.</p> <p>Have a blessed week,</p> <p>Richard &amp; Marcie Wendrock</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>                                                                                                                                                                                |
| Mary | Owens | Email | 4/24/2025 | <p>We live in Hays County between 45 and Nutty Brown and regularly note how the outdated version of 1826 continues to become more dangerous and unsustainable, especially in Hays County.</p> <p>Since the growth driven traffic in Hays County is only going to increase, now is the time to catch up to current traffic and anticipate the density and growth south of the Travis County section.</p> <p>Thank you,<br/>Gregg and Mary Elizabeth Owens</p> |

## Round 2 Open-Ended Survey Responses

| After reviewing the draft Plan and projects, how do you anticipate your primary mode of travel will change?                        | Do you have any additional comments on the draft 2050 Transportation Plan and projects?                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| If we dont widen 71 through Bee Cave to Spicewood I will need a Hover Craft                                                        | 51-00209-00 Needs to include widening 71. Its a mess. Today even I spend 30 min to get from Hill Country Galleria to Vail Divide. Thats insanity                      |
| Won't change                                                                                                                       | Please include HWY 71 widening to the Constrained List                                                                                                                |
| It won't.                                                                                                                          | Please include HWY 71 widening to the Constrained List.                                                                                                               |
| Ease of travel and congestion.                                                                                                     | Please include highway 71 widening to the constrained list                                                                                                            |
| no change for my area                                                                                                              | Widen 71                                                                                                                                                              |
| No way                                                                                                                             | Please include HWY 71 widening in this plan!!!!                                                                                                                       |
| Still will drive personal vehicle.                                                                                                 | I support adding **Hwy 71 widening (Project ID 51-00209-00)** to the Constrained List!                                                                                |
| None                                                                                                                               | Hwy 71 has growth and safety issues that arent being addresses fast enough. Need to expedite improvements on Hwy from Bee Cave Spicewood                              |
| Primary mode of transportation will not change. Still will be driving a personal vehicle. Buses do not travel to locations needed. | No                                                                                                                                                                    |
| I'll be stuck in traffic more until revisions are made. Then hoping the updates could handle the new traffic.                      | Please INCLUDE HWY 71 WIDENING to the Constrained List                                                                                                                |
| Perhaps moving out of area if our concerns are not addressed                                                                       | No                                                                                                                                                                    |
| more traffic                                                                                                                       | Widening of hwy 71                                                                                                                                                    |
| It won't.                                                                                                                          | Widen highway 71 now. The area has grown too much and highway 71 does not have capacity right now                                                                     |
| No                                                                                                                                 | Please widen highway 71 BEFORE 2050. It's a disaster right now. Increased traffic is causing extensive waiting for lights - adding to pollution and emissions.        |
| Hopefully will improve traffic congestion and safety!                                                                              | Need widening and better strategy for traffic flow on HWY 71 and 620. Also better traffic control around LTHS- it is a mess and dangerous with so many young drivers. |
| None                                                                                                                               | Hwy 71 needs to be widened! It is so congested and building has just begun. It is very unsafe and too fast. Needs to be addressed!                                    |
| no                                                                                                                                 | Hwy 71 widening (Project ID 51-00209-00)                                                                                                                              |
| It can't                                                                                                                           | We need a middle lane on HWY 71 all the way to 281. There is way to many accidents.                                                                                   |
| Only by car in my area.                                                                                                            | Please include HWY 71 widening to the constrained lists                                                                                                               |

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Not at all.                                                                                                                                                                                                                                                                                                                                 | Hwy 71 widening (Project ID 51-00209-00) to the Constrained List!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Will still be overcrowded on the roads. Tx needs to shut down housing development until roads and infrastructure ( water, electric..) are better able to withstand the strain. SOMEHOW needs to be achieved or we will be facing more road rage and no water or u toiletries except for the millionaires +. This state is out of control!!! | This plan should include the widening of Hwy 71 from the end of the past widening to Hwy 281. The population has increased in this area and the traffic moves at 70 mph while traffic entering and trying to turn left are sitting ducks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| None                                                                                                                                                                                                                                                                                                                                        | I support adding **Hwy 71 widening (Project ID 51-00209-00)** to the Constrained List                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Still primary use of personal vehicle.                                                                                                                                                                                                                                                                                                      | Please add the Hwy 71 widening project to the List. Please continue to support the RM620 widening project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| It wont                                                                                                                                                                                                                                                                                                                                     | 71 needs to be wider and large trucks needs another road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| It doesn't seem to be a forward looking plan. It says 2050 but as is often the case in reality it is already behind for efficient traffic planning. It is never cheaper to fix the issues, if you think you need one lane added, add two or three now so you don't have to go back again in 10-20 years.                                    | Project ID 51-00209-00 - NEED TO WIDEN HWY 71 BETWEEN SPICEWOOD AND 290                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| I will still likely be stuck with driving a car and only having limited things locally to walk and bike to. I would love to have more access to hike/bike trails to shift more of my everyday errand runs to be bike accessible.                                                                                                            | I support adding Hwy 71 widening (Project ID 51-00209-00) to the Constrained List! Let's make sure our voices are heard before it's too late! 🗣️                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| None                                                                                                                                                                                                                                                                                                                                        | I'd like to see Project ID 51-00209-00 to be added to the "Constrained List"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Personal vehicle                                                                                                                                                                                                                                                                                                                            | Please include Hwy 71 widening (Project ID 51-00209-00) to the Constrained List! We need this out here desperately.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| None                                                                                                                                                                                                                                                                                                                                        | Highway 71 near Bee Cave Texas needs to be widened as soon as possible - specifically widened to 3 lanes in each direction from the intersection of 71 & 620 through to the intersection of 71 & Vail Divide (but by 2050 at current growth rates, even this might need to be expanded upon and be extended to 3 lanes further west of Vail Divide).                                                                                                                                                                                                                                                                                                                                                       |
| The highways I travel most frequently will still be dangerous and deadly accidents will still be occurring regularly.                                                                                                                                                                                                                       | FIX 71 west!!!! Get involved in all the development. And look into BAD, neglectful, BRIBE projects (warehouses on 71west at Serene Hills. Clint Garza deal.) Traffic will be soooooo BAD if these bad deal/bad faith warehouses are to open. They LIE about their usage and business in FB ads. 71 is way over crowded. 35 is monumentally over crowded and has been since at least 1985!! No over pass green deals unless entry into Tx is hauled for everyone. Not just migrants/illegals. It's ridiculous!! Who passes these terrible laws that let anyone own land and then sell to big business to be divided into 1/10 acres for housing?? And that's generous size. Many are smaller. Shut it down! |
| not at all - i drive cars                                                                                                                                                                                                                                                                                                                   | PLEASE add widening 71 to your list of projects. With the growth of west Austin, the amount of traffic is too much. There are accidents daily. We need help!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| We will be forced to move because we live in the 71/620 corridor in the Ladera neighborhood,                                                                                                                             | Please include Hwy. 71 widening to the Constrained List.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| I don't see any plans that will improve our travel.                                                                                                                                                                      | I am reaching out in support for the State Highway 71 Project. The need for infrastructure support along SH-71 in a geopolitical region with growth in every direction of SH-71, RR 620, and RM-2244 requires expedited action to mitigate congestion. Prioritization of Project ID # 51-00209-00 will enhance the transportation of SH-71 immensely amidst the rising traffic concerns across multiple counties. I hope the CAMPO Transportation Policy Board will prioritize this matter. Thank you for your consideration and service to the state. |
| won't change                                                                                                                                                                                                             | Improve traffic on hwy 71 in bee cave and 620 from 183 to 71                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Won't change                                                                                                                                                                                                             | Please include HWY 71 widening to the Constrained List.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Hopefully less congestion on main roadways                                                                                                                                                                               | Be sure you are really looking toward the future, do real urban/traffic planning. Seems like we have not learned from all the failures in other states that had rapid population growth over the last 50 years.                                                                                                                                                                                                                                                                                                                                        |
| Spend less time in car                                                                                                                                                                                                   | For the Bee Cave area, I would really like to see the implementation of tunnels to help combat the traffic that builds around the HWY 71/HPR/RM 620/RM 2244 area. This would allow traffic to be appeased while still maintaining the integrity of the Hill Country Galleria. Additionally, expanding the Bee Cave trails along RM 620 to connect to the Hill Country Galleria would make it much easier to travel via bike.                                                                                                                           |
| No                                                                                                                                                                                                                       | I support project is 51-00209-00 adding to the constrained list Widening of hwy 71                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Sadly, I'll stay home more because traffic is going to be so much worse. Definitely no more biking or walking.                                                                                                           | Hwy 71 widening (Project ID 51-00209-00) needs to be added to the list                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| It will be easier and quicker and safer                                                                                                                                                                                  | Please widen 71!!! :)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Project ID 51-00209-00: Please add widening Hwy 71 to the Constained list. Unless Hwy 71 is widened, traveling on it will continue to be abysmal. It is terrible now, and all agree it is only getting worse by the day. | We chose to live in the suburbs (Bee Cave) for a reason - to stay away from buses, trains, bikes and scooters. I'm only interested in road expansion and better traffic light management. And, get rid of all the DEI in that presentation - solve for the majority - not the minority.                                                                                                                                                                                                                                                                |
| Very little.                                                                                                                                                                                                             | There are neighborhoods at the 71/620 corridor. Please DO NOT widen 71 without strong consideration of the safety and other impacts to these residents.                                                                                                                                                                                                                                                                                                                                                                                                |
| It will not improve unless Hwy 71 West of Bee Cave is on the list for improvement; widening.                                                                                                                             | Hwy 71 has become absolutely horrible! There are so many large trucks driving on it. It has become very unsafe for the community.                                                                                                                                                                                                                                                                                                                                                                                                                      |
| It will remain the same but make it faster and efficient.                                                                                                                                                                | Widen hwy 71 before congestion gets way worse! Evacuation for fires would be a nightmare as it is now. Let's think ahead!                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Not at all                                                                                                                                                                                                               | HWY 71 needs to be widened west of Bee Cave and the intersection at HWY 71 and Hamilton Pool Road needs to be resolved with HWY 71 being elevated over the intersection.                                                                                                                                                                                                                                                                                                                                                                               |

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| I am captive in my home during rush hour. Please consider widening highway 71 (especially needed due to wildfire risk and safety concerns). Also, please put up barriers so that people have to turn right out of businesses. 620 is at gridlock, please widen it or consider a super highway. | Widen 71                                                                                                                                                                                                                                                                                                               |
| I can't afford to go on the toll and I don't think it is right for the people of Austin to have to live through this.                                                                                                                                                                          | Widen 71!!!                                                                                                                                                                                                                                                                                                            |
| I don't think this draft plan is enabling enough variety of multimodal choices, particularly for those of us who would like to minimize car use for the sake of clean air and climate.                                                                                                         | Please add Hwy 71 widening (Project ID 51-00209-00). 71 needs help.                                                                                                                                                                                                                                                    |
| I would like very much for it to change. Using CapMetro on a regular basis for commuting is a challenge for me in the last mile along Parmer.                                                                                                                                                  | Please include widening of highway 71 on your constrained traffic list. I can't even get into my neighborhood sometimes because cars are backed up so far in Bee cave. While I appreciate the new medians will promote safety, I anticipate they will restrict flow even further. Please widen highway 71 in bee cave! |
| Improvements to transit would facilitate more frequent transit use.                                                                                                                                                                                                                            | Please include widening hwy 71 to the constrained list.                                                                                                                                                                                                                                                                |
| I do not anticipate a change. For those of us along RM 1826, using a personal car (or Ride Share occasionally) is still the only practical way to reach our destinations.                                                                                                                      | Widen hwy 71 in bee cave, texas                                                                                                                                                                                                                                                                                        |
| Will continue to drive most of the time.                                                                                                                                                                                                                                                       | Please include HWY 71 widening to the Constrained List                                                                                                                                                                                                                                                                 |
| No change.                                                                                                                                                                                                                                                                                     | Must include HWY 71 widening to the Constrained list                                                                                                                                                                                                                                                                   |
| I will have to continue to rely on a personal vehicle through 2050. This is not helping lower VMT for me.                                                                                                                                                                                      | Please include the widening of West Highway 71 in the list of projects.                                                                                                                                                                                                                                                |
| will not change.                                                                                                                                                                                                                                                                               | We MUST widen Hwy 71 between 620 and Spicewood, possibly even Southwest Pkwy to Spicewood. My subdivision is off Hwy 71 and we just won't leave after between 3pm and 7pm because traffic is terrible and extremely dangerous. Please help!!!!                                                                         |
| If HWY 71 is not widened, I will be sitting in more traffic.                                                                                                                                                                                                                                   | Please move the widening of Highway 71 to the constrained list                                                                                                                                                                                                                                                         |
| I do not anticipate a change. For those of us along RM 1826, using a personal car is still the only practical way to reach our destinations.                                                                                                                                                   | Please include Hwy 71 widening on the Constrained List?                                                                                                                                                                                                                                                                |
| My primary mode of transportation will stay the same. Personal vehicle unfortunately since there is no expansion of public transportation of rail/lightrail services to areas where the population is growing immensely.                                                                       | Pleaseeeeeeee make it happen                                                                                                                                                                                                                                                                                           |
| no                                                                                                                                                                                                                                                                                             | Respectfully, I believe omitting plans to widen Hwy 71 was probably an oversight. Please add Project ID 51-00209-00 to the Constrained List. Thank you.                                                                                                                                                                |

