



CAMPO Mobility 2030 Plan

As Adopted June 6, 2005



Capital Area Metropolitan Planning Organization

Serving the Three County Region of Williamson,
Travis, and Hays Counties in Central Texas

Transportation Policy Board

Gonzalo Barrientos, Chair, State Senator

Dwight Thompson, Vice Chair, Alliance of Cities

Steve Ogden, State Senator	Gerald Daugherty, Travis County
Dan Gattis, State Representative	Frankie Limmer, Williamson County
Dawnna Dukes, State Representative	Jim Powers, Hays County
Terry Keel, State Representative	Will Wynn, City of Austin
Todd Baxter, State Representative	Daryl Slusher, City of Austin
Elliott Naishtat, State Representative	Brewster McCracken, City of Austin
Mark Strama, State Representative	Danny Thomas, City of Austin
Eddie Rodriguez, State Representative	Nyle Maxwell, City of Round Rock
Mike Krusee, State Representative	John Treviño, Capital Metro
Sam Biscoe, Travis County Judge	Bob Daigh, TXDOT
Karen Sonleitner, Travis County	

CAMPO Staff

Michael Aulick, Director

Maureen McCoy Daniel, Assistant Director

Cathy Stephens, Environmental Program Manager

Daniel Yang, PhD, Planning Officer

Stevie Greathouse, Project Manager, *CAMPO Mobility 2030 Plan*

Candace Baker, Planner	Kevin Lancaster, Senior Modeler
María Caminos, Senior Planner	Charles Nichols, Financial Analyst
Michael Dutton, Planner	Shana Norton, Planner
Rachel Everidge-Clampffer, AICP, Senior Planner	Art Zamorano, Administrative Specialist
Greg Goldman, Planner	Nalda Zepeda-Andrews, Planner

How can I get more information?

Visit our website:

<http://www.campotexas.org>

Call us:

(512) 974-2275

Send mail to:

CAMPO
PO Box 1088
Austin, TX 78767

CAMPO Mobility 2030 Plan

As Adopted June 6, 2005

Capital Area Metropolitan Planning Organization
*Serving the Three County Region of Williamson, Travis, and Hays
Counties in Central Texas*

The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation.

Additional Thanks To...

CAMPO Technical Advisory Committee

Tom Word, Chair, City of Round Rock

Charles Simon, Vice Chair, City of Pflugerville

Laurie Anderson, City of San Marcos	Ross Milloy, Austin-San Antonio Commuter Rail District
Jerry Borcharding, Hays County	Ed Pensock, Texas Department of Transportation
Sean Moran, Capital Area Council of Governments	Ed Polasek, City of Georgetown
Ed Collins, Texas Department of Transportation	Duane Smith, City of Cedar Park
Joe England, Williamson County	Rob Smith, Capital Metro
Joe Gieselmann, Travis County	Mike Heiligenstein, Central Texas Regional Mobility Authority
Alice Glasco, City of Austin	Bob van Til, City of Taylor
Dave Marsh, Capital Area Rural Transportation System	
Margie McAllister, Texas Commission on Environmental Quality	

Additional Technical Assistance

Sam Archer, Capital Metro	Jenny Peterman, Texas Department of Transportation
Sabas J. Avila, City of San Marcos	Al Purcell, City of Austin
David Bartels, City of Round Rock	Teresa Qu, Texas Transportation Institute
David Bartz, Federal Highway Administration	Carmen Ramos, Texas Department of Transportation
Fred Blood, City of Austin	Pam Rivera, Capital Metro
José Campos, Federal Highway Administration	Clyde von Rosenberg, City of Pflugerville
Joseph Carrizales, Texas Department of Transportation	Elaine Schele, Travis County
Linda Cherrington, Texas Transportation Institute	Diana Schulze, Texas Department of Transportation
LeRoy Click, Travis County	Alison Schulze, Austin-San Antonio Commuter Rail District
Tom Forrest, City of Austin	Amelia Sondgeroth, City of Georgetown
Joe Holland, Texas Department of Transportation	Diana Vargas, Texas Department of Transportation
Joan Hudson, Texas Transportation Institute	Jim Walker, Central Texas Sustainability Indicators Project/Envision Central Texas
Stephen "Colly" Kreidler, City of Austin	Scheleen Walker, Travis County
Richard Kroger, City of Austin	Charlie Watts, Travis County
Nickey Lawrence, Williamson County	
Tim Lomax, Texas Transportation Institute	
Surinder Marwah, Capital Metro	
Teri McManus, City of Austin	
Michelle Meaux, City of Cedar Park	

Table of Contents

SUMMARY	9
HOW TO USE THIS DOCUMENT	11
REGULATORY FRAMEWORK AND PLAN AUTHORITY	15
VISION AND STRATEGIES.....	17
PART ONE: BACKGROUND	19
PART TWO: GROWTH, TRAVEL DEMAND, AND TRANSPORTATION SYSTEM PERFORMANCE	25
2.1 2030 POPULATION AND EMPLOYMENT FORECAST	27
2.2 TRAVEL DEMAND TRENDS	33
2.3 TRANSPORTATION SYSTEM PERFORMANCE	35
PART THREE: SPECIAL CONSIDERATIONS AND PROGRAMS	39
3.1 AIR QUALITY	41
3.2 CONGESTION MANAGEMENT	51
3.3 SAFETY AND SECURITY	57
3.4 SOCIAL AND ECONOMIC IMPACTS.....	61
3.5 ENVIRONMENTAL IMPACTS.....	69
3.6 LAND USE.....	75
PART FOUR: THE REGIONAL TRANSPORTATION SYSTEM	83
4.1 ROADWAY IMPROVEMENTS.....	85
4.2 PUBLIC TRANSPORTATION	95
4.3 BICYCLES AND PEDESTRIANS	103
4.4 FREIGHT.....	113
PART FIVE: IMPLEMENTATION	121
5.1 ROADWAY TABLE AND PROJECT LIST.....	123
5.2 FINANCIAL ANALYSIS.....	191
5.3 RELATIONSHIP WITH TIP	205
5.4 PLAN AMENDMENTS	207
5.5 CORRIDOR STUDIES	209
5.6 MAPS.....	215

Map 0:	City Boundaries in the CAMPO Area
Map 1.1:	2000 Population
Map 1.2:	2030 Population
Map 2.1-2.3:	Congestion on Regional Roadways (2007-2030)
Map 3.1:	Environmental Justice Area By Census Tract
Map 3.2:	Environmental Justice Area and 2030 Regional Roadway System
Map 3.3:	Environmental Justice Area and 2030 Freeway System
Map 3.4:	Environmental Justice Area and 2030 Regional Public Transportation System
Map 3.5:	Environmental Justice Area and Origins and Destinations of Trips by Traffic Serial Zone
Map 4.1:	Edwards Aquifer Recharge and Contributing Zones
Map 4.2:	100-Year Floodplain and Water Bodies
Map 4.3:	Wildlife Refuge, Parkland and Designated Critical Habitat
Maps 5.1:	2030 Regional Roadway System
Maps 5.2:	2030 Freeway System
Map 5.3	2030 Corridor Studies
Map 5.4- 5.9:	2030 Regional Roadway System by Subregion
Map 6.1:	Public Transportation Service Coverage
Map 6.2:	2030 Regional Public Transportation System
Map 7:	2030 Regional Bicycle System
Appendix A:	Travel Demand Forecast, Modeling, and Data Sources
Appendix B:	Public Opinion Surveys
Appendix C:	Congestion Management System
Appendix D:	Transit Accomplishments
Appendix E:	Bicycle and Pedestrian Accomplishments
Appendix F:	Compliance with Federal Planning Factors
Appendix G:	Financial Analysis Technical Information
Appendix H:	Tables of FHWA Roadway Design Treatments to Accommodate Bicycles
Appendix I:	Environmental Justice Analysis
Appendix J:	Toll Road Resolutions
Appendix K:	Glossary of Terms
Appendix L:	Bibliography of Sources
Appendix M:	Useful Websites

The Capital Area Metropolitan Planning Organization is pleased to present the *CAMPO Mobility 2030 Plan*. This long-range Metropolitan Transportation Plan specifies a set of investments and strategies to maintain, manage, and improve the surface transportation system in the three county region of Williamson, Travis, and Hays Counties in Central Texas.