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| Won't change. I wish there were more investments in biking infrastructure (separated bike lanes, bike traffic lights; bike-only corridors, etc.) and larger investment in public transit (frequent buses and trains that run 24 hours/365 days a year). These projects should expand outward of Austin's city limits and encompass neighboring towns: Round Rock, Georgetown, Cedar Park, Leander, Buda, Kyle, Dripping Springs, Manor, etc. | First, we need de-congestion pricing. Congestion costs the region on the order of a billion dollars per year. Singapore was about our size (2+ million metro population) when it started de-congestion pricing. Second, Vision Zero is a great thing. Collisions cause a multiple billions in damage each year and cause a huge number of injuries and deaths. Money spent to reduce collisions is usually well spent. Third, we need to build networks not individual links. 10 bike lanes spread out all over the city are not as valuable as 10 bike lanes giving good coverage over downtown. We should decide to either build a network or not build a network, not half-ass building one. Fourth, we need good coverage of sidewalks. Especially near bus stops and train stops. Fifth, we need to consider air travel in any transportation plan. In the next 25 years, drone delivery of food is likely to become common. Maybe general packages too. There are startups focused on air travel for humans in super-sized drones. We need to plan for air-lanes and safety. |
| No change. Since there is no bus service on RM 1826, my only choice continues to be my vehicle.                                                                                                                                                                                                                                                                                                                                              | Traffic on Hwy 71 West is really bad which has an impact on safety. This has been an issue for many years and the constituents that live in the area feel like they have been mostly ignored.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Personal vehicle                                                                                                                                                                                                                                                                                                                                                                                                                             | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| I don't foresee my primary mode of travel changing.                                                                                                                                                                                                                                                                                                                                                                                          | Please include widening Hwy. 71 in the constrained plan!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| I will still be driving my personal car.                                                                                                                                                                                                                                                                                                                                                                                                     | Please move widening of Highway 71 to the constrained list! Traffic is really bad in the Bee Cave area!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| I believe it will make a huge mess of our traffic, cause more accidents and ruin a beloved trail under the bridge for so many!! Please do not do this, it's fine as is and your data is not up to date!                                                                                                                                                                                                                                      | As the mom of a 10 yo Austinite, I encourage you to dream bigger for this plan--and for the legacy we are leaving the next generation of Austinites. We need more transformative, bold leadership that prioritizes multimodal transit and environmental/clean air accountability so our kids can breathe easily.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Shorter commute times on personal vehicle. Also, I may consider alternative modes of transportation, if these modes (bus or rail) are flexible, cost effective and comparable to personal vehicle.                                                                                                                                                                                                                                           | Light rail on Parmer cannot happen quickly enough.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| My mode will not change but it will reduce the amount of time I will need to spend in a car.                                                                                                                                                                                                                                                                                                                                                 | The plan is ambitious and comprehensive, but it is important to consider each project within the context of its use and the local traffic trends. Specifically, the plan to use eminent domain to acquire 34 acres of private homestead land and expand RM 1826 from US 290 to SH 45 has several inconsistencies and flaws in the data being used to justify the project along an area that has little room for expansion and does not see significant "through" traffic. This project should be removed from the plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| There is no change. A personal vehicle will still be required.                                                                                                                                                                                                                                                                                                                                                                               | Ensure it's city by city and talk to local leaders. What works for one city may not work for another. Thank you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

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| While there are several 'transit' and 'active transportation projects' shown in my area, the exhibits are not detailed enough to determine if any changes will occur. | FM1826 is the subject of my responses. This roadway travels thru many entrances to neighborhoods bordering on FM1826. It should stay a "small" but safe roadway and should be used primarily for local area transportation, NOT for thru traffic especially for the many large/heavy gravel/aggregate trucks that currently use it, consistently exceeding the speed limits and using air brakes and creating other excessive noise going uphill. These vehicles and other primarily thru-traffic should use Loop 1 to 290W. Recommend that "No Thru Trucks" should be designated for FM1826.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| No Change.                                                                                                                                                            | There are a lot of flaws in the modeling assumptions. The 2050 RTP states on page 22 that this is not taking into account remote work travel patterns : "The underlying travel survey for the development of the demand model was administered prior to the pandemic, so data about remote workers does not reflect current conditions." But then still states: "The reduction in home to work trips does not negate the need for road or transit improvements. The home-to-work trips not taken are often replaced by other non-work trips." but these replacement trips are more likely to be local trips and not cross regional commutes. Also, Austin is making zoning changes to increase density and new forms of housing but the RTP doesn't reflect this, it just assumes more suburban single family homes even further out into the country.                                                                                                                                                                                                                                                                                                                                                                        |
| Not at all                                                                                                                                                            | 1. Funding is allocated based on a scoring system from 2017 that is not aligned with CAMPO's stated goals or TTI's recommendations, and this should be updated. 2. I would like to see more information about environmental impacts and mitigation for those impacts. 3. I am concerned about roads that will negatively impact the Edwards Aquifer or the San Marcos and Blanco Rivers. This includes: a. Proposed Blvd 14 which would create a 4-lane highway over a sensitive part of the San Marcos River. This should be eliminated. b. Yarrington Road Extension West of Arroyo Ranch and the Kyle Loop West. These endanger the Blanco River and should be removed from the plans. c. Proposed Parkway Loop. We do not need more western loops over the aquifer. Development needs to be encouraged East of I-35. This needs to be removed! d. Proposed Parkway Loop connecting LaCima to Kissing Tree. This is over the Edwards Aquifer recharge zone and needs to be removed from plans. e. River Ridge Parkway connecting Lime Lln Rd. to Ih-35 also passes over the recharge zone and this needs to be removed from plans. f. Post Road widening over the Blanco River is not a good idea. This should be removed. |
| No                                                                                                                                                                    | Please widen HWY 71 in Bee Cave - lots of growth and development requiring more road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| Hopefully more safe.                                                                                                                                                                                                                                                                                          | Overall the plan looks quite comprehensive. It is important to consider each project within the context of its use and the local traffic trends. In particular, the plan to use eminent domain to acquire 34 acres of private homestead land and expand RM 1826 from US 290 to SH 45 has several inconsistencies and flaws in the data being used to justify the project along an area that has little room for expansion and does not see significant "through" traffic. This project should be removed from the plan. Note that my answers in the survey above reflect my views solely on this specific project.                                                                                                                                                                                                                                                                                                                                   |
| Will not change                                                                                                                                                                                                                                                                                               | Please expand rail/lightrail infrastructure throughout our metropolitan area. The population in Austin is growing immensely and the only mode of transportation for the majority is a personal vehicle which makes traffic worse and harms the environment. Please also add free highway options rather than just expanding toll roads. For example, 183-a is the only highway that leads North to Leander/Liberty hill and is a toll road which decreases mobility for the population that cannot afford the high toll bills.                                                                                                                                                                                                                                                                                                                                                                                                                       |
| My mode of travel will not change. The projects outlined in the plan do not directly impact my current travel routines or offer changes that align with how I prefer to get around. The proposed improvements aren't addressing the challenges or opportunities we face in our daily commute or travel needs. | Consider closing some streets in downtown areas to car traffic completely and make them pedestrian and bike-only corridors.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Nothing will change and that is the problem. We can expand IH35 to no end but can't build a train track to track alongside the highway and run straight from Austin to San Antonio.                                                                                                                           | Yes. The project should be altered, at the least, by leaving the section of RM 1826 from Hwy 290 to TX-45 unchanged. This would much better accommodate the different needs of residents north of TX-45 from those south of TX-45. TX-45 is already allowing highway access from RM 1826 to MoPac.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Our area drivers travel with individual vehicles and this will not change.                                                                                                                                                                                                                                    | There is little in this plan regarding mass transit - commuter rail, light rail, subway - which is what this region needs. We have a growing and aging population. Only building/expanding more roads is not a viable solution.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| I would still need to use a car for travel anywhere significant.                                                                                                                                                                                                                                              | I love that there are some plans for trail development and improvement, as well as plans for improved hike/bike infrastructure in a number of places, but we need far more of this in order to help people see walking, biking, and using public transit as viable options in and around our city. I didn't see anything regarding rail options. Expanding rail service frequency and availability would be hugely helpful in our metropolitan area and would help reduce carbon emissions by getting more vehicles off the roads and shortening trips. Rail needs to be a key part of the 2050 Transportation Plan. Instead of road widening projects, which I see in a variety of places, rail, hike/bike infrastructure, and public transit expansions should and could be a better alternative. Widening roadways does not alleviate traffic, and it does not create safer conditions for road users. We should be striving to eliminate roadway |

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|                                                                                                                                                                                            | expansions at this point. We know better, there is plenty of research on induced demand. Thanks!                                                                                                                                                                                                                                                                                                                                 |
| I believe our current driving situation in Dripping Springs and surrounding areas will be more challenging and more dangerous. We do not need this in our area.                            | The plan to use eminent domain to acquire 34 acres of private homestead land and expand RM 1826 from US 290 to SH 45 has several inconsistencies and flaws in the data being used to justify the project along an area that has little room for expansion and does not see significant "through" traffic. This project should be removed from the plan.                                                                          |
| We need to make the area safer for commuter cyclists and for bike riding families with bike route connections and separated facilities                                                     | Please don't ruin our beloved trail!                                                                                                                                                                                                                                                                                                                                                                                             |
| I will continue trying to take eco friendly modes of transport but I believe the plan doesn't provide enough safe biking alternatives                                                      | Focusing on the fast-growing areas would produce a bigger impact by building infrastructure before reaching stop and go traffic conditions. Improving intersection bottlenecks would increase throughput and reduce wait times. These transportation improvements would also reduce harmful emissions and improve the environment.                                                                                               |
| With the current plan, my primary mode of travel will not change much.                                                                                                                     | Just want to offer a thank you for supporting the needs for the continuing growth of the region and being responsive to people that want to participate in the discussion and success of the area.                                                                                                                                                                                                                               |
| I anticipate that we will continue investing disproportionately in highways and roadways, making it even harder over time to bike, walk, and support public transit across greater Austin. | The corridor on 1826 between US290 and SH45 should be re-evaluated based on a realistic population increase. Most homes along that section of 1826 are 1+ acre lots. There is simply no room to increase the density. I ask that you reevaluate this section and direct the money to locations that have much more potential for growth. (1826 south of SH45 is already seeing huge growth).                                     |
| Not much                                                                                                                                                                                   | The 'active transportation' projects are unclear. I do not see any construction in these areas, so either this information is outdated, or the improvements are so minor I didn't notice.                                                                                                                                                                                                                                        |
| I'd love to have rail to downtown                                                                                                                                                          | Do not build "caps" over I-35. Their construction estimate is now over \$1 Billion and it makes zero sense to build these where air pollution is at its worst. If you want to spend this money then build parks with it at locations where the air is much better. Austin's 5-year budget is already struggling - why add unhealthy "caps" to the projected budget shortage? Any sane Health Agency would strongly disapprove or |

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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | prohibit intentionally placing people in noxious air environments. Caps should either be canned or relocated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| I try not to leave my house, especially on the weekends. There are too many people in Austin with too many cars. Making more roads is not the answer. We need clean, green, public transportation, not more roads.                                                                                                                                                                                                                                                                                                                                         | I do not like the plan to bypass 290 at Dripping Springs by bringing heavy traffic through Darden Hill Road to RM 1826. This is a residential area and would be severely impacted by noise and pollution. Also, there is no need for a roundabout at Darden Hill and RM 1826. That would be a huge waste of real estate.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| still drive.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Secure more alternative funding and use of technology to improve safety and regional accessibility                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| I don't anticipate my primary mode of travel to change, as much as I would like to not be dependent on driving. There is no will to build light rail or other alternatives. All the money goes to studies like this instead of actually building anything.                                                                                                                                                                                                                                                                                                 | As a homeowner, it's deeply concerning to see plans that involve the use of eminent domain to acquire 34 acres of private homestead land for the RM 1826 expansion. While the project is framed as a way to improve safety and mobility, the justification provided seems disconnected from the reality of local traffic patterns. This area doesn't see significant "through" traffic, and the space for expansion is extremely limited. For those of us who live here, this isn't just about infrastructure—it's about our homes, our land, and the very fabric of our community. The data being used to support this project appears flawed, and it raises serious questions about whether such drastic measures are truly necessary. I believe this project should be removed from the plan. Local and regional leaders must ensure that any proposed solutions are realistic, data-driven, and respectful of the people and communities they impact. |
| None.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | New and expanded roads have an enormous impact on our region's air and water quality, yet the plan would expand regional road capacity by 26% with no plans for environmental mitigation. Austin sits atop a uniquely delicate aquifer system and watershed and extreme care must be taken to protect it.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Unlikely                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Austin is looking polluted and smoggy as you enter town. For the love of God, nature, clean water and breathable air, give us more train alternatives to personal vehicle use.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| The MoPac expansion will greatly impact my quality of life. I live right off of mopac and I am very much against this portion of the plan. I use the hike and bike trail and swim at Barton springs and Deep Eddy multiple times a week. Expanding a highway near these areas and in the recharge zone will cause irreparable damage to the ecosystem and its inhabitants. There is no need to expand mopac in this area. People can endure traffic. It has been proven in places like Houston that more lanes don't fix traffic. It's time and energy and | Overall the plan looks quite comprehensive. It is important to consider each project within the context of its use and the local traffic trends. In particular, the plan to use eminent domain to acquire 34 acres of private homestead land and expand RM 1826 from US 290 to SH 45 has several inconsistencies and flaws in the data being used to justify the project along an area that has little room for expansion and does not see significant "through" traffic. This project should be removed from the plan.                                                                                                                                                                                                                                                                                                                                                                                                                                   |

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| resources spent on an environmentally harmful expansion that won't even achieve its set goal. Please take this part of the plan off.                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                           |
| sounds like traffic will get worse, so I will continue to walk with hopes that there's more traffic enforcement. And I'll explore moving from Austin because of the lack of public transit and the horrendous traffic                                                                                                                                                                                                                                                    | I believe the plan to use eminent domain to acquire 34 acres of private homestead land and expand RM 1826 from US 290 to SH 45 is a flawed plan that will cause unnecessary disruption for little gain. It should be shelved or scaled back considerably.                                                                 |
| None                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Stay away from the aquifer and Barton springs                                                                                                                                                                                                                                                                             |
| Stop south Mopac expansion and focus on adding more accessible public transport. Decrease dependency on cars - don't expand road access.                                                                                                                                                                                                                                                                                                                                 | Austin needs the atmosphere and community plans that we already have in place. Our families do not need them destroyed by this increased influx of highways and population.                                                                                                                                               |
| Traffic is horrible and impacting getting kids to schools and getting to work meetings on time                                                                                                                                                                                                                                                                                                                                                                           | We should prioritize speed reductions and mode shift from single occupant vehicles to cycling and transit, walking by providing those safe facilities.                                                                                                                                                                    |
| Avoiding I35 at all costs.                                                                                                                                                                                                                                                                                                                                                                                                                                               | I am most against the Mopac express extension. It's going to have severe negative impact on the ecosystem and there is no proof that not expanding will cause excessive harm. CTRMA needs to release the necessary data for the public to make an informed decision                                                       |
| Not at all. Southwest Austin really needs train service to downtown.                                                                                                                                                                                                                                                                                                                                                                                                     | A lot more emphasis is needed for public transportation options. Connections with regional transportation is good, but getting around on smaller scales - for example within Austin city limits is needed. It takes me an hour to get to work by bus - Anderson Mill to Arboretum. This is a 15 - 20 minute drive by car. |
| In the Bee Caves Road and Mopac connecting area it will be difficult to drive from West of Mopac into Austin anymore. It will be dangerous to walk or bike to Austin from West of Mopac. The traffic in this area will also be incredibly loud damaging Zilker Park serenity on both sides of Mopac. Motorcycles and trucks in this area are already incredibly loud. This expansion will make the noise unbearable for people and wildlife trying to enjoy Zilker park. | It is shameful for such a backward-looking plan to be produced in 2025.                                                                                                                                                                                                                                                   |

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| It won't really change, just be made more inconvenient.                                                                                                | This plan still significantly prioritizes passenger vehicle travel: Funding Allocation: A large portion of the plan's funding continues to be directed toward roadway expansions and improvements for cars. Major highway and arterial projects dominate the long-term investment lists. Modeling and Forecasting: Travel demand models still largely focus on vehicle throughput and congestion relief rather than shifting mode share. Performance metrics are frequently tied to car travel times and roadway levels of service. Land Use Assumptions: While there's mention of coordinated land use/transportation planning, the default development pattern still seems auto-oriented in many parts of the region. There is not enough funding dedicated to alternative forms of travel and no metrics tied to it. |
| I wish they'd make it even easier for public transportation. We need more trains & buses - not more car lanes.                                         | Please widen hwy 71!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Will be forced to drive more and use less public transportation.                                                                                       | I stand in opposition to the expansions of Mopac South, RM 1826, and RM 620 and to new roads over the Edwards Aquifer Recharge and Contributing Zones. All this is, is a land grab for developers. More cars, more pollution, more sprawl. Stop trashing what's left of central Texas!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| It will remain the same. I am in Bastrop county and it looks as if there's just a couple of transit projects proposed and one small bike lane in town. | Strongly support this plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| It will be harder to use public transit and walk. If I use a car traffic will be worse                                                                 | FM 969 needs to have 4 lanes, or at least a passing lane once and awhile. Meanwhile West Austin gets whatever they want whenever they want.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Sadly, it won't. There is very little improvement for walking & it only supports a car-first city                                                      | More transportation for non car owners is a waste of tax dollars.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Not anticipating personal change.                                                                                                                      | Does not support City of Austin sustainability and resilience goals. Replicates I-35 expansion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| It won't                                                                                                                                               | Please do not expand mopac in the recharge zone. It will cause irreparable damage to an already unstable ecosystem. And will greatly affect me personally as someone who uses the lake, the trails, the pools, and lives in that area. Consider using those funds for more public transportation through train systems, not to expand highway systems. This will promote equity in our city, serve our lower income communities, and help protect the environment. Thanks you.                                                                                                                                                                                                                                                                                                                                          |
| My mode won't change, it will just take like nger and longer to get anywhere. We don't have public transport in my neighborhood                        | I'm especially opposed to the expansions of Mopac South, RM 1826, and RM 620 and to new roads over the Edwards Aquifer Recharge and Contributing Zones. The Edwards Aquifer is critical to the health and prosperity of our region. We need these road projects removed from the plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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| My travel will be worse because the construction will interfere with my ability to travel from my home to work without a significant increase in time. There are not alternative routes I can use and the improvement in travel after construction will not help me because I will not be able to afford to use the toll lanes while the route will become more congested as drivers choose Mopac over I-35 increasing the cars on Mopac.                                                                                         | I am against the MoPac South expansion. This MoPac South expansion is one of the biggest threats we've seen to Barton Springs in recent years. The construction for it, immediately upstream of the pool, will cause a major amount of sedimentation and pollution, harming the aquatic habitat and the species (like the Barton Springs and Austin Blind Salamanders). That's in addition to the harm the expansion will do to our air quality (more cars = more emissions) and to the trees, creeks, and caves in its path                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| I'm hoping nothing will change because this will be stopped. Nobody wants this                                                                                                                                                                                                                                                                                                                                                                                                                                                    | STOP this dangerous, destructive, careless plan and protect our future.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| it will negatively impact my ability to drive my car                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Please do not do the MoPac South expansion. Building roads will not make things better. Please give us a train. Please also add pedestrian crossings to Escarpment between William Cannon and Davis. One is particularly needed at Oliver Loving, where children cross the street often and cars speed around the curve.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| It won't. Traffic will always exist. Planning for it renders any traffic issues a moot point                                                                                                                                                                                                                                                                                                                                                                                                                                      | The sound in the Mopac/Bee Caves area near Zilker park will be too loud. The economy of this area will be damaged due to so much loud traffic and it will look awful to people visiting ACL and other festivals. The bike/walking path to access Town Lake from Rollingwood will be destroyed and now the path is much longer. But mainly, the sound volume from this new mega highway will be so loud that it will be unbearable to wildlife and people nearby in Zilker Park. In the Zilker Park area both sides of Mopac should have major large barriers to block any sound, similar to Tarrytown. The decks should be lowered so sound doesn't reach Zilker Park on either side (the side where ACL happens, or the Science and Nature Center side). Please don't destroy Zilker park with mega highway sounds. Please consider sound and enact extreme sound barriers on both sides of Zilker park so it is not destroyed permanently by this mega highway that will connect to I35. |
| It won't.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | I think it's important that the city finish what it's started and avoid expanding another highway, sacrificing key elements of Austin, like Barton Springs and other natural aquifers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Better movement and less traffic in Hwy 71                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | We need better leadership than this.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| No, but traffic getting to, from, through Hutto is TERRIBLE!!! There needs to be more than just a study in the works, this needed attention years ago. It literally takes 30 minutes to get from one side of Hutto to the other sometimes and it's not a huge place. 79 needs widening, better light timing, etc. Wilco Hwy should've been made with more lanes before it opened to the public, it's terrible. The lights to go to the toll road back up way past the housing areas. It's ridiculous. Someone help us get moving! | Stay away from Barton springs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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| My primary mode of travel would not change                                                                                                                                                                                                                                                                                                                                         | I would love to have more public transit options! Frequency of trains, trolleys, etc when deciding how I'm going to commute are important factors to consider.                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| I could not find a list of projects, the online open house just has maps, And they were hard to zoom in on.                                                                                                                                                                                                                                                                        | An urban trail connecting the Hunters Crossing Neighborhood and Colony neighborhood off 969 to downtown would be ideal. Currently there is no safe way to walk or bike from these neighborhoods if desired.                                                                                                                                                                                                                                                                                                                                                                                                               |
| By personal vehicle.                                                                                                                                                                                                                                                                                                                                                               | Please protect one of our cities most valuable asset - Lady Bird lake and Barton Springs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Build it and people will use it -- spend \$\$\$ to make it convenient to take public transportation and do NOT remove the traffic friction for personal vehicles and more people will use public transit. We need investment in public transportation systems NOT more roads. STOP spending \$\$\$ on roads and highways and spend \$\$\$\$ on public transportation. This is dumb | Thanks for asking, we need for this project to divert traffic off of RM 2244, especially in the section between Walsh Tarlton and Mopac. If this doesn't accomplish that, it will have failed.                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Will not                                                                                                                                                                                                                                                                                                                                                                           | I think this is a detriment to our city both visually but primarily for the safety of the environment and the natural treasures that make Austin what it is.                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| It won't change.                                                                                                                                                                                                                                                                                                                                                                   | MoPac was never meant to be a highway! It was called a boulevard for a reason.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| None. People are fooling themselves if they think that commuters will use bicycles (in summer heat) or public transportation (with antagonistic riders) in Central Texas.                                                                                                                                                                                                          | I disagree with the need for toll lanes. The main change needed is to fix the bottleneck areas. When the bottle neck on Mopac was fixed near the Barton Creek Mall exit, that removed a major congestion point. The same type of change should occur near the congestion that begin at Ben White and continues past William Cannon, congestion that increased when onramps from Ben White were added that all enter Mopac at the same location as the William Cannon exit, causing driving hazards as 5 lanes are reduce to 2 lanes. By fixing these bottle neck areas, the supposed need for toll roads would disappear. |
| I will still be using my personal vehicle.                                                                                                                                                                                                                                                                                                                                         | This will literally ruin Austin. The ecosystem you will be destroying, the added pollution. Loss of the Springs. Hard NO!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| CAR                                                                                                                                                                                                                                                                                                                                                                                | i think there are better ways and better places to update the highway and mopac south is not one of them                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| If the plan is implemented, my travel will become more time-consuming.                                                                                                                                                                                                                                                                                                             | We need widening of highway 71 through Bee Cave and Spicewood. It's dangerous as there is complete backup everyday with no alternative routes. I am a burn survivor living off of HPR and almost had to be airlifted instead of by ambulance bc of traffic and no alternative routes! This is unacceptable.                                                                                                                                                                                                                                                                                                               |
| Not at all except for the worse.                                                                                                                                                                                                                                                                                                                                                   | Funding for modern, efficient and affordable public transport should be a top priority. As well as protecting an already fragile environmental situation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Will still primarily be personal vehicle                                                                                                                                                                                                                                                                                                                                           | Expanding mopac further into Barton springs we'll have negative effects on the environment and endangered species in the springs. It must be protected and preserved at all costs. This is literally the last gem in Austin don't destroy it. I strongly                                                                                                                                                                                                                                                                                                                                                                  |

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|                                                                                                                                                                                                                                                                                                                                                                                     | oppose this expansion, a review of more recent data is required to find a more sustainable solution.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Ill take the train more                                                                                                                                                                                                                                                                                                                                                             | We need this ASAP!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| According to this plan I'll be driving more if I plan to leave my neighborhood. CAMPO pretended to be multimodal and loves to tout shared use paths along its freeways, but this is just for PR. CAMPO primarily funds roads and has no meaningful plans to fund other transportation modes or improve safety as shown by this plan. At least tollways are financially sustainable. | Whatever you think you need, make it bigger.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| It won't change I'll just be more annoyed and be in traffic for longer                                                                                                                                                                                                                                                                                                              | I dont think it would be in the city's best interest to expand roads that are within edwards aquifer, this would lead to unprecedented effects on the surrounding environment affecting lady bird lake and barton springs. It would be a shame to see the only thing that makes Austin special be sacrificed for peoples convenience in their daily commute.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| This will not change my mode of travel. We need more thoughtful community transit and to not diminish the community spaces such as the walking bridges and Barton springs by polluting and introducing more noise and roadway                                                                                                                                                       | 290 to Drip has to be freeway ASAP, we can't wait until 2050 for the loud detractors to be overwhelmed by all the new people who be complaining and sitting in traffic. The detractors think it will slow development if they fight it, but we have already approved 10k more lots, so people are coming and most intersections are already a D or F rating at rush hour and on weekends. Please get ahead of development for a change. Get this project started now, we need grade separation at these intersections. Spend more on underpasses if that will ease the public complaints. I am cool with a tollway if it gets built faster. Oakhill wraps up next year, don't stop just go all the way to Drip. And add more lanes on 12 through 290, like yesterday. It was horrible when I moved here 5 years ago, and nothing has changed. |
| Unlikely to change much unless Austin seriously invests in public transit.                                                                                                                                                                                                                                                                                                          | We need to widen hwy 71, now!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Idk                                                                                                                                                                                                                                                                                                                                                                                 | Build it and people will use it -- spend \$\$\$ to make it convenient to take public transportation and do NOT remove the traffic friction for personal vehicles and more people will use public transit. We need investment in public transportation systems NOT more roads. STOP spending \$\$\$ on roads and highways and spend \$\$\$\$ on public transportation. This is dumb                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| It will not                                                                                                                                                                                                                                                                                                                                                                         | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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| I don't anticipate a change in my primary mode of travel                                                                                                                                                                                                                                                                                                                               | Destroying the best part of Austin, Barton Springs and the watershed of the area, to expand mopac is the dumbest [REDACTED] I have ever in my entire life. [REDACTED] every single person who thinks that's a good idea, or knows it's a bad idea and decides to support it for personal financial gain. Get your head out of your ass and work on improving public transportation through the city like reliable buses and developing a rail or subway system. More highway isn't going to improve the traffic issues Austin is experiencing, it will only make it worse. It won't be worth living here once all the nice things are destroyed. Sincerely, A UT Austin graduate with a degree in Sustainable Urban Development                                                                                                                                |
| Personal vehicle                                                                                                                                                                                                                                                                                                                                                                       | This survey attempt is a "bait-and-switch" effort. Very few people will read and understand the entire plan. The result is that the results will be inaccurate.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| It won't.                                                                                                                                                                                                                                                                                                                                                                              | Austinites do not support any expansion of MoPac, Loop 1. This is a commuter road for LOCALS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| I'm near South Lamar bus lines & would like to return to taking buses more often (as I have in past), but the schedule reliability has been notably lower post covid. After getting stranded a couple of times, I went back to driving more. I'd also like to bike more but that requires protected bike lanes (not painted lanes or armadillos -- actual bollards to protect bikers). |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| my primary mode of travel wont change                                                                                                                                                                                                                                                                                                                                                  | Please do a complete environmental study. Please do not implement this plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| It will stay the same. Personal vehicle and carpooling.                                                                                                                                                                                                                                                                                                                                | In this atmosphere of change, it's a great time to take bad ideas out of circulation. The MoPac expansion is that bad idea. It's inconceivable that it exists - intentional plan to make MoPac South and Zilker Park hellish - in the same universe as all the money being thrown at I-35 through town, to make it less hellish. The road is just fine as it is.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| I'm hopeful we can ride our bikes more. And I am hopeful my teen drives will be safer. Too bad we can't fix the actual drivers around here!                                                                                                                                                                                                                                            | SAVE BARTON SPRINGS!!!!!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| I'm not sure, probably not.                                                                                                                                                                                                                                                                                                                                                            | The percentage spent on transit should be at least equal with roads. Climate was mentioned only 5 times, including footnotes. We should be planning, specifically, to prepare for and reduce climate change.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                                                                                                                                                                                                                                                                                                        | Roundabouts would be great for rural highway intersections as well as physically separate shared use paths (ie 10s of feet away from the edge of the road). Frontage roads need drastically reduced speed limits, fewer driveways and physical separation for anyone to consider using shared use paths. Highways should have physical separation between directions. Drivers should not be able to cross two directions of highway traffic simultaneously. Unprotected lefts at signals should be removed on high speed roads or when pedestrians are present. Remove right turn "pork chops" where there are pedestrian crossings. Reduce speeds where many driveways are present or add a separate turn lane. Improve intersection lighting. For rural roads that have urbanized, consider widening intersections but not the entire mainline, this expands |