CAMPO last updated the region's Metropolitan Transportation Plan in 2000 (with subsequent revisions, the most recent in January 2005). Federal regulations require that transportation plans cover at least a 20-year time horizon, and the last plan included forecasts and identified transportation program areas and projects into the future to 2025. In the *CAMPO Mobility 2030 Plan*, we look ahead to 2030.

The *CAMPO Mobility 2030 Plan* addresses new assumptions about the future state of the region. In particular the Plan assumes:

- A higher population forecast (the previous plan assumed a population of 2.27 million in 2025, while the 2030 Plan assumes a population of 2.75 million in 2030);
- The need to make future transportation investments stretch further by improving the efficiency of the transportation system through transportation system management, travel demand management, and a more integrated approach to land use and transportation planning; and
- An increased reliance on innovative sources of funding, including vehicle tolling, to supplement the existing gas tax.

CAMPO Mobility 2030 Plan Highlights

The *CAMPO Mobility 2030 Plan* envisions a transportation system that will enhance quality of life in the three county area by appropriately balancing mobility with regional goals relating to the economy, the environment, and social equity. The plan includes a range of projects and programs to implement the vision.

Projects

Major projects recommended by this plan include:

- An interregional passenger rail system connecting Austin and San Antonio;
- A regional transit system, including an urban commuter rail line connecting Leander to Downtown Austin, 10 new rapid bus lines, and 10 new or expanded express bus lines;
- 1,014 additional lane miles of freeways, parkways, or toll ways, including completion of SH 45 (N), SH 45 (S), SH 130, and US 183 A and upgrades or improvements to IH-35, US 183 (N), US 183 (S), US 290 (E), US 290 (W), SH 71 (E), SH 71 (W), Loop 1, and Loop 360;
- 4,358 additional lane miles of arterial roadway capacity;
- Approximately 237 million dollars in stand-alone bicycle and pedestrian projects;
- Corridor studies to evaluate potential future projects in 12 critical corridors throughout the region.

Programs and Actions

In addition to capital improvement projects, this plan recommends programs and actions to increase the efficiency of the transportation system, to help manage transportation demand, to increase safety and security, and to improve regional air quality.

Work in Progress

The *CAMPO Mobility 2030 Plan* will allow the region to meet federal planning requirements and follow through on commitments made during previous plan updates. The *CAMPO Mobility 2030 Plan* also moves in the direction of developing a more state-of-the-art regional transportation planning program in Central Texas.

Over the next several years CAMPO will be working with its regional partners to:

- Enhance the tools available for predicting and analyzing future travel demand;
- More fully integrate travel demand management and transportation system management strategies into the planning process;
- Incorporate the results of Envision Central Texas and other regional planning efforts; and
- Update and improve upon the way that planners engage residents and transportation providers in long range transportation planning.

How to Use this Document

This document serves several functions:

- States a vision for the future of the region’s transportation system;
- Advises member jurisdictions on work that can be done at the local level to move toward this vision;
- Provides information about emerging regional trends that impact transportation;
- Provides parameters for allocating federal transportation dollars during CAMPO’s Transportation Improvement Program project selection process;
- Provides direction to various implementers about initiating or continuing transportation-related actions and programs in the region;
- Guides CAMPO’s organizational mission and future work program;
- Provides a status report on some of the work that has been completed since the last plan update; and
- Complies with federal requirements.

Many of the components of this document have special purposes, as described below. (Refer to “Regulatory Framework and Plan Authority” for more information.) All other components of the document are provided as background or as suggested guidance and do not indicate commitment to undertake a particular action or policy.

The Vision, Strategies, and Policies

The *vision* describes a desired future for the region’s transportation system. The strategies, policies, programs, actions, and projects called for by the *CAMPO Mobility 2030 Plan* should move the region in the direction of this vision.

The *strategies* provide approaches that CAMPO will use to move toward the vision during the process of developing and updating this plan. The strategies are also recommended for use by partner jurisdictions and transportation providers where appropriate.

Policies are embedded within the chapters of the plan by topic and serve as guiding principles for the transportation system called for by this plan. Policies may govern the actions of CAMPO or its member jurisdictions and other regional partners.

Programs and Actions

Each chapter in Parts Three and Four of the plan includes a description of the programs and actions being undertaken to implement the policies of that chapter. In each chapter actions have been included in a table, which provides a timeline for each action and identifies which agency has committed to implementing the action.

Programs are on-going efforts being initiated or continued by CAMPO or another organization toward implementation of the plan. Programs may involve a wide range of activities, including analysis, education, outreach, and development of specific projects.

Actions are discrete activities being undertaken by CAMPO or another organization to implement the plan. Actions do not include capital improvement projects and are not generally funded through the Transportation Improvement Program.

Project List and Roadway Table

A *Project List and Roadway Table* is included in the “Implementation” section of this plan. The *Project List and Roadway Table*:

- Provides an overview of all existing and future roads on the regional road network;
- Provides detailed information about the existing and future functional classification of each roadway by segment;
- Indicates all *projects* that will implement the transportation system called for by this plan (including roadway, public transportation, bicycle, pedestrian, and other transportation improvements);
- Indicates studies that will be undertaken in specific locations to identify additional future projects; and
- Provides cost estimates for all future regional transportation projects.

Public transportation projects and roadway expansion projects shown on the project list are taken into account when analyzing the performance of the future financially constrained transportation system. The format and role of the *Project List and Roadway Table* are described in more detail under the “Implementation” section of this Plan.

System Maps

Maps are included in the back of the plan for the regional roadway system, location of future corridor studies, regional public transportation system, and regional bicycle system. These maps show the existing and future connections that would make up a “complete” financially constrained regional transportation system in 2030 for the particular mode.

Corridor Studies

In some areas, the need for additional corridor-level planning is warranted before all specific projects or actions that meet an identified need can be adopted into the plan. Chapter 5.5, Corridor Studies indicates future corridor studies that will be undertaken to identify additional projects for inclusion into the plan in the future.

Performance of the Future Transportation System

Part Two of this plan describes the performance of the transportation system called for by this plan. System performance is described in terms of such characteristics as total number of trips, lane miles, future transit ridership, use of alternative modes of transportation, and various congestion indicators. Part Two compares the performance of the 2030 transportation system called for by the plan with the performance of today's transportation system, and the performance of a hypothetical system, the no-build system, in which the growth expected in the region occurs, but no projects are built beyond those already committed to be built by 2007.

Regulatory Framework and Plan Authority

The *CAMPO Mobility 2030 Plan* is the long-range plan for regional transportation projects within the three county CAMPO region. The plan guides the allocation of flexible federal transportation funding and serves as a strategic regional transportation plan for all jurisdictions and service providers within the region.

CAMPO's Transportation Improvement Program, which allocates federal transportation funds in the region, must be consistent with this plan. In addition, CAMPO member jurisdictions are required to work toward implementation of this plan as a condition of receiving federal-aid funding under this plan. Any thoroughfare plan maintained by a member jurisdiction should be consistent with the *roadway functional classifications* shown on the *Project List* of this plan. Member jurisdictions and service providers receiving funding under this plan are expected to implement the *policies* included in this plan, and to work toward implementation of the project list.