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|                                                                                                                                                                                                                         | capacity where backups happen but reduces speeding along main stretches of road.<br>Etc etc                                                                                                                                                                                                                                             |
| I won't be able to walk or bike as much, and that is what I love the most about Austin.                                                                                                                                 | Don't destroy the environment and increase pollution with this project. It won't save time, money, or our quality of life.                                                                                                                                                                                                              |
| I would probably try to move out of state.                                                                                                                                                                              | Fidn alternative solutions. A massive expansion and the degradation of our water source is not the answer.                                                                                                                                                                                                                              |
| I'm happy to see that improvements for pedestrians are factored into general roadway improvement projects. I could see myself walking more in areas like North Lamar and Lake Austin Boulevard should this be the case. | I strongly disagree with the MoPac South expansion plan that has potential to negatively impact Barton Springs aquifer and the surrounding sensitive environmental areas. Austin doesn't need more highways -- we need adequate public transportation that runs through central, congested parts of town to get more cars off the road. |
| No                                                                                                                                                                                                                      | Central Texas has been overdeveloping for decades now. Improvement to infrastructure is better late than never                                                                                                                                                                                                                          |
| I do not suspect my primary mode of travel will change; we are still a very suburban community in my area, specifically.                                                                                                | Please consider Highway 71 in West Austin                                                                                                                                                                                                                                                                                               |
| None                                                                                                                                                                                                                    | The plan will only cause increased traffic to already congested areas encouraging more people to be on the road and more greatly contributing to pollution in the surrounding areas.                                                                                                                                                    |
| Not at all.                                                                                                                                                                                                             | The Aouth MOPAC expansion is disastrous for our community and Barton Creek watershed. It should be halted.                                                                                                                                                                                                                              |
| No                                                                                                                                                                                                                      | Leave Mopac local don't turn it into another IH35                                                                                                                                                                                                                                                                                       |
| Still contending with the poorly planned and inadequate lanes that will not alleviate the forecasted congestion into 2050.                                                                                              | Would hear from regular travels more                                                                                                                                                                                                                                                                                                    |
| None                                                                                                                                                                                                                    | We desperately need road widening on 620 and 71 in Lakeway, Bee Cave and Spicewood! It was supposed to be on the CAMPO 2035 plan! We also really need at least one pubic transportation route as well.                                                                                                                                  |

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| none                                                                                                                                                                                                                                 | I'm in favor of the MOPAC South extension. It's very needed & been planned for years, but SOS et al keep scare-mongering against it. The motto "Keep MOPAC Local" reveals their bigoted self-serving mindset, sold as environmental concerns. In past years I've been directly told by Bill Bunch & others that "long distance commuters" and "18 wheelers" "need to stay on 35 and 130 where they belong" and not come into "our neighborhoods" because "MOPAC is our freeway not theirs." Highways aren't the only answer, but blocking everything related to highways isn't the answer either. |
| It will continue to get worse both with congestion and safety as there are very few projects in Bastrop County. There are numerous safety issues with SH 21 and SH 71 in Bastrop Co yet they are not being proposed to be addressed. | no                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| It will not change. I need to take Hwy 71 east and west everyday via my car.                                                                                                                                                         | This project will destroy the environment and forever change the quality of Barton Springs. More roads and lanes are not the answer. You need to start embracing different types of mass transit. If you've ever driven in Los Angeles you would know that doesn't solve our traffic problems.                                                                                                                                                                                                                                                                                                    |
| Carpool                                                                                                                                                                                                                              | This is a threat to the environment and to Barton Springs and the watershed!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| I doubt it will. Texas seems to refuse any other way to move people than by the vehicle. Everything from developmental patterns to road design proves Texas is unserious about connectivity, safety, and fiscal responsibility.      | The people of Austin do not want this. You are                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Without accessible mass transit I will have to continue to rely on a personal vehicle.                                                                                                                                               | This plan does not take into account the environmental impacts on the creek the land or the health of the students at Austin high that is already close to MOPAC. After the plan is implemented as it stands , MoPac will be very , very close to Austin high.                                                                                                                                                                                                                                                                                                                                    |
| It won't...I'll still be beholden to a personal vehicle. But hopefully some relief for SH 71 will come.                                                                                                                              | These projects are very important and timelines need to be better streamlined and enhanced.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| It won't                                                                                                                                                                                                                             | Need to widen and make Hwy 71 in BeeCave and Spicewood safer. The roads need to be widened and more lights/turn lanes implemented.                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Not at all.                                                                                                                                                                                                                          | Protect our precious waterways! I will sit in 5 minutes of traffic any day for that.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Not at all                                                                                                                                                                                                                           | Please prioritise nature, public health and community. This comes first. Expanding toll lanes doesn't serve us.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| "If you build it, they will come". increasing roadway size does not eliminate the problem.                                                                                                                                           | The plan provided, doesn't indicate anything about the details of the projects being proposed. It just provides a map with a poorly defined legend not detailing the all the icons shown by county. It also doesn't indicate what the timelines for the project & milestones are.                                                                                                                                                                                                                                                                                                                 |
| I will still drive a personal vehicle for the most part given where I live and work.                                                                                                                                                 | no                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| My drive to enjoy Barton springs and other south Austin activities would be more congested. Additionally my choice to WALK through Barton Springs will be destroyed                         | Address the crossovers on SH 71 east of Austin. The planned overpass projects will make the existing crossover configuration more challenging to navigate. No projects are planned to address. SH 21 between Bastrop and San Marcos needs to be addressed and the Bastrop and Caldwell Co portions do not have any projects proposed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| It will not change                                                                                                                                                                          | Hwy 71 from Austin, through Bee Cave into Spicewood is a dangerous road and needs attention due to growth of Bee Cave, immediately.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| I will probably move out of austin                                                                                                                                                          | Harm to the springs. Protection of Barton springs is the priority! Return of the armadillo busses will help! Make transportation fun like San Francisco's trolleys. We used to have them here. I'd ride those even at 85                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| This will only add more traffic and harm the environment.                                                                                                                                   | The only way to reduce congestion, increase safety, and ensure fiscal responsibility is to remove vehicles from the road. 15 people have died on Central Texas roadways in the last week, that I know of. Actually, I just got off the phone and learned of yet another road way death. You are unserious people, beholden to mega highway contractors and their money.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| The draft does not change my mode. My life changes. As I age I will drive less and less, depending on on walking and buses more and more.                                                   | Stop adding lanes to freeways. It doesn't work in any other city and it won't work in Austin. It will only induce demand and there will continue to be traffic. We need mass transit badly. Car dependence is not sustainable and forces us to use up more and more space for roads and parking.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| It will not.                                                                                                                                                                                | Please be as smart as possible with taxpayer funds. Instead of Project Connect, a much more efficient level of public transit could be achieved with rapid busses - which could also expand their reach and access areas with no public transit now.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Na                                                                                                                                                                                          | We must protect Barton Springs and Barton Creek. They are the lifeblood of Austin. I do not support any plan that puts them in harm's way.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Unlikely to change. I do not take toll roads through the city. They are pointless when there is no traffic, and too expensive (with the so-called flexible toll rates) when traffic is bad. | The proposed expansion of the 8-mile stretch of MoPac from Slaughter Lane to Cesar Chavez (really, Enfield Rd.) will cause an enormous amount of disruption to commuters and to the environment. This MoPac South expansion is one of the biggest threats we've seen to Barton Springs in recent years. The construction for it, immediately upstream of the pool, will cause a major amount of sedimentation and pollution, harming the aquatic habitat and the species (like the Barton Springs and Austin Blind Salamanders). That's in addition to the harm the expansion will do to our air quality (more cars = more emissions) and to the trees, creeks, and caves in its path (inward expansion + 35 ft. construction easements on both sides of highway). All for what? At best, 5 minutes of projected time savings for a commuter that travels the entire 8-mile stretch, during rush hour. Hardly a benefit given the years of construction-related congestion this massive project will generate. |

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| No change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | We need to protect our watershed, not add more lanes to the freeway for tolls no less! It's a joke, austinites do not need more lanes on Mopac they need the beautiful nature that makes Austin great. Without that we are no better than Dallas.. it's embarrassing. Please don't destroy Barton springs, we don't care about traffic we care about Barton! |
| Bad traffic air quality will suffer the animals will suffer. The water quality will suffer. water conservation at Barton Springs Pool is crucial because the area is a sanctuary within a watershed. Protecting water sources ensures the preservation of its unique ecosystem, safeguards wildlife, and maintains clean water for future generations. Efforts like reducing pollution, minimizing chemical runoff, and respecting water usage guidelines help keep Barton Springs pristine and sustainable. | Think environmental. this project will negatively effect Barton Springs and recharge areas                                                                                                                                                                                                                                                                   |
| It will not change unless public transport becomes available in the city of Bee Cave. I think this is a great plan for the future with the amount of growth happening. Personal vehicles travelling on highways are the only way the community can currently commute safely so it's paramount that roads are improved to meet the demands of our growing community.                                                                                                                                          | I would strongly encourage more rail options, especially within urban areas and commuter rails to key suburbs (emphasis on Round Rock/Georgetown to the north and Kyle/Buda to the south). I understand that there is a political/ideological disagreement on the approach, but this MUST be part of our growth.                                             |
| It will be harder and hotter to access the pedestrian bridges. There will be more traffic.                                                                                                                                                                                                                                                                                                                                                                                                                   | This draft is focused on one thing and one thing only: money. Austin does not need this toll highway and the air pollution that will come with it.                                                                                                                                                                                                           |
| It won't. We have no other options                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | I am not for this plan, there's too much potential damage to our watershed and natural resources, such as Barton Springs. I don't know why everything has to be so damaging under the guise of making it more convenient for people. I would much rather drive in traffic and then ruin more of our city.                                                    |
| Possibly usefulness of incorporating modes of biking and possible walking. It is WAY to congested and living only a mile from MANY locations around town, it can take 30-45 minutes if congested and grid-locked, to get cars through to any location. It's a major risk for emergency vehicles in case of an urgent need for modes of getting somewhere quickly.                                                                                                                                            | Barton Springs, Zilker, and the walkability of central Austin keeps the city a place where people want to live and visit. DO NOT HARM IT. And, please, do not go through with this plan.                                                                                                                                                                     |
| No change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Barton Springs is essential to preserving Austin as a place where people want to live and visit. DO NOT HARM IT. And, please, do not go through with this plan.                                                                                                                                                                                              |
| It probably won't, there's too much focus on keeping cars on the road. The goal should be to reduce the number of cars on the road.                                                                                                                                                                                                                                                                                                                                                                          | This proposal does not preserve Austin                                                                                                                                                                                                                                                                                                                       |
| It won't, I love my big comfortable SUV and so do Texans, less public transit                                                                                                                                                                                                                                                                                                                                                                                                                                | Please! No roads or construction over the Edwards Aquifer Recharge. Protect our water systems and Austin's beautiful environment!                                                                                                                                                                                                                            |
| N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | No construction over the Edward's aquifer!!! Texas is nothing without clean water. Get your priorities in order!                                                                                                                                                                                                                                             |
| It will not                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | The commuters from Bastrop to Austin is getting worse everyday.                                                                                                                                                                                                                                                                                              |

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| Less accidents and fatalities. This area is growing and the road is not currently working.                                                                                                               | This plan does not effectively answer outstanding questions on spill plans for containment of spills into Barton Springs and the Colorado River during construction. This plan is a threat to local ecology and the vital green spaces that make people move to Austin. It will not provide any additional transportation benefit or ease congestion because it is not equitable transportation. We would be better served by a more well-connected public transit infrastructure like we have in cities like Chicago, New York and Seattle.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| No change                                                                                                                                                                                                | Highway 71 in the Bee Cave area drastically needs improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Same with improved safety and less congestion. Hwy 71 and 620 need to accommodate the growth west travis county is experiencing.                                                                         | water conservation at Barton Springs Pool is crucial because the area is a sanctuary within a watershed. Protecting water sources ensures the preservation of its unique ecosystem, safeguards wildlife, and maintains clean water for future generations. Efforts like reducing pollution, minimizing chemical runoff, and respecting water usage guidelines help keep Barton Springs pristine and sustainable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| None                                                                                                                                                                                                     | A 3rd or even 4th lane would be helpful to keep traffic flow moving                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| I anticipate that I will have to rely more on travel by car because the plan over-emphasizes construction of roads and does not put nearly enough resources into transit, bike or pedestrian facilities. | I oppose the expansions of Mopac South, RM 1826, and RM 620 and to new roads over the Edwards Aquifer Recharge and Contributing Zones. We need these road projects removed from the plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| No                                                                                                                                                                                                       | Implement it asap. I've lived here since 2012. I have a family of six with kids in sports, community organizations, church organizations, and LOVE my city and home. The traffic has been such a problem, it could be why we move. The accidents happening are unreal and constant. It's not a matter of if, it is when. They will occur and everyone holds their breath when emergency vehicles take off that it's not their teen kid, hit. The number of construction vehicles and semi's is growing. It's unsettling and many highways are dangerous, however, 71 and 620 are death traps! (71 in particular). There isn't enough room for cars to get from one place to next. The blind turns, the speed, the TYPE of vehicle slows pace of speed for vehicles, and most importantly, it takes ONE minor hiccup on these streets and it shuts it basically down. It's dangerous! It's literally a death trap and it's unsettling. HELP! Help our city. We love it here and know, this is just a tiny little survey, but it's a call for help. The expansion out here just simply doesn't fit our infrastructure. Be a hero and help our city to bring safety and proper resources for expansion. |
| I am happy if it remains at the same level of throughout. If we do nothing it is guaranteed we will have a very dangerous, ever-clogged artery threatening happiness and safety of the community.        | PLEASE get more light rail service between cities and within larger cities, and regular (every 15 minutes during the day) bus service to within 1 mile of every household in cities. Make it actually feasible to live without a personal vehicle anywhere in Central Texas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| I still will drive mostly everywhere.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Yes, Western Travis county is the hottest real estate market for the next 10-20 years, our leaders continue to fund projects in central and eastern Travis county but neglect state highway 71. Please expand Highway 71!                                                                                                                                                                                                                                                                              |
| Reduction in traffic, idle time=reduction in pollution.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | We need help NOW on 71 in the Bee Cave and Lakeway area. Daily traffic accidents, terrible traffic, and this is the ONLY road we have. Please help!                                                                                                                                                                                                                                                                                                                                                    |
| Not sure I understand the improvements but see below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Focus should be placed on widening/expanding highway 71 in western travis county.                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Personal auto                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | This will help immensely.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| not at all, just more traffic.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| It cannot change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Please do hwy 71 and west travis county projects. It is a danger to 1000s each day.                                                                                                                                                                                                                                                                                                                                                                                                                    |
| It won't change...there is no other option out here!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Hwy 71 west of Austin needs safeguards & improvements because high-speed heavy trucks with local neighborhoods is resulting in some deadly wrecks & numerous near misses.                                                                                                                                                                                                                                                                                                                              |
| Much safer due to installed curbs and dividers. More lanes help spread out traffic for higher volume for such a high growth area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Far too much money is planned to be spent on new roads and widening existing roads. I oppose the I-35 Central project through central Austin because it will not result in long-term reductions in traffic and will increase air pollution and climate change emissions. The Transportation Plan should include much more money for transit and for bike and pedestrian facilities. You call this plan "multi-modal" but it is not that at all. It would put far too many resources toward more roads. |
| Traffic signals need to have new impact studies performed along main artery roads, the timing is completely off and creates backup.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Bee Cave needs infrastructure improvements to keep up with the current and expected growth in the area.                                                                                                                                                                                                                                                                                                                                                                                                |
| Safety first                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Yes. Do it!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Will try to avoid 71 but I only live a couple miles north of it. (Serene hills and flintrock rd)We are getting older (mid 60s) and are thinking about moving back home to a small town because we feel it's too hard to navigate this traffic, Especially when our road (flintrock) is used for a cut thru , from 71 to 620. We live on tonakwa trl w(blind corner) I have asked for help, and all we got was a blind corner sign no one reads! We have lived in Dallas , Houston and Austin. Husband works for the state of Texas. Austin is by far the worse traffic city for us. No alternate routes, crazy drivers, not a lot of enforcement from police. The distribution center is such a travesty for us. At our stop sign on our street it is the view we have now. 71 needs major improvements. Not just a convenient fix, like the medians. Would love the choice of sidewalks but doesn't seem flintrock rd will ever get that option to connect to other trails. | Highway 71 needs expansion and more safety (no left turns/dividers).                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| I see a small benefit to widening 71.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Considering public transportation programs independently or with CARTS.                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| I don't think it will.                                                                                                                                                                                               | Hwy 71 from the Y to Bee Creek rd is a traffic nightmare and this area continues to grow very rapidly with residents and through traffic to burnet county etc                                                                                                                                                                                                                                                                         |
| Would love to have more walking trails/sidewalks to help ease traffic.                                                                                                                                               | Hiway 71, around Bee Cave, needs widened.                                                                                                                                                                                                                                                                                                                                                                                             |
| It won't                                                                                                                                                                                                             | Enough with the bike lanes. We need car lanes. Also, \$7 billion for a light rail is stupid. You could provide for free Uber rides for everyone that would ride it for the useful life of those trains. Trains are 19th century technology, do better.                                                                                                                                                                                |
| It won't                                                                                                                                                                                                             | Highway 71 needs to be widened from Bee Cave, TX into Spicewood, TX. There are several large neighborhoods there, each with 1,600 plus homes that cause sever traffic and more traffic accidents. There needs to be a light at the other end of Pedernales Summit Pkwy and Hwy 71 to reduce risk of left turn accidents from the Sweetwater neighborhood (try to left turn up a hill while both traffic directions are going 55 mph.) |
| The plan continues on our horrible car-dependent path. We need to stop expanding roads and encouraging sprawl, and instead use our funds to expand transit and safety.                                               | Safety is critical!! The number of serious accidents DAILY makes driving quite scary.                                                                                                                                                                                                                                                                                                                                                 |
| It will not                                                                                                                                                                                                          | Need to move up at least 20 years. This is much needed now. Later will be too late.                                                                                                                                                                                                                                                                                                                                                   |
| Months of traffic and longer commute and more importantly environmental destruction to the environment people love to look at. Use the money for more important projects like unsafe intersection don't destroy fix. | Traffic signals need to have new impact studies performed along main artery roads, the timing is completely off and creates backup.                                                                                                                                                                                                                                                                                                   |
| This plan seems to mandate driving even more than I feel forced to do today.                                                                                                                                         | First reduce speed limits, second add additional travel lanes                                                                                                                                                                                                                                                                                                                                                                         |
| There is zero reason for expansion for this part of 1826. The recent improvements that have already been completed for 1826 have just addressed all concerns for safety and traffic congestion.                      | I would like to see pedestrian bridges over 71 to reduce cars on the roads due to parents dropping kids off at schools less than 1 mile from their house. Our kids should be able to walk to school, but will not be able to do so without a pedestrian bridge.                                                                                                                                                                       |
| Personal Automobile                                                                                                                                                                                                  | Something has to be done about 71 and the lights on the road. They are ill timed and cause back up and congestion.                                                                                                                                                                                                                                                                                                                    |
| Drive more bike less                                                                                                                                                                                                 | Road 71 needs to keep up with the growth of the area for Soicewood and Bee Cave residents                                                                                                                                                                                                                                                                                                                                             |
| will not change                                                                                                                                                                                                      | Accelerate 969 as the demand is increasing exponentially                                                                                                                                                                                                                                                                                                                                                                              |
| will not change                                                                                                                                                                                                      | Do not expand any highways. Do not increase VMT per capita.                                                                                                                                                                                                                                                                                                                                                                           |
| It will remain the same                                                                                                                                                                                              | Luling needs the west side bypass to be started that was proposed in 2018 from Highway 80 to highway 90 (Pierce Street) ,It was previously presented to the city and county and voted to proceed. Caldwell County is the fastest growing County in the USA and the 2050 plan needs to be updated                                                                                                                                      |

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| My primary mode of travel will not change. I am a wheelchair user and have to drive myself in an adapted vehicle because there is no public transportation in my area. I am a supporter of public transportation and have previously worked on Vision Zero and multimodal transport efforts. It is just not possible for me here. | Why not do more conservation projects to preserve the hill country instead of building over it. Texas is known for it beautiful hill country but it won't be if it just becomes a hilly suburbs and gas stations etc. Envest in people and the people will make you more then what a land evale potentials profit will gain. Respect goes along way.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| I will have to drive in this construction every day to get to work. This commute is already 40 minutes. I hope that lane use is not disrupted during normal business hours and after hours construction is used.                                                                                                                  | Please consider focusing on fixing our existing streets and roads to reduce crashes and deaths and optimizing all funding for increasing safe access by all modes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| It won't                                                                                                                                                                                                                                                                                                                          | Once again, there is ZERO reason for expansion for this part of 1826. The recent improvements that have already been completed for our section of 1826 have just addressed all the concerns for safety and traffic congestion in this area. This project makes no sense and any additional lanes in this particular section of 1826 are completely unwarranted. If you want to make the greatest impact, widen where the traffic has been the problem which is heading south on 1826 from 45. If you lived in this area and travelled these roads daily as we do, you would realize immediately, that your focus is on the completely wrong area of 1826. I implore you to listen and to take a step back and listen to the residents that live here.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| None                                                                                                                                                                                                                                                                                                                              | Very excited about all the proposed changes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| I will most likely ride my bike more often                                                                                                                                                                                                                                                                                        | Expansion Project on FM 1826 from SH 45 to HWY 290 and Project Reference ID 51-00194-00. This a greatly unnecessary spending of a lot of money to attempt to resolve something that is not an issue while creating other issues.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 51-00085-00 should not be built as an alternative to 71 and cut through Little Barton Creek and the greenbelt. Widen 71 if you want, but do not destroy the environment and cause more wrecks for people speeding on a road meant to be for shopping/retail only.                                                                 | We oppose the \$70 million, 4.4-mile expansion of RM 1826 in Travis County from US 290 to SH 45 into a four-lane divided highway with bike and pedestrian paths. This section is already fully developed, with no room for future growth—unlike the southern stretch into rapidly expanding Hays County, where infrastructure improvements are truly needed. Safety: TxDOT crash data shows zero fatalities north of SH 45, compared to six fatalities and three times as many crashes south of SH 45 in Hays County. The southern portion is clearly more dangerous. Congestion: The proposed Travis County expansion is based on outdated traffic models. Real traffic counts from April 2024 and February 2025 show flat or declining numbers. Meanwhile, rush hour traffic into Hays County is three times higher than in the northern section. Recent safety upgrades in the Travis County stretch—including added turn lanes at Zyle Rd., Blazyk Dr., and Lewis Mountain Dr.—have effectively addressed earlier concerns. We strongly support infrastructure expansion into Hays County, where rapid growth, heavier traffic, and higher crash rates make investment both necessary and urgent. In summary, this expensive project in Travis County is not justified. Over |

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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>700 neighbors, along with property owners and community groups, oppose it. We urge the RTP to remove it from the “constrained” list and reallocate resources where they’re truly needed—south of SH 45, in Hays County and other high-growth areas.</p>                                                                                                                                                                                                                                                                                                                                                                  |
| <p>There’s way too much traffic on 71 and it has to be 6 lanes</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>On Hwy 71 There should be a hwy for fast moving cars that connects from hwy 290 all the way to spicwood This would allow traffic to move faster due to the fact that not much traffic will need to stop for traffic lights if there heading West Austin</p>                                                                                                                                                                                                                                                                                                                                                              |
| <p>Since my primary mode of transportation is biking, I anticipate that this mode will change by becoming considerably MORE dangerous, as the high proportion and large scale of road projects—in comparison to transit and active transportation projects—will result in significantly more cars on roads in the CAMPO region, especially in Hays county, where I live. More cars and the roads, due to the research-established phenomenon of induced demand, will lead to more dangerous biking conditions not only for the cyclists who often have to share the road with automobiles but also drivers, as the risks of crashes increase as more people chose personal vehicles as their primary mode of transit.</p> | <p>My comment is regarding project #51-00209-00. I do not support the widening of SH71. While I understand that traffic is frustrating, a wider highway is not the solution for this area. In my professional role, I have had countless conversations with Bee Cave residents, many of whom are older and/or have disabilities. Priorities and desires for them (and me!) are (1) public transportation!! (2) increased walkability (3) alternate routes. SH71 is congested primarily due to lack of alternate routes. Also, many people here moved when they were working remotely and have since returned to office.</p> |
| <p>It will not change</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>This construction needs to be done at off times to reduce impact on commuters. The 290 construction hasn’t closed lanes of traffic other than after 8pm and it has made construction more manageable for commuters who rely on getting to work in a timely manner.</p>                                                                                                                                                                                                                                                                                                                                                   |
| <p>Not much</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>All of CAMPOs terms - mobility, safety, connectivity, access, economy, etc. - are euphemisms for widening roads and creating more sprawl. We’re 80 years into the experiment and it isn’t working. Many examples of great places exist throughout the world, and yet our supposedly innovative country builds the worst, most isolating environments ever. Every stroad, massive parking lot, road widening, is a policy failure.</p>                                                                                                                                                                                    |
| <p>will not change. my comments specifically apply to the Travis County portion of 1826 improvements.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>71 in bee cave is the worse! 71 near Sweetwater and spicewood is so deadly with too fast drivers</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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| <p>It won't, do not add bike lanes, only lanes for cars!</p>                                                                                                                                                                                                   | <p>It is telling—and disappointing—that the answer options for the question “what mode do you primarily use for your regular travel?” begins with “personal vehicle” and ENDS with “Public Transit.” Personal vehicle ownership should NOT be a precondition or the de facto option for engaging in transit activities in the CAMPO region! Building car-centric infrastructure that requires personal vehicle usage for transit activities is tantamount to compelled speech, as it forces CAMPO residents to buy and maintain personal vehicles in order to engage in local and regional transportation. This is both immoral and unjust. Give CAMPO residents the FREEDOM to chose public transit or active transit as VIABLE modes of transportation!</p>                                                                                                          |
| <p>It would be great if the Interurban Rail Study could be advanced with urgency. San Marcos residents are predominately commuters, and rail would offer commuters a safe and reliable commuting option that could improve our collective quality of life.</p> | <p>My comments and feedback are regarding the Travis County RM 1826 widening project from US 290 to SH 45 (RTP ID #51-00194-00). I oppose this project. I request that CAMPO lower the prioritization of this project and remove it from the Constrained List. Additionally, I urge CAMPO to reconsider the proposed design, specifically changing the facility from a 4-Lane Divided Roadway to a 3-Lane Roadway with a Two-Way Left Turn Lane. Removing the median would not only reduce environmental and property impacts but also lead to a more community-friendly design that supports local businesses and neighborhoods. While the original design may have been intended to accommodate future traffic growth or provide a safety buffer, I believe this alternative could achieve the same objectives without the need for a divided median. Thank you!</p> |