The *programs* and *actions* included in the various chapters of this plan are advisory in nature; during the course of implementing the plan, an implementer may determine that a particular action is not feasible, or that a policy could be better implemented through a different action. Future plan updates will reflect any adjustments to programs and actions that occur during implementation.

Federal requirements set parameters for the development of this long-range transportation plan and require that it be updated every five years.¹ The Transportation Equity Act for the 21st Century (TEA-21) includes seven planning factors that must be considered when developing transportation plans and programs. Information about how the *CAMPO Mobility 2030 Plan* has considered each of the seven factors is included in Appendix F.

The clear intent of TEA-21, and its predecessor, the Intermodal Surface Transportation Efficiency Act, is that regions work to develop reliable and convenient multimodal transportation systems that are tailored to the geographic area. Successful multimodal transportation systems provide users and freight with a wide variety of transportation choices and allow for convenient transfer between modes. The *CAMPO Mobility 2030 Plan* includes programs and projects in all modes, incorporates multimodal system performance measures and includes a multimodal project list. Additional requirements

¹ Federal law requires an update to occur every three years in areas that have been designated "nonattainment" for air quality.

govern the various elements of this plan and are described within individual plan chapters.

Policies

RF-1. In order for a CAMPO member jurisdiction to receive federal-aid funding under this plan, their local transportation plan or comprehensive plan must be consistent the *CAMPO Mobility 2030 Plan*.

RF-2. In order for a CAMPO member jurisdiction to receive federal-aid funding under this plan, the jurisdiction must substantially implement the policies of this plan and work toward implementing the projects of this plan.

Vision

The *CAMPO Mobility 2030 Plan* seeks to protect and enhance quality of life in the three county region by planning a transportation system that:

- Addresses the region's current travel needs and anticipates future travel needs;
- Is safe and convenient for all residents of the region;
- Appropriately balances mobility needs with preservation of existing natural features and neighborhoods;
- Supports the use of multiple modes of travel including auto, public transportation, pedestrian, and bicycle;
- Allows for enhanced freight mobility within and through the region;
- Supports improvement of regional air quality and water quality; and
- Is affordable and can be maintained over time.

Strategies

The following strategies are approaches for moving toward the vision. The strategies apply to the entire regional multimodal transportation system, including facilities that are not part of the state road system.

Strategy #1

Work collaboratively with transportation providers and local jurisdictions to develop a transportation system that meets local, regional, state, and national needs and allows all transportation modes to work as a seamless system.

Strategy #2

Work collaboratively with transportation providers and local jurisdictions to develop a transportation system that is safe and secure for the user.

Strategy #3

Work with local jurisdictions, transportation providers, and others to develop innovative programs that increase the efficiency of the road network through various means, including reducing the vehicle miles traveled in the region.

Strategy #4

Prioritize maintenance of the existing transportation system and work toward building a system that is cost-effective to maintain over time.

Strategy #5

Work toward enhancing air quality and minimizing other environmental impacts when planning for expansion of the transportation system.

Strategy #6

Identify and prioritize improvements to local pedestrian and bicycle systems that will benefit the regional transportation system.

Strategy #7

Identify needs (including those that relate to congestion) and propose gap-funding alternatives for needs that cannot be reasonably met using traditional funding sources.

Strategy #8

Coordinate with local jurisdictions and transportation providers to ensure that regional transportation investments support planned and future land uses and economic development initiatives.

Strategy #9

Support projects that reduce the number of local trips on the state highway system and improve inter-regional mobility, including the movement of freight.

CAMPO

The Capital Area Metropolitan Planning Organization (CAMPO) provides transportation planning and air quality planning services to the three county area of Williamson, Travis, and Hays Counties in Central Texas. CAMPO is governed by a 23-member Transportation Policy Board made up of elected officials representing cities, counties, and state legislative districts within CAMPO's boundaries, as well as transportation providers.

CAMPO (formerly the Austin Transportation Study) was designated in 1973 as the official metropolitan planning organization (MPO) for the Austin metropolitan area. MPOs are responsible for developing long-range transportation plans, setting short-term project priorities through a transportation improvement program, doing regional air quality planning, and approving the use of federal funds for a variety of transportation projects and programs within metropolitan regions.

The region served by CAMPO is a family of independent communities and neighborhoods with diverse characteristics. Beyond its authority to approve federal transportation spending in the region, CAMPO has no direct regulatory authority, and does not construct or operate specific transportation projects. CAMPO relies on a collaborative process involving multiple regional partners to develop and implement regional transportation plans and projects.

Past Planning Efforts

The *CAMPO Mobility 2030 Plan* updates and builds on the *CAMPO 2025 Transportation Plan*, adopted in 2000. The *CAMPO 2025 Transportation Plan* focused on the regional and state system of roads and transit within an area that included Travis County and parts of Williamson and Hays Counties. The 2025 Plan included a range of projects and programs to preserve and enhance regional mobility, and was amended to include additional projects on the state roadway system in Williamson and Hays Counties when CAMPO's boundaries were expanded in early 2003.

The *CAMPO Mobility 2030 Plan* reflects previous commitments made in the *CAMPO 2025 Transportation Plan*. The *CAMPO Mobility 2030 Plan* continues to include many of the projects that were identified under the 2025 plan.

Regional Changes Affecting the *CAMPO Mobility 2030 Plan*

The *CAMPO Mobility 2030 Plan* takes into account the shifts in the physical and financial landscape that have occurred since adoption of the *CAMPO 2025 Transportation Plan*.

Boundary Expansion and Population Growth

Since the last plan update, the CAMPO regional transportation planning boundary has been expanded to include all of Williamson, Travis, and Hays Counties. The expansion reflects the evolving nature of our region, which has now become a geographically large web of interconnected places, including three counties and 39 cities. The *CAMPO Mobility 2030 Plan* analyzes the full three county area, and includes projects and programs distributed throughout this region that reflect the anticipated population growth in the region.

Envision Central Texas

Residents and jurisdictions in the five county region of Williamson, Travis, Hays, Bastrop, and Caldwell Counties have been involved in a process to develop a vision for how they would like the region to grow, called Envision Central Texas. This initiative emphasizes land use, transportation, the environment, and the economy, and recognizes the relationship between these in the region. Envision Central Texas is guided by a non-profit organization that includes representatives from throughout the region.

From input gathered at numerous public workshops held throughout the region, Envision Central Texas created four potential growth scenarios for residents to consider. During the fall of 2003, the residents of Central Texas responded to a survey related to how well the scenarios meet a variety of growth challenges facing the region. Based on that input, Envision Central Texas developed a report that includes a vision for future regional growth and follow-up initiatives that Envision Central Texas stakeholders will be working on to implement the vision.

Envision Central Texas has no direct regulatory or funding authority, and will work in partnership with local jurisdictions and others to implement the preferred future vision. The *CAMPO Mobility 2030 Plan* has integrated many of the basic concepts described in the Envision Central Texas vision and lays the groundwork for a future plan update that will integrate transportation investments with the outcome of the Envision Central Texas process.

Congestion Management System

Traffic congestion has been highlighted in recent years as a major issue of public concern in communities across Texas, particularly larger metropolitan areas like Austin, because of its effect on air quality and mobility. CAMPO has recently had its Congestion Management System (CMS) reviewed and certified by the FHWA. This federally required system for managing congestion emphasizes travel demand management and transportation system management strategies, in addition to roadway expansion. The CMS is described in more detail in the Congestion Management chapter of this plan.

Texas Metropolitan Mobility Plan

The *Texas Metropolitan Mobility Plan*, approved by the Texas Transportation Commission, provides additional tools and strategies for reducing metropolitan congestion throughout the state and requires MPOs to document how they will work toward reducing congestion in their areas. The Texas Transportation Commission recently approved CAMPO's portion of this statewide effort. Refer to the Congestion Management chapter of this plan for more information about the *Texas Metropolitan Mobility Plan*.

House Bill 3588² and New Directions in Project Funding

Since the last plan update, several major changes have been made at the state level that affect the way roads and other transportation projects are implemented. In general, these changes mean that:

- Many, if not all, new state roadway projects in the region will be analyzed and considered for toll feasibility;³
- Bonds and other debt financing will be used more frequently to expedite project delivery;
- More decisions about funding state roadways will take place at the regional level;⁴ and
- Innovative arrangements will be developed for those who build and operate regional roadways over time.⁵

² Tex. HB 3588, 78th Leg., R.S. (2003), available at <http://www.capitol.state.tx.us>.

³ The Texas Transportation Commission recently issued a policy, (TTC Minute Order # 109519) that all added capacity projects on the state system should be considered for toll feasibility.

⁴ House Bill 3588 allows certain statewide discretionary funding to be allocated at the regional level and creates a new funding source through the Texas Mobility Fund.

⁵ In the future, projects on the state roadway system could be constructed and/or operated by the Texas Department of Transportation, the Texas Turnpike Authority, the Central Texas Regional Mobility Authority, or another entity. In 2001, the Texas Legislature authorized the creation of Regional Mobility Authorities (RMAs) for the purpose of constructing, operating and maintaining turnpike, or toll road, projects in the state. The enabling legislation outlined relatively broad powers for RMAs, and in the fall of 2001 voters in Texas overwhelmingly supported the concept of an RMA. Travis and Williamson Counties joined together to create the Central Texas Regional Mobility Authority (CTRMA), approved by the Texas Transportation Commission on October 31, 2002. The Counties' petition to the

Safety

The current federal proposal for future reauthorization of the federal transportation law places emphasis on the safety and security of the transportation system. The *CAMPO Mobility 2030 Plan* responds to that emphasis through projects contained in the project list that would make the transportation system more safe by managing congestion, improving the safety of intersections, building pedestrian and bicycle improvements, improving the security of the public transportation system, and other methods. The plan also identifies future initiatives that CAMPO may undertake to analyze safety issues in the Safety and Security chapter.

Air Quality

CAMPO has joined with its federal, state, and regional partners to improve regional air quality, including participation in an Early Action Compact. The transportation projects recommended by the *CAMPO Mobility 2030 Plan* have been analyzed to assure that, as a whole, they will support the regional air quality initiatives that are included in the Clean Air Action Plan. The Air Quality chapter describes regional air quality initiatives in more detail.

Public Involvement

CAMPO's Public Involvement Program, as amended in 2002, guides public involvement procedures used in the update of this plan. CAMPO has employed a wide range of activities to encourage public participation in the development of this plan.

Newsletters

CAMPO published 4 newsletters between summer 2003 and winter 2005 and mailed them each to approximately 3,500 people in the three county area. The mailing list included community and business groups throughout the region as well as individuals who had previously indicated interest in CAMPO's activities. Additional copies of the newsletter were made available at various locations throughout the region, including chambers of commerce, public libraries, universities, and several major employment sites. The newsletters each included information about the development of the *CAMPO Mobility 2030 Plan* and invited the public to be involved in the plan update process. The July 2003 newsletter also included an informal opinion survey (described below).

Commission identified US 183 A in Williamson County as the CTRMA's first project, as well as other potential future CTRMA projects. The CTRMA is governed by a seven-member Board of Directors, with three representatives each from Travis and Williamson Counties and a presiding member named by the Governor.

Scientific Public Opinion Survey

Every three years CAMPO commissions a scientific telephone survey of commuter opinion in the region. The principal objectives of this opinion survey are to assess current commuting patterns in the Austin Metropolitan area, to measure attitudes and factors that affect current commuting choices and that might affect future decision-making regarding commuting modes, and to assess priorities for transportation development. The most recent commuter opinion survey was conducted in April 2004. The results of this and past scientific opinion surveys were incorporated into the planning process and influence the assumptions that form the basis of the CAMPO travel demand model. The results of recent scientific public opinion surveys are presented in Appendix B.

Informal Opinion Survey

The Informal Opinion Survey included in the July 2003 newsletter asked recipients to prioritize the types of transportation projects they would like to see used to improve air quality, reduce congestion, and enhance quality of life. The results of the informal opinion survey are presented in Appendix B.

Website

CAMPO introduced a new website in 2002 and now provides a wide range of information on-line. By accessing <http://www.campotexas.org>, internet-users can access a copy of the *CAMPO 2025 Plan*, can download Transportation Policy Board and Technical Advisory Committee meeting agendas, and can access a copy of the public review draft of the *CAMPO Mobility 2030 Plan*.

Presentations, Forums, and Public Hearings

Throughout the planning process CAMPO staff made presentations on the CAMPO Mobility 2030 Plan to elected officials, community organizations and others and solicited input on the plan. In February and March 2005, CAMPO hosted three forums throughout the CAMPO region to present the draft plan and to request feedback from the public. Comments received on the draft plan were compiled and presented to the CAMPO Transportation Policy Board. The board held a formal public hearing on the CAMPO 2030 Plan in March 2005. Approximately 400 people commented on the draft plan in writing or at the public hearing. The Policy Board adopted modifications to the draft plan based on the comments received.

Part Two: Growth, Travel Demand, and Transportation System Performance

2.1 2030 Population and Employment Forecast

2030 Regional Population and Employment Forecast

By the year 2030, the three county region is predicted to be home to approximately 2.75 million people, more than double the 2000 population. Employment in the region is also expected to more than double, bringing the number of jobs in the region to nearly 1.5 million by 2030.

Table 1
Population and Employment Forecast⁶

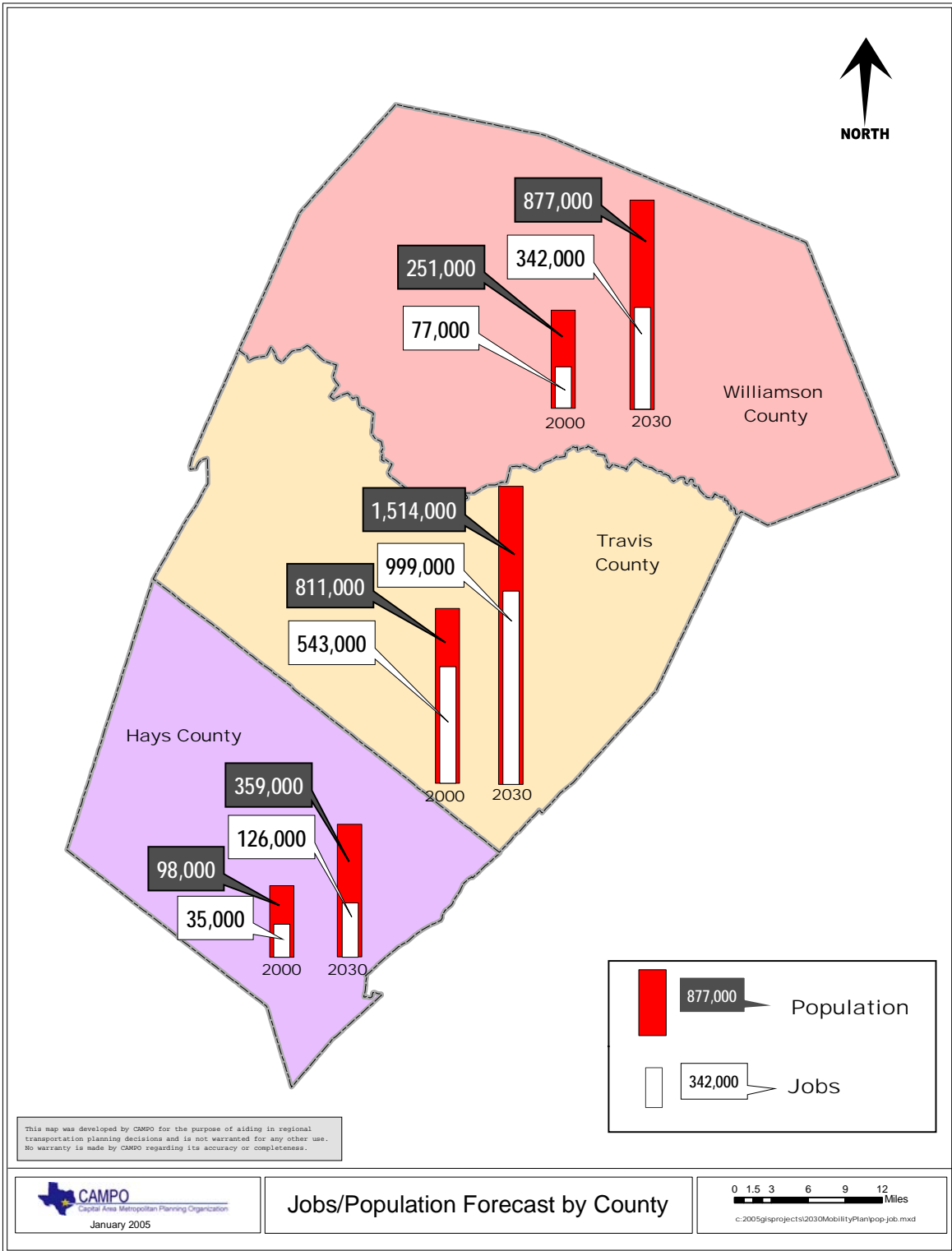
	2000 (Census)	2007 (Forecast)	2017 (Forecast)	2030 (Forecast)	Percent Change from 2000
Population	1,160,000	1,463,000	2,027,000	2,750,000	+137%
Employment	646,000	793,000	1,071,000	1,467,000	+127%