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|                                                                           | <p>(Project ID 51-00194-00) We oppose the Travis County \$70 million, 4.4-mile expansion of RM 1826 from US 290 to State Highway 45 to a 4 lane raised median, divided highway with bike and pedestrian paths. This northern section is remarkably unlike the southern section beginning at the junction of RM 1826 and SH 45 that leads south into the rapidly growing Hays County area. Essentially all contiguous land in the northern portion is in use; there can be no further development or expansion. TxDot officials have stated that safety and traffic congestion are the primary drivers for the project. 1) Regarding safety – A search of TxDot 10 yr crash data reveals 0 fatalities north of the SH45-RM1826 intersection, but 6 fatalities at same intersection and south extending into Hays County. Additionally there has been 3 times as many actual traffic incidents in the Hays County portion as compared to the northern Travis County section. The Hays County portion clearly is a more dangerous roadway. 2) Regarding congestion- Current state traffic models are outdated, often predicting worse congestion than is actually occurring. For example, the proposed Travis county expansion is based on the CAMPO 2045 Traffic Model, which inaccurately predicts traffic doubling between 2022 and 2025. Actual traffic counts completed in April, 2024 indicate these projections are vastly overstated with little or no increases in traffic counts. A recheck of traffic counts completed February, 2025 actually show a decrease over the 2024 counts. Traffic counts have also documented approximately 3x rush hour traffic flows heading south into Hays County as compared to the northern section. The Hays County portion clearly is a more congested roadway. Improvements along the Travis County section of RM1826 have been completed. These improvements included additions of center turn lanes at Zyle Rd., Blazyk Drive, and Lewis Mountain Drive. These improvements have addressed our concerns for safety and traffic congestion. In Summary The Draft Project allocates \$70 million for expanding to four lanes, raised median 4.4 mile segment of RM 1826 from SH45 north to US290. Safety and traffic data suggest this is unnecessary. Property owners, neighborhood groups, and 700 neighborhood petition signers (viewable@change.org “Halt the Proposed FM1826 Expansion”) oppose the expansion, as current congestion and safety issues have been addressed. Given the location's permanent restrictions on growth and development, a large expansion is unwarranted. A comprehensive feasibility study has not been completed. We request that the RTP remove this project from the “constrained” list to address more pressing safety and congestion relief concerns in Hays County and elsewhere. Respectfully submitted, Aaron Combs HOA Board Member Emeritus - The Overlook at Lewis Mountain</p> |
| We will continue to utilize our vehicles as public transit is inadequate. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| No change.                                                                | No bike lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

I will travel less - too congested. If the improvements to 290 from 130 to 95 stop at the projected location you will be moving the problems in Manor today to Elgin. It needs to extend to 95 south

Need for Better Scoring and Modeling. CAMPO's project scoring system is outdated, as it hasn't been revised since 2017. Since then, commuting patterns and transportation needs have changed significantly. Additionally, CAMPO's forecasting and travel demand models have proven to be consistently inaccurate, highlighting the need for a more modern and adaptable approach. Scenario planning and activity-based modeling should be considered as alternatives to improve accuracy and better reflect current and future conditions. Environmental Analysis and Mitigation Strategies. Federal law requires CAMPO to analyze the environmental impacts of proposed projects and include mitigation strategies. A more comprehensive approach is needed, such as the one used in the San Antonio RTP (AAMPO), where the impacts of roads on groundwater, surface water, air quality, and ecosystems are more thoroughly evaluated. Land preservation should be prioritized as a key mitigation strategy to balance development with environmental protection. Projects to Remove from the Constrained List Several projects on CAMPO's constrained projects list present significant environmental and practical concerns and should be removed: MPO ID 51-00194-00 (RM 1826, Travis County): Traffic projections for this expansion have proven inaccurate. CAMPO's 2045 Traffic Model predicted traffic doubling between 2022 and 2025, but actual counts from 2024 and 2025 show no increase, undermining the project's justification. TxDOT has delayed implementation of this project, based on needing to focus resources on more immediate priorities. Yet, the plan description for this over-wide roadway was used as the basis to initiate right-of-way acquisitions (as much as 40-feet of some homes' properties). This is an example of a roadway expansion that is not supported the data, and it should be downgraded to avoid negative consequences on the residents in the area, as well impacted parkland and water quality lands. MPO ID 41-00034-00 (Proposed Parkway Loop): This segment of a western loop around San Marcos would drive growth in environmentally sensitive areas, including the Edwards Aquifer Recharge Zone and Sink Creek, risking water quality and ecosystem health through roadway runoff. MPO-51-00096-00 (MoPac South): The current description for MoPac South is "Up to 2 express lanes in each direction," which should be revised to better reflect changing traffic patterns and minimize environmental impacts to sensitive areas like Barton Springs and the Edwards Aquifer Recharge Zone. Given that traffic growth in this corridor has slowed, the project should focus on enhancing people-carrying capacity and reduce the scope to "Up to 1 express lane in each direction." Expanding to 2 lanes would increase impervious cover and roadway runoff, threatening regional water quality, while a reduced scope or transit-focused approach would better align with current transportation needs and minimize harm to critical environmental resources. MPO ID

|                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                 | 41-00119-00 (Dripping Springs Bypass): Extending RM 150 around Dripping Springs would open new areas for development in the Onion Creek watershed, despite significant local opposition and topographical concerns related to safety for the proposed route. MPO ID 41-00076-00 (Yarrington Road Extension): This project would cross the Blanco River multiple times and encourage harmful development over the Edwards Aquifer Recharge Zone. MPO ID 41-00025-00 (Proposed Boulevard No. 14): This road would disrupt a sensitive area of the San Marcos River watershed without providing a meaningful functional purpose. |
| It will not change.                             | Have TxDOT complete one project before going on to another.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Zero, I work for myself & travel with equipment | No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| More biking                                     | The present and projected growth of the area will continue to out pace any projects existing in this plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Will use golf cart if safe path is available    | Not at this time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

|                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| More traffic                                                                                                                                                                                                                                                                                                                                                                                             | Needs to include extension of wirtz dam bridge road to 71. This is in burnet county and should be a high oriority                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| will likely rely less on our car                                                                                                                                                                                                                                                                                                                                                                         | This analysis needs to include the extension of the wirtz dam bridge road all the way to 71. This is in burnet county                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| all i saw on website were some maps, but no description. There is no plan for improvements inside burnet or sinside Marble, which is dissapointing.                                                                                                                                                                                                                                                      | Please stop bull dozing trees and green spaces before we have another dust bowl!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| No change                                                                                                                                                                                                                                                                                                                                                                                                | I support the plan. I also support increased bus service today!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| The plan will be a \$70 M waste of tax payer money because it is not needed and will not change the traffic (which is very light already) on 1826 - we have not traffic issues now that the turn lanes were put in and even before none of the claims in the reports related to the 1826 expansion were correct. WE live on the corner of Lewis Mountain Dr and 1826 and know the traffic patterns well. | The busier 35 gets, the more truck traffic increases on SH-281 through Marble Falls and Burnet. There needs to be a loop around the City. There is a hotspot of accidents at major intersections inside these two cities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| It will take portions of neighbors' homestead properties, will create a flow through of heavier traffic patterns, and will create an unsafe turnaround location for heavy traffic (specifically near the sole neighborhood exit for 100+ homeowners and school buses) leaving Lewis Mountain Ranch Dr                                                                                                    | My comments are particularly focused on MPOID No. 51-00194-00^--The \$70,000,000 project for the 4.4-mile stretch of RM 1826 in Southwest Travis County would be a massive waste of resources. I travel this stretch of road every day. There is no traffic congestion, and the studies reported by TXDOT to support the plan are based on faulty assumptions and faulty traffic data. This is a fully-developed area of the County, and there is no substantial growth along this corridor that justifies doubling the lines in both directions and adding two pedestrian lanes. No one can or will commute by foot from this area. Recent improvements through the addition of long-needed turn lanes throughout this very corridor have already had a dramatic improvement to safety and traffic flow. There is no need or justification for the expansive and expensive overdevelopment of this rural/residential portion of 1826. The vast majority of residents in this area have voiced concerns and confirmed that they do not want the changes proposed by TXDOT. The problems along this roadway lie to the south in Hays County where the growth is occurring and the roadway connects to the SW 45. Focus these resources on that area or in other areas where improvement is needed, and do not waste our tax dollars on overdeveloping this 4-mile stretch of roadway. The plan as previously proposed also does not comport with highway safety requirements and would employ u-turns and the inability for certain residents along this roadway to make left-hand turns. TXDOT can do better, and the citizens should not pay for a project that is not supported by the data or the majority of stakeholders. |
| I will increase walking and cycling to the extent possible and will definitely use public transit more when the light rail project comes online.                                                                                                                                                                                                                                                         | Do not move forward with the 1826 expansion - it is a waste of taxpayer dollars.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

|                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| My primary mode of transportation will not change.                           | 1826 just received installation of multiple vital turn lanes in late 2024 which were much needed for traffic flow and safety. Why not wait and do a study once 1826 improvements and the 290 highway project have been fully completed? Having the 290 Project and 45 projects fully completed would be the time to study traffic. I'd imagine much less traffic will be noted as right now lots of traffic travels on 1826 to avoid the active construction areas.                                                                                                                                       |
| It won't                                                                     | The plan continues to support suburban expansion and unsustainable development patterns that will result in increased driving alone behavior. Where is the innovation with regard to AI, autonomous vehicles, aggressive transportation demand management and other measures that will reduce auto dependency, reduce the mobility system's carbon footprint? Where are the projects that incentivize smarter, more compact, walkable and transit supportive land use patterns? Where are the projects that make it easier for low-income and minority communities to thrive without having to own autos? |
| I don't                                                                      | I live off of 1826 in the Lewis Mountain Ranch neighborhood. CAMPO's plan to widen 1826 is fundamentally flawed and does not realistically consider the traffic needs between HWY290 and SH45. Recent project completions of turn lanes have substantially corrected traffic issues in the area, and given that the land along 1826 between 290 and 45 is essentially built out, any expansion would not only infuriate existing homeowners, but would also be a total waste of money.                                                                                                                    |
| It won't.                                                                    | This project is not necessary. Waste of taxpayers \$\$\$'s for 4 miles. Let's see how the turn lanes work out before we spend another \$. Thanks                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| No                                                                           | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| it will not change. I will continue driving my personal vehicle to travel.   | No bike lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| It wont                                                                      | Would this plan include increasing the amount of lanes on highways or roads? I'm from the west coast and recently moved here to Texas. I find it difficult to drive on the highways or even some roads because of how narrow it is and the lack of multiple lanes going either way.                                                                                                                                                                                                                                                                                                                       |
| No                                                                           | SH 29, FM 1431 and Sh 71 in Burnet county all need help                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Not much as I live in a rural area and drive my personal vehicle most places | No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Personal travel                                                              | Would LOVE better transportation to downtown. My husband has to drive in from burnet and the traffic is horrible. A train or some sort of inner city railway would be very convenient                                                                                                                                                                                                                                                                                                                                                                                                                     |
| No                                                                           | Lights in sync and appropriate speed limits for areas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

|                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Primary mode of travel will not change.</p> | <p>This survey request did not forewarn me I should study the plan that apparently has already been written. Basically you are way behind in doing the plan - not looking far enough ahead given the incredible lead times necessary to complete the needed projects. Waiting until the need was too obvious to start so that is a lot of crowding and problems then try to catch up and by the time you get a project completed it's already at capacity. Management by Crisis. Maybe intended - get the citizens so frustrated they will vote for any project that promises to solve the problem whether it will or not. The loop route west of Marble Falls should have been completed 5-10 years ago. Now land prices are way higher -- ROW cost today probably as much as the entire project cost 10 years ago. Be aware that as development occurs price goes up as you're now buying "improved" land vs. raw land realizing that if you wait until the land is "improved" you may also be liable for damages to an "improved" business located on the property. Get WAY ahead of the game and know any controlling entities that may impact how the project is developed.</p> |
| <p>It will not change</p>                      | <p>I am very disappointed on how these questions are asked. This allows for the responses to be very skewed and does not provide for transparency of what drivers really would like to see</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

will not change. the introduction of raised median and turn arounds, with disallowance of left turns exiting neighborhoods, will decrease mobility, increase travel times for emergency services, decrease safety and mobility.