In addition, there will likely be increased freight movement through the region due to the continued effects of the North American Free Trade Agreement, and implementation of the Trans Texas Corridor plan, which calls for a new statewide system of high-speed road and rail, proposed by the Governor and the Texas Transportation Commission. The increase in the overall number of people and in the overall volume of freight being transported through the region will affect the transportation system over the next 30 years.

As described in Appendix A, the 2030 forecast is based on the growth trend that occurred between 1990 and 2000. The 2030 forecast assumes a higher growth rate in the region than was assumed in the CAMPO 2025 Plan. In the event that the forecasted level of growth does not occur in the region between 2000 and 2030, projects may need to be prioritized to ensure that transportation capacity is added to the system in a way that does not dramatically outpace needs.

⁶ Source: These forecasts were adopted by the CAMPO Transportation Policy Board for the purposes of modeling the transportation network for 2030. The forecasts are based on information produced by the State Data Center, which developed forecasts for all Texas counties by applying four different growth scenarios to 2000 census data. The forecasts used in this plan are based on the State Data Center's high growth scenario for the three county region. See Appendix A for additional information about forecast methodology.

**Figure 1
Jobs/Population Forecast by County**

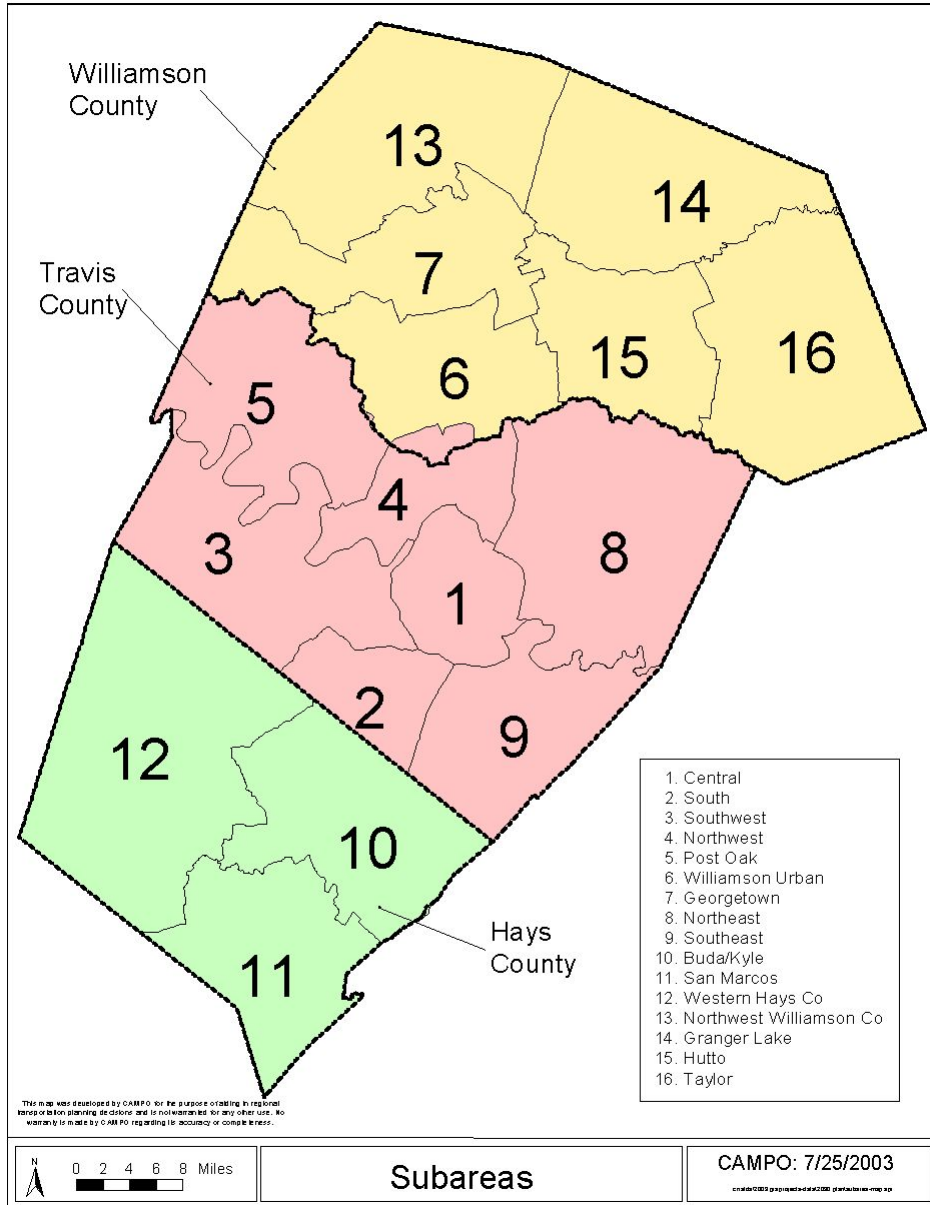


2030 Population and Employment Forecast by Subarea

While a larger number of people and jobs will be added to Travis County over the 30-year period, Travis County's overall share of regional jobs and population is expected to decline due to high growth rates in Williamson and Hays Counties. In 2030, 68% of the region's jobs are expected to be located in Travis County, while 55% of the region's population will live in the county. Over time, jobs and population will become more balanced throughout the region. However, in 2030 many residents of the region will still have to commute long distances to get to work. Figure 1 shows the forecasted change in population and employment in each of the three counties between 2000 and 2030.

For transportation planning purposes, the region has been further divided into 16 subareas, made up of multiple transportation serial zones. Figure 2 provides a key to the boundaries and names of each of these subareas. Table 2 provides more specific information about which subareas are expected to have the largest populations, which are expected to have the largest number of jobs, and which parts of the region are growing the most between 2000 and 2030. In general, the greatest concentration of jobs will continue to be found in central Austin, along major transportation corridors in northern Travis County and southern Williamson County, and in San Marcos. The fastest growing parts of the region in terms of population are expected to be the area around Georgetown and Hutto and northern Hays County.

**Figure 2
Subarea Boundaries**



**Table 2
Population and Employment Forecast by Subarea**

Subarea	Population			Employment		
	2000	2030	Increase	2000	2030	Increase
Williamson County Subareas						
• (6) <i>Williamson Urban.</i>	130,900	439,900	309,000 (+236%)	42,800	182,100	139,300 (+325%)
• (7) <i>Georgetown</i>	38,500	197,400	158,900 (+413%)	13,600	56,300	42,700 (+314%)
• (13) <i>Northwest W.C.</i>	9,500	32,600	23,100 (+243%)	2,000	18,100	16,100 (+805%)
• (14) <i>Granger Lake</i>	8,700	27,000	18,300 (+210%)	800	4,500	3,700 (+463%)
• (15) <i>Hutto</i>	11,200	66,600	55,400 (+495%)	2,100	19,500	17,400 (+829%)
• (16) <i>Taylor</i>	17,600	42,000	24,500 (+139%)	5,300	26,700	21,400 (+404%)
Sub-total	216,400	805,500	589,100 (+272%)	66,600	307,100	240,500 (+361%)
Travis County Subareas ⁷						
• (1) <i>Central</i>	319,800	445,500	125,700 (+39%)	306,600	473,300	166,700 (+54%)
• (2) <i>South</i>	126,700	215,900	89,100 (+70%)	33,800	74,800	41,000 (+121%)
• (3) <i>Southwest</i>	47,500	184,800	137,300 (+289%)	24,900	49,800	24,900 (+100%)
• (4) <i>Northwest</i>	189,300	291,500	102,200 (+54%)	112,000	180,700	68,700 (+61%)
• (5) <i>Post Oak</i>	17,300	73,900	60,600 (+350%)	2,700	11,300	8,600 (+319%)
• (8) <i>Northeast</i>	90,200	247,500	157,400 (+175%)	46,300	128,200	81,900 (+177%)
• (9) <i>Southeast</i>	55,000	126,600	71,700 (+130%)	27,500	115,700	88,200 (+321%)
Sub-total	845,800	1,585,700	739,900 (+87%)	553,800	1,033,800	480,000 (+87%)
Hays County Subareas						
• (10) <i>Buda/Kyle</i>	29,300	143,700	114,400 (+390%)	3,200	31,800	28,600 (+894%)
• (11) <i>San Marcos</i>	46,700	129,600	82,900 (+178%)	28,700	80,600	51,900 (+181%)
• (12) <i>Western H.C.</i>	21,600	85,700	64,100 (+297%)	3,100	13,600	10,500 (+339%)
Sub-total	98,000	356,000	258,000 (+263%)	35,000	126,000	91,000 (+260%)
Total Region	1,160,000	2,750,000	1,590,000 (+137%)	646,000	1,467,000	821,000 (+127%)

⁷ Travis County Subareas include population and employment in the southern portion of Williamson County.

2.2 Travel Demand Trends

Many trends affect the performance of the region's transportation system. In recent years the number of miles that are driven every day in the region has been increasing at a rate greater than the increase in population. If this trend continues, growth over the next 30 years will impact the roadway system to a greater extent than it has in the past.

Table 3
Vehicle Miles Traveled⁸

	1990	2000	% Change
Population	780,000	1,160,000	+49%
Total Daily VMT	19.7 million miles	30.7 million miles	+56%
Per Capita VMT	25.2 miles	26.4 miles	+5%

Factors that influence the growth in per capita vehicle miles traveled include: changes in travel behavior and location patterns as well as growth in freight movement within and through the region.

Mode share varies by location within the region. In general, parts of the region with transit service, sidewalks, and a denser mix of land uses support a greater percentage of trips by alternative modes of transportation to the single occupancy vehicle, and a lower per capita vehicle miles traveled.

Table 4
2000 Mode Share (How People in the Region Got to Work)⁹

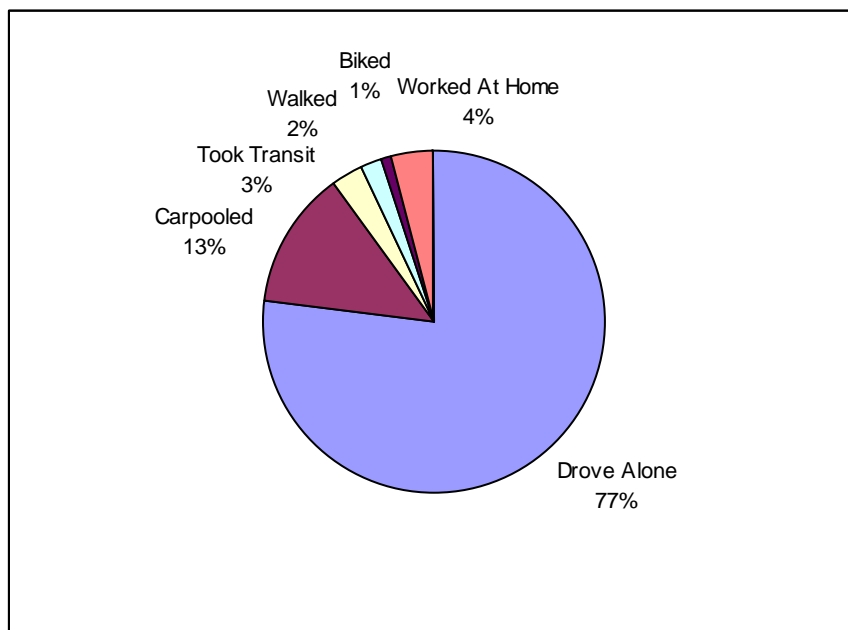
	Williamson Co.	Travis Co.	Hays Co.	Region as a whole
Drove Alone	82%	75%	76%	77%
Carpooled	12%	14%	14%	13%
Took Transit	<1%	4%	1%	3%
Walked	1%	2%	4%	2%
Bicycled	<1%	1%	<1%	1%
Worked At Home	4%	4%	4%	4%
Other	1%	1%	1%	<1%

Travel demand is a critical piece of the regional planning puzzle. Travel demand guides decision-making about whether to add capacity to existing roadways and the transit system. Travel demand can also be modified through local and regional actions that manage demand by: shifting trips from single-occupancy vehicle to other modes, distributing vehicle trips to other times of day and other parts of the road network, and decreasing the distance between home, work, and services.

⁸ Source: Austin District, Texas Department of Transportation.

⁹ Source: U.S. Census Bureau.

Figure 3
2000 Mode Share (How People Got to Work in the Region)¹⁰



¹⁰ Source: U.S. Census Bureau.

2.3 Transportation System Performance

Introduction

This section analyzes the future performance of the transportation system under this plan by comparing the performance of three alternate transportation systems:

- **2000 transportation system** performance is presented in order to provide a baseline with which to compare future system performance.
- **The 2030 “No-Build” transportation system** represents a theoretical future transportation system where no regional transportation improvements are built beyond those near-term projects already committed through 2007 in the regional Transportation Improvement Program. The performance of this system is presented in order to demonstrate what conditions in the region might be like if anticipated population growth occurs and no new projects are added to the transportation system. The no-build transportation system does not factor in the effects of transit or other alternative mode performance.
- **The 2030 “Financially Constrained” transportation system** is the system called for by this plan. The performance of this system demonstrates what conditions in the region could be like in 2030 if the projects called for by this plan are constructed.