(Project ID 51-00194-00) We oppose the Travis County \$70 million, 4.4-mile expansion of RM 1826 from US 290 to State Highway 45 to a 4 lane raised median, divided highway with bike and pedestrian paths. This northern section is remarkably unlike the southern section beginning at the junction of RM 1826 and SH 45 that leads south into the rapidly growing Hays County area. Essentially all contiguous land in the northern portion is in use; there can be no further development or expansion. TxDot officials have stated that safety and traffic congestion are the primary drivers for the project. 1) Regarding safety – A search of TxDot 10 yr crash data reveals 0 fatalities north of the SH45-RM1826 intersection, but 6 fatalities at same intersection and south extending into Hays County. Additionally there has been 3 times as many actual traffic incidents in the Hays County portion as compared to the northern Travis County section. The Hays County portion clearly is a more dangerous roadway. 2) Regarding congestion- Current state traffic models are outdated, often predicting worse congestion than is actually occurring. For example, the proposed Travis county expansion is based on the CAMPO 2045 Traffic Model, which inaccurately predicts traffic doubling between 2022 and 2025. Actual traffic counts completed in April, 2024 indicate these projections are vastly overstated with little or no increases in traffic counts. A recheck of traffic counts completed February, 2025 actually show a decrease over the 2024 counts. Traffic counts have also documented approximately 3x rush hour traffic flows heading south into Hays County as compared to the northern section. The Hays County portion clearly is a more congested roadway. Improvements along the Travis County section of RM1826 have been completed. These improvements included additions of center turn lanes at Zyle Rd., Blazyk Drive, and Lewis Mountain Drive. These improvements have addressed our concerns for safety and traffic congestion. In Summary The Draft Project allocates \$70 million for expanding to four lanes, raised median 4.4 mile segment of RM 1826 from SH45 north to US290. Safety and traffic data suggest this is unnecessary. Property owners, neighborhood groups, and 700 neighborhood petition signers ([viewable@change.org](mailto:viewable@change.org) “Halt the Proposed FM1826 Expansion”) oppose the expansion, as current congestion and safety issues have been addressed. Given the location's permanent restrictions on growth and development, a large expansion is unwarranted. A comprehensive feasibility study has not been completed. We request that the RTP remove this project from the “constrained” list to address more pressing safety and congestion relief concerns in Hays County and elsewhere. Respectfully submitted, Aaron Combs, HOA Board Member - The Overlook at Lewis Mountain

## **Appendix O**

# **Fiscal Constraint Analysis Memorandum**

# FISCAL CONSTRAINT ANALYSIS MEMORANDUM

## Introduction

Creation of a financially constrained planning process is a primary federal requirement of RTP development. The financial constraint development process for the 2050 RTP consists of two primary tasks – (1) the identification and scoring of projects and (2) the estimation of revenues. Revenue forecasts are based on current Federal, state, and local funding programs that support transportation-related investments to gain a complete picture of the region’s potentially available transportation funds over the time frame of the RTP. Local jurisdictions and agencies considered include cities, counties, transit agencies, and tolling authorities. The historical funding sources that have been utilized (or programmed) by the Capital Area Metropolitan Planning Organization (MPO), Texas Department of Transportation (TxDOT), and local member jurisdictions are described in the following sections. Revenue forecasts are presented in three programming tiers:

- 2025-2030 - Includes the Transportation Improvement Program (TIP) (2025-2028) and a portion of the Unified Transportation Program (UTP) (2029-2030)
- 2031-2040 - Includes the remainder of the UTP (2031-2034)
- 2041-2050

While project funding is not allocated in the Regional Transportation Plan (RTP), the RTP and project listing play an important role in federal and state funding decisions and administrative processes. The 2050 RTP fiscal limit establishes the available revenues from which to allocate financially constrained projects within the life of the plan.

## Methodology

### FHWA AND TXDOT FUNDING SOURCES

The following methodology was used to determine the appropriate Federal and State funding sources to reference for the revenues within the RTP:

- **Step 1:** Pull Federal/State Revenues from the FY 2025-2028 TIP.
- **Step 2:** Pull historic revenues available during the years of the FAST act legislation.
- **Step 3:** Calculate the annual average allocation for each category using the historic revenues from the FAST Act as a starting point for all years outside of the TIP.
- **Step 4:** Apply a 2% revenue inflation value and forecast through 2050.

Based on the methodology described above, it is estimated that there will be approximately \$19.5 billion dollars of federal and state investment in the CAMPO area from 2025 to 2050. This estimate includes funding projections for Categories 2, 4, 7, 9, 10, 11, and 12.

| Revenue Band |                   |
|--------------|-------------------|
| 2025-2030    | \$ 6,562,143,213  |
| 2031-2040    | \$ 5,860,635,468  |
| 2041-2050    | \$ 7,144,081,934  |
| Total        | \$ 19,566,860,615 |

## Transit Funding Sources

Transit funding was developed based on consultation with Capital Metro, Austin Transit Partnership, and CARTS. Transit revenues are divided between capital revenues and operations/maintenance revenues.

Between 2025 and 2050, there is an estimated \$26 billion available for transit when considering all of the funding areas described above. This number is inclusive of the anticipated federal funding associated with the proposed Project Connect light rail facilities. It should be noted that these funding estimates are developed based on estimates for system resource needs, meaning that they are expected to be fully expended during the life of the RTP.

| Revenue Band | CARTS        | CAPMETRO      |                 |                  | ATP              |     |
|--------------|--------------|---------------|-----------------|------------------|------------------|-----|
|              | Capital      | O&M           | Capital         | O&M              | Capital          | O&M |
| 2025-2030    | \$17,505,488 | \$48,118,409  | \$684,360,220   | \$2,030,213,162  | \$4,707,599,600  | -   |
| 2031-2040    | \$34,219,865 | \$94,062,242  | \$1,337,792,720 | \$3,968,676,598  | \$4,362,884,600  | -   |
| 2041-2050    | \$41,713,824 | \$114,661,349 | \$1,630,761,861 | \$4,837,794,628  | \$2,758,443,800  | -   |
| Total        | \$93,439,177 | \$256,841,999 | \$3,652,914,801 | \$10,836,684,388 | \$11,828,928,000 | -   |

## Regional Tolling Authorities

There are multiple tolling authorities in the CAMPO region, including CTRMA and the SH 130 Concession Company. Revenues and expenditures for all tolling authorities in the region were treated as a closed system, meaning all expenditures were assumed to be funded by revenues generated by the respective tolling authority. These assumptions were confirmed based on conversations with CTRMA and the SH 130 Concession Company.

## Local Funding Sources

To accurately assess the local portion of revenue estimation for jurisdictions in the CAMPO planning area as part of the RTP process, the approach considers various current and historical sources of funding, documented in municipal budget documents and capital improvement programs. The funding levels were examined for each jurisdiction with a population over 50,000. Historic and forecasted funding levels were leveraged to estimate local revenue levels for transportation projects through the horizon year of 2050. Local jurisdictions were engaged through a series of interviews and email correspondence, and given the opportunity to affirm, clarify, or modify the assumptions used in forecasting capital revenue within their jurisdiction.

Based on the analysis performed on local jurisdiction revenues, the RTP estimates a total of \$22 billion available for transportation capital projects between 2025 and 2050. This estimate includes revenues drawn from general funding and bond initiatives.

| Revenue Band |                   |
|--------------|-------------------|
| 2025-2030    | \$ 4,433,742,514  |
| 2031-2040    | \$ 8,293,454,243  |
| 2041-2050    | \$ 9,423,428,158  |
| Total        | \$ 22,150,624,915 |

## Next Steps

The compiled revenue forecast and the cost estimates associated with eligible projects will ultimately be used in tandem to establish a fiscal constraint for the CAMPO area. As prioritized projects are aligned with available revenues, the fiscal constraint analysis will identify the projects anticipated to receive funding during the life of the 2050 RTP. Projects that are unable to be funded by 2050 will be classified as unfunded needs but will remain in the RTP illustrative project list for future consideration.

## **Appendix P**

# **Performance Measures Report and Resolution**



## **Resolution 2024-4-7**

### **Adoption of Performance Measure Targets and 2024 Performance Measure Report**

**WHEREAS**, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

**WHEREAS**, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties in Central Texas; and

**WHEREAS**, use of a performance-based transportation planning process is required by the federal government in the development of the Transportation Improvement Program (TIP) and long-range Metropolitan Transportation Plan (MTP); and

**WHEREAS**, part of the performance-based planning process requires the adoption of performance targets in key areas by the effective date set by the FHWA's Final Rulemaking; and

**WHEREAS**, by these rulemakings, CAMPO must adopt performance measure targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3), Transit Asset Management (TAM) and Transit Safety Targets; and

**WHEREAS**, CAMPO has updated its performance measure targets in the required areas as part of the 2024 Performance Measure Report; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to adopt the updated performance measures targets as reflected in the 2024 Performance Measure Report; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

**BE IT FURTHER RESOLVED** that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to adopt the updated performance measures targets as reflected in the 2024 Performance Measure Report as reflected was made on April 15, 2024 by Judge James Oakley duly seconded by Mayor Josh Schroeder.


**Ayes:** Commissioner Cynthia Long, Council Member Rudy Metayer, Commissioner Clara Beckett, Council Member Alison Alter, Mayor Christine DeLisle, Council Member Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes (Proxy for Judge Andy Brown), Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Ms. Amy Pattillo), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Mayor Travis Mitchell, Judge James Oakley, Mayor Jim Penniman-Morin, Mayor Josh Schroeder, Council Member Kristin Stevens (Alternate for Mayor Craig Morgan), Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

**Nays:** None

**Abstain:** None

**Absent and Not Voting:** None

SIGNED this 15<sup>th</sup> day of April 2024

  
Chair, CAMPO Board

Attest:

  
Executive Director, CAMPO

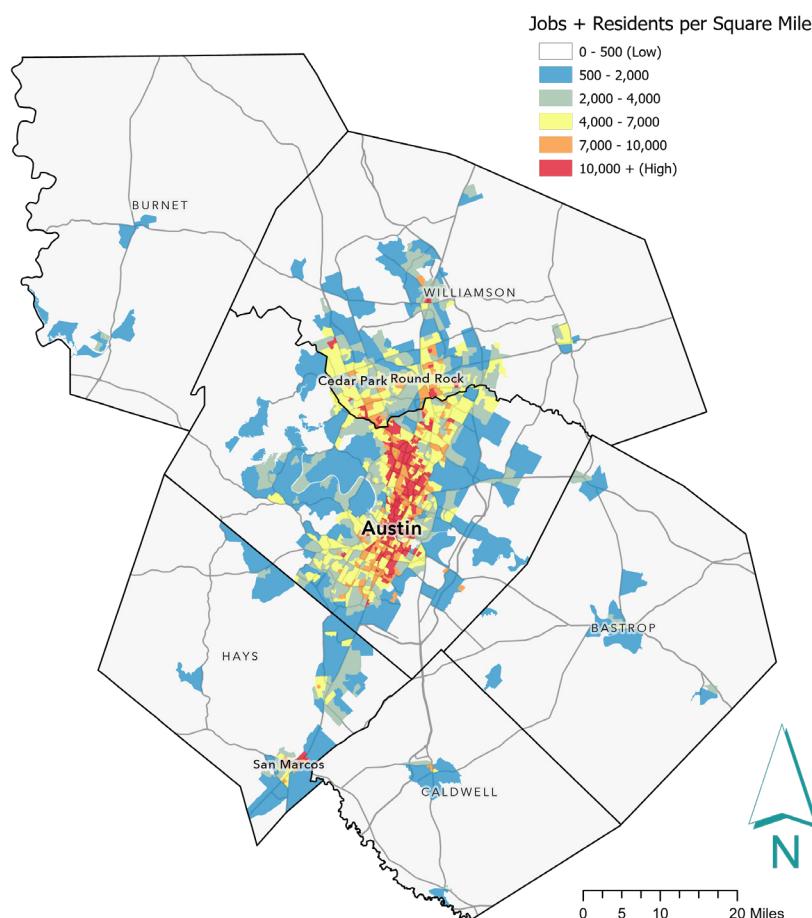
## **Appendix Q**

# **Regional Activity Centers**

# REGIONAL ACTIVITY CENTERS

The planning process for the 2050 RTP involved evaluating the impact of regional activity centers on the overall transportation system. Centers were identified by overlaying population and employment density with the existing street network to define areas that attract people to live, work, shop, and socialize. Since these centers typically generate higher travel demand than normal, transportation investments in these areas maximize the return on limited funding.

Activity centers were historically developed in a monocentric pattern where dense activity, particularly employment, was concentrated in a downtown core which was surrounded by residential neighborhoods. However, the development of an extensive roadway network, along with natural population growth, has led cities to become more polycentric with multiple activity centers located along major corridors. While downtown Austin still has a plurality of employment in the Capital Area, places such as the Domain, the US 183 North/Parmer Corridor, and other suburban centers have seen a rapid increase in employment and expect to see continued growth. These centers are identified in **Figure 1** below.



**Figure 1.** Activity Centers (Source: CAMPO Analysis)

# Activity Centers Analysis

Building on the activity centers analysis, CAMPO analyzed regional access to facilities developed in the Regional Active Transportation Plan, the Regional Transit Study, and the TxDOT Roadway Inventory. Existing facilities are shown in Chapter 2. The goal of this analysis was to determine the number of people and jobs with improved access through development patterns or added constrained mobility options envisioned in these plans. Here, access is determined as within a half-mile of active transportation routes, 0.5 mile of transit routes, or 2 miles of the arterial roadway network from each data set, respectively. Using CAMPO's 2050 regional demographic projections, results showed significant increases in the number of people that could access the amenities outlined in these plans and studies were they to be implemented in full.