Note: Appendix A contains definitions and descriptions of additional information about the development of performance data presented in this section. In many cases the data presented in this section is derived from the CAMPO travel demand model. As a result, there may be variations between the data presented in this chapter and the corresponding “real world” figures. The data is presented in order to show a trend over time and not as a complete study of existing conditions.

Transportation Networks

**Table 5
Transportation Network**

	2000	2030 No Build (E+C)	2030 Financially Constrained
Total Vehicle Lane Miles	7347	9045	12719
Total Freeway/Parkway/Tollway Vehicle Lane Miles	660	1190	1674
Total Miles of Commuter Rail	0	0	276
Total Miles of Rapid Bus and Express Bus	320	672	779
Total Miles of Fixed Route Bus Service	983	1378	1933

System Performance

Population is expected to increase by 137 percent and employment is expected to increase by 127 percent between 2000 and 2030 within the three county region. The sections below describe how future growth could affect the performance of the financially constrained transportation system called for by this plan.

Overall System Performance

**Table 6
Average Weekday Trips**

	2000	2030 No Build (E+C)	2030 Financially Constrained
Average weekday person trips	3.6 million	9.6 million	9.6 million
Average home-based work trip length	11.3 miles	n/a	9.4 miles

**Table 7
Vehicle Miles Traveled**

	2000	2030 No Build (E+C)	2030 Financially Constrained
Average weekday vehicle miles traveled	30.7 million	83.0 million	73.4 million
Average weekday vehicle miles traveled per person	26.4 miles	30.2 miles	26.7 million

Motor Vehicle System Performance

**Table 8
Motor Vehicle System Performance**

	2000	2030 No Build (E+C)	2030 Financially Constrained
Percent of roadways experiencing congestion ¹¹	10%	56%	23%
Total motor vehicle hours of travel	772,798	8,275,423	2,351,929
Total motor vehicle hours of delay	58,462	6,187,987	419,647
Texas Congestion Index ¹²	1.22	2.14	1.32
Average network travel speed (miles per hour)	36.1	9.7	31.2

¹¹ "Congestion" is defined as a 24-hour volume to capacity ratio of equal to or greater than 1.0 over a 24-hour period. See Appendix A for more details.

¹² The Texas Congestion Index was developed by the Texas Transportation Institute and is the ratio of peak period speeds to free flow speeds in the region.

Alternative Mode Performance

Table 9
Alternative Mode Performance

	2000	2030 No Build (E+C)	2030 Financially Constrained
Walk trips (as a percent of total person trips)	4%	3%	3%
Bicycle trips (as a percent of total person trips)	1%	1%	1%
Carpool trips ¹³ (as a percent of home-based work trips)	13%	n/a	15%
Carpool trips (as a percent of total person trips)	40%	42%	42%
Transit trips (as a percent of total person trips)	2%	2%	2%
Single Occupant Vehicle trips (as a percent of total person trips)	53%	52%	52%

Table 10
CAMPO Journey to Work Trips in 2030 vs. Big Sister¹⁴ Cities in 2000

	CAMPO Area	Denver Area	Minneapolis Area	San Diego Area	Tampa Area
Population ¹⁵	2,750,000	2,581,506	2,968,806	2,813,833	2,395,997
% Drove Alone	82%	79%	79%	76%	82%
% Carpool	14%	13%	12%	15%	14%
% Public Transportation	1%	4%	5%	3%	1%
% Walk	0%	4%	3%	5%	2%
% Bike	2%	1%	0%	1%	1%

Table 11
Public Transportation System Performance (modeled output)

	2000	2030 No Build (E+C)	2030 Financially Constrained
Annual transit trips ¹⁶	24.5 million	69.5 million	67.5 million
Average weekday public transportation trips ¹⁷	83,034	235,521	228,462

¹³ Carpool trips (as a percent of home-based work trips) include all trips that are made to work from home in the CAMPO area. Home-based school and university trips are not included.

¹⁴ Cities that have characteristics similar to the CAMPO area and whose population is near CAMPO's expected 2030 population.

¹⁵ 2000 Population for Big Sister Cities and 2030 Population for the CAMPO Area

¹⁶ Annual transit trips figures include one-way linked boardings on all fixed route services based on model results.

¹⁷ Average weekday public transportation trip figures include one-way linked boardings on all fixed route services based on model results.

Environmental Factors

Table 12
Fuel Consumption

	2000	2030 No Build	2030 Financially Constrained
Annual Gasoline Consumption (in gallons)	730,000,000	n/a	1,489,000,000
Annual Diesel Consumption (in gallons)	200,000,000	n/a	408,000,000

Table 13
Air Emissions

	2000	2030 No Build	2030 Financially Constrained
Average Weekday NOx ¹⁸ Emissions	66.6 tons	17.4 tons	12.1 tons
Average Weekday VOC ¹⁹ Emissions	40.7 tons	31.7 tons	16.2 tons

¹⁸ NOx emissions estimates are based on a region-wide assessment of vehicle miles traveled and average speed. A more detailed analysis for 2000 (with slightly different results) is available in the Air Quality chapter.

¹⁹ VOC emissions estimates are based on a region-wide assessment of vehicle miles traveled and average speed. A more detailed analysis for 2000 (with slightly different results) is available in the Air Quality chapter.

Part Three: Special Considerations and Programs

Introduction

CAMPO is committed to developing a transportation system that strongly promotes air quality and helps the region meet local, state and federal requirements. Ozone is the primary pollutant of concern in the Austin-Round Rock Metropolitan Statistical Area (MSA). Air quality monitor readings from various locations throughout the Austin region indicate that ozone levels have been potentially unhealthy on numerous occasions, according to federal standards. High ozone levels can negatively affect asthma and other upper respiratory illnesses. At-risk groups include children, the elderly, and those who work or exercise outdoors.

Ozone is formed when nitrogen oxides (NO_x) and volatile organic compounds (VOC) combine in the presence of heat and sunlight. Vehicle emissions are a major source of both VOC and NO_x emissions in the MSA. In addition to planning for transportation projects that enhance regional air quality by reducing vehicle emissions, CAMPO coordinates with numerous regional partners to implement programs and policies that improve air quality. CAMPO also evaluates the air quality impacts of the planned regional transportation system over time by estimating the ozone precursor emissions that would be produced by the planned system.

Federal Air Quality Requirements

Federal requirements govern how the region must address air quality and provide guidance to the regional transportation planning process. Not all of the federal requirements described below currently apply to the CAMPO region, because the region was designated attainment in April 2004. Information on these requirements has been included because the region consistently monitors ozone levels very close to or exceeding the federal standard and these requirements may apply in the future.

The Federal Clean Air Act

The Clean Air Act establishes national ambient air quality standards (NAAQS) for certain pollutants. These standards are designed to protect public health and the environment. The pollutants regulated by the Clean Air Act include carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. All counties in the United States are classified by the United States Environmental Protection Agency (EPA) based on whether or not they meet the NAAQS for a particular pollutant. Counties that do not meet the standards are classified as “nonattainment,” and states are required to develop and implement plans that will bring these areas into compliance

with the NAAQS by a specified date. The Clean Air Act also contains additional specific requirements for emission reduction and planning activities related to emission sources (point sources, on-road mobile sources, non-road mobile sources, and area sources) and for nonattainment areas that fall into certain categories.

Ozone Standard

In 1997, the EPA introduced an 8-hour standard for ozone. The new 8-hour standard of 0.08 parts per million (85 parts per billion to exceed the standard) is determined by the fourth highest eight-hour daily maximum at any single monitor in an area, averaged over a three-year period.

The 8-hour standard was challenged in court and implementation was delayed for several years. Phase 1 of a revised implementation rule for the standard went into effect on June 15, 2004; however, adoption of phase 2 of the rule is still pending. In April 2004, the EPA designated nonattainment areas under the new ozone standard. As of this date, the CAMPO area was designated attainment under the 8-hour standard.