By 2050 (shown in Table 1):

**Potential Active Transportation Access (1/2 mile):** 3.2 million people and 1.6 million jobs

**Potential Transit Access (1/2 mile):** 3.2 million people and 1.5 million jobs

**Potential Arterial Facility Access (2 miles):** 4.7 million people and 2 million jobs

The facilities as conceived in the plans would improve overall system efficiency, enable trips to be distributed to multiple modes and provide options for people. These large increases in the number of people in the region that can access new and improved facilities affirm the work of the regional studies and illustrate how the region's fiscal resources can be used more efficiently in the future to provide transportation value throughout the region.

| Transportation Mode                   | EXISTING ACCESS 2020 |                  | POTENTIAL ACCESS IN 2050 |                  |
|---------------------------------------|----------------------|------------------|--------------------------|------------------|
|                                       | Millions of People   | Millions of Jobs | Millions of People       | Millions of Jobs |
| Active Transportation Within 1/2 Mile | 1.2                  | 0.38             | 3.2                      | 1.6              |
| Transit Within 1/2 Mile               | 1.6                  | 0.65             | 3.2                      | 1.5              |
| Arterial Network Within 2 Miles       | 2.3                  | 0.93             | 4.6                      | 1.9              |
| Total                                 | 2.3                  | 0.99             | 4.7                      | 2.2              |

**Table 1.** Existing and Potential Access to Activity Centers

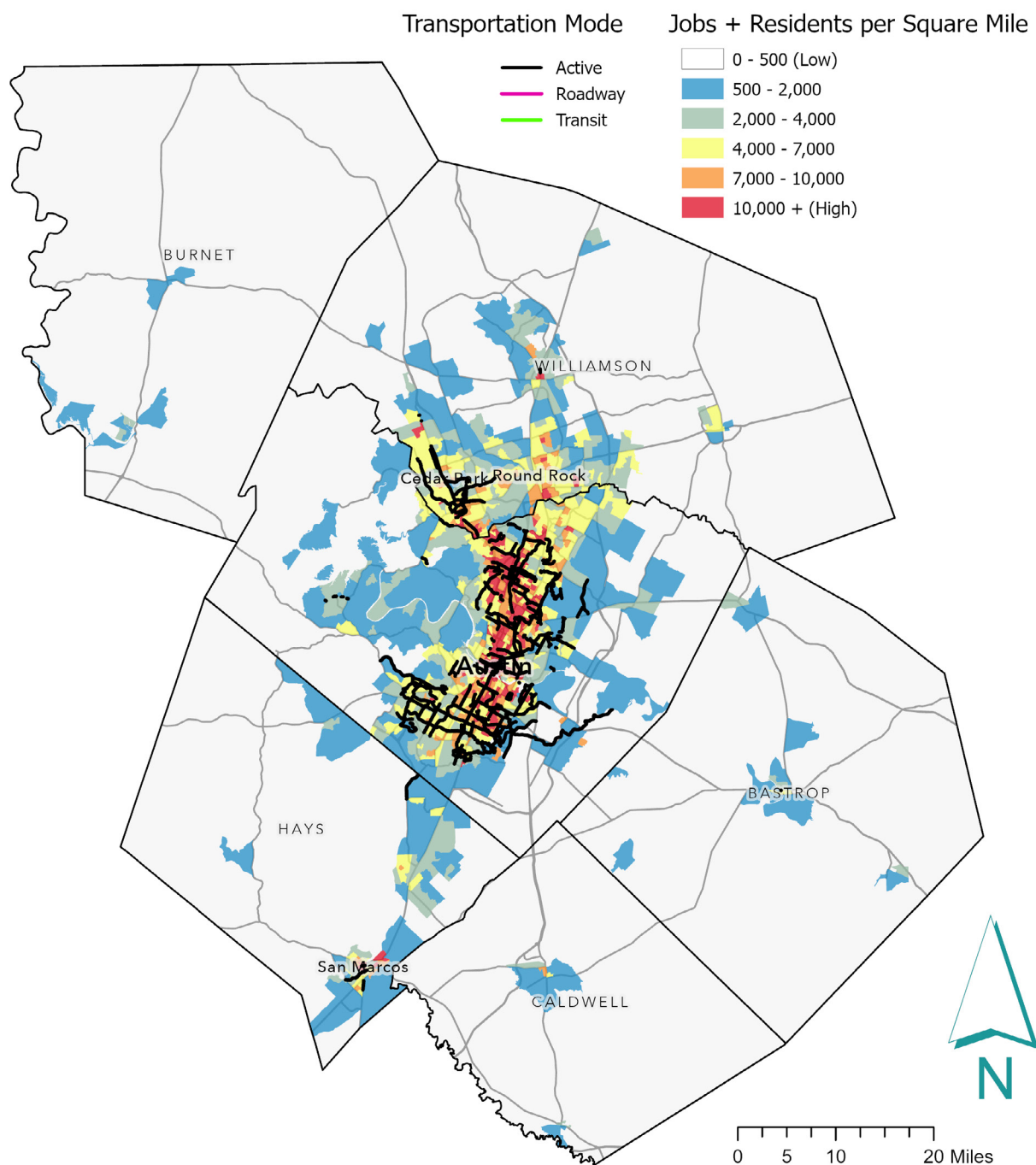
## Methodology

Existing active transportation data was taken from the Regional Active Transportation Plan. Proposed active transportation data was taken from the 2050 constrained projects. A 0.5 mile buffer was applied and used to select any TAZs that fell within that span relative to the active transportation projects. Population and employment was summed from those areas for 2050.

Existing transit data was taken from the Regional Transit Study. Proposed transit data was taken from the 2050 constrained projects. A 0.5 mile buffer was applied and used to select any TAZs that fell within that span relative to the transit projects. Population and employment was summed from those areas for 2050.

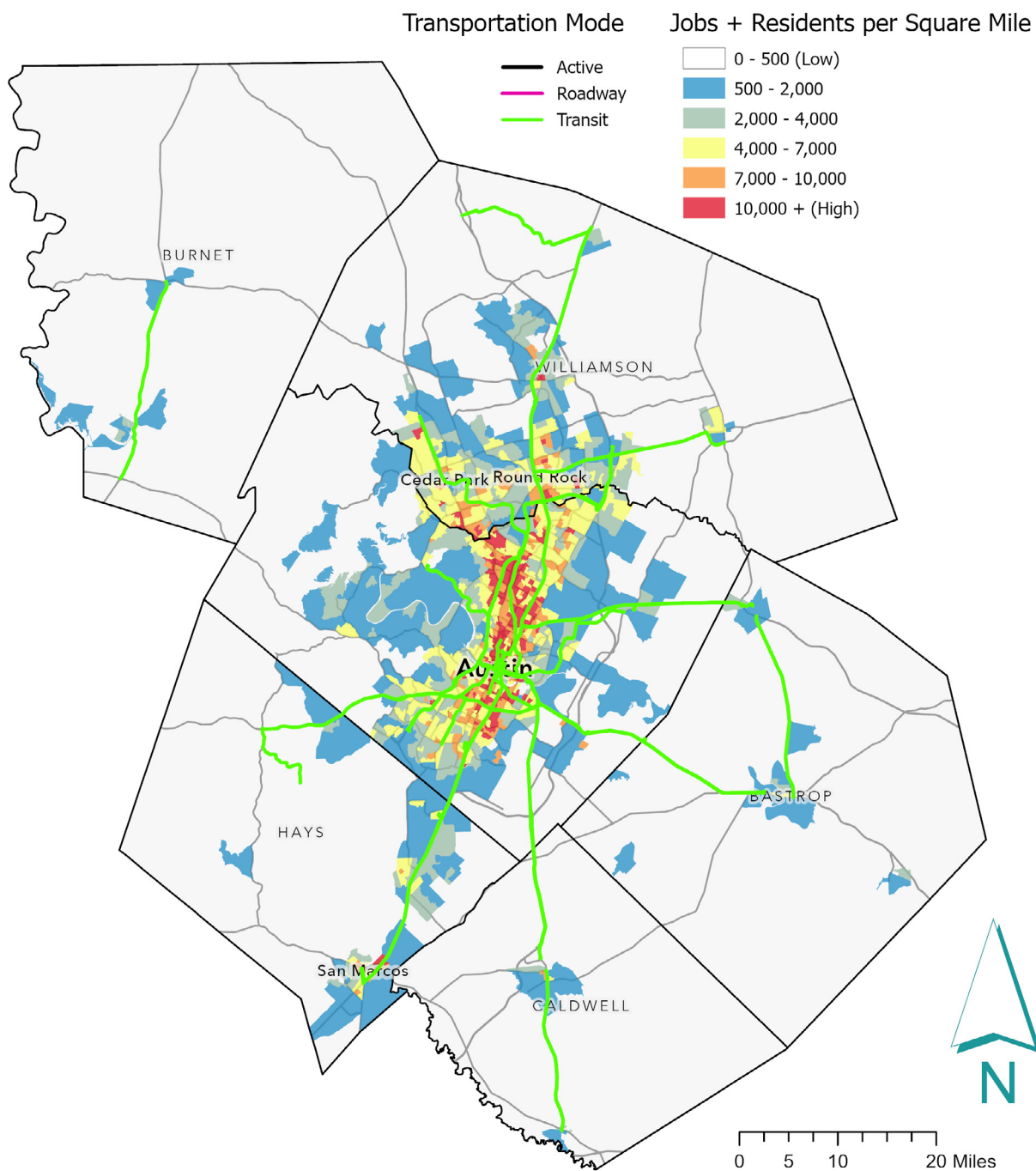
Existing arterial data was taken from the TxDOT Roadway Inventory. The constrained arterial network was given a 2 mile buffer. This buffer was then used to select any TAZs that fell within that span relative to the constrained roadway projects. Population and employment was summed from those areas for 2050.

## 2050 RTP Active Transportation Projects



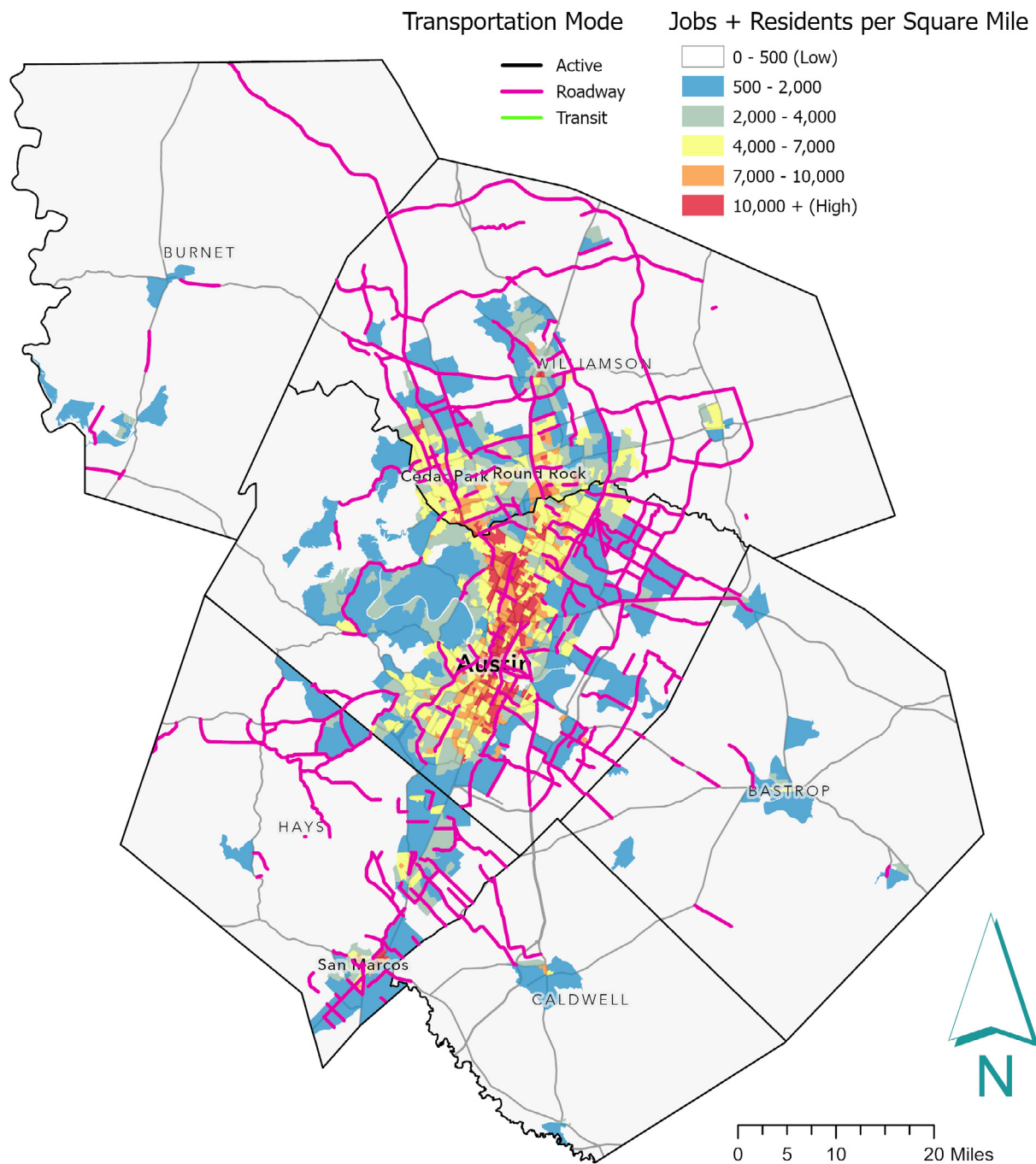
**Figure 2.** Constrained Active Transportation Projects Compared to Regional Centers

## 2050 RTP Transit Projects



**Figure 3.** Constrained Transit Projects Compared to Regional Centers

## 2050 RTP Constrained Roadway Projects



**Figure 4.** Constrained Roadway Projects Compared to Regional Centers