Transportation Conformity

Transportation conformity is the primary Clean Air Act requirement relating to ozone and other pollution that comes from on-road mobile emissions and surface transportation systems. Section 176c of the Clean Air Act requires regional transportation plans, programs, and activities in nonattainment areas to conform with a State Implementation Plan (SIP). If the region is designated nonattainment within the time frame of this plan, the region will have to demonstrate conformity. This means the region must show that transportation plans, programs, and activities for specified analysis years will not result in estimated on-road mobile emissions that exceed the allowable levels established in the SIP, or other specified emissions standard. All regionally significant projects, regardless of funding source, must be included in the emission analysis used to determine conformity. Additional specific transportation conformity requirements are set out by the EPA in the Transportation Conformity Rule, as amended (40 CFR Parts 51 and 93).

If a nonattainment area is unable to demonstrate transportation conformity, a conformity lapse occurs and regionally significant transportation projects are not allowed to proceed unless the project received a letter of authority prior to the lapse or is specifically exempted. Safety, maintenance, and traffic signal synchronization and improvement projects are exempt.

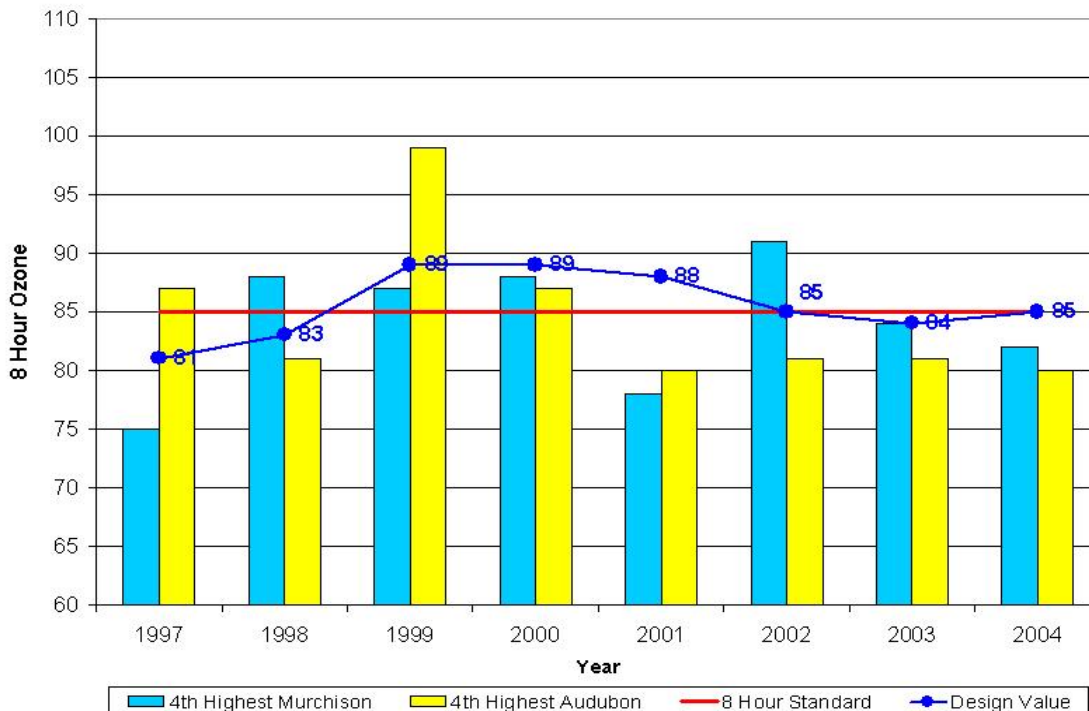
Metropolitan Planning Regulations

The Federal Metropolitan Planning Regulations (23 CFR Part 450) also include specific requirements for planning in nonattainment areas. Nonattainment areas must update their long-range metropolitan transportation plan every three years, as opposed to the standard five-year update schedule. In addition, projects that add vehicle capacity to roadways are not allowed to proceed unless they comply with Congestion Management System requirements.

Current Air Quality Status and Trends

The Austin-Round Rock MSA has exceeded the 8-hour ozone standard 4 out of 7 years since that standard was originally introduced in 1997. Figure 4 shows 8-hour ozone levels at two regional monitor stations in the MSA since 1997. The ozone level violates the 8-hour standard when the “design value” (the average of the most recent three years’ fourth highest levels at a given monitor) is above the 8-hour standard of 85 parts per billion.

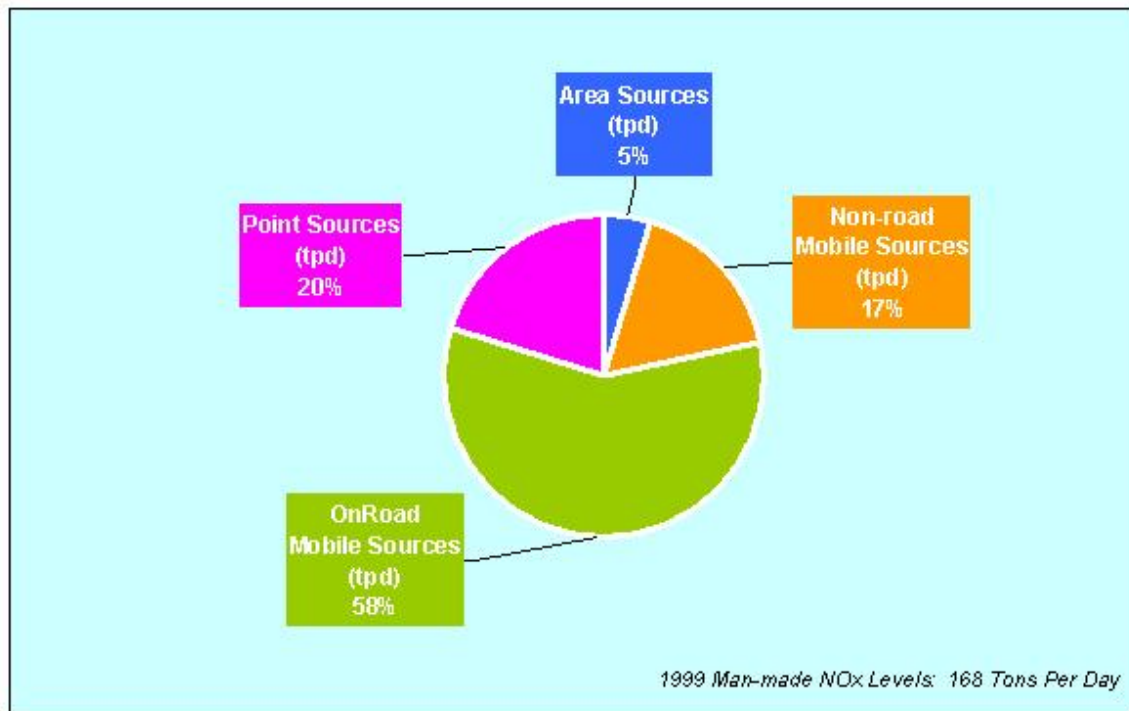
Figure 4
8-hour Ozone Levels by Monitor Station in the Austin-Round Rock MSA



Emission inventories of man-made emission sources in the MSA indicate that on-road mobile emissions are a significant local source of both NO_x and VOC. Figures 5 and 6 compare man-made emissions in the Austin-Round Rock MSA in 1999 with the

emissions levels expected in 2007 based on a regional forecast. NOx and VOC from vehicle emissions are expected to decrease by 2007 and are likely to continue to decrease by 2030. However, vehicle emissions are only one source of NOx and VOC in the region and it is not known what the long term trend in overall NOx, VOC, and other precursors will be. The region will need to continue to work toward compliance with federal air quality standards on multiple fronts.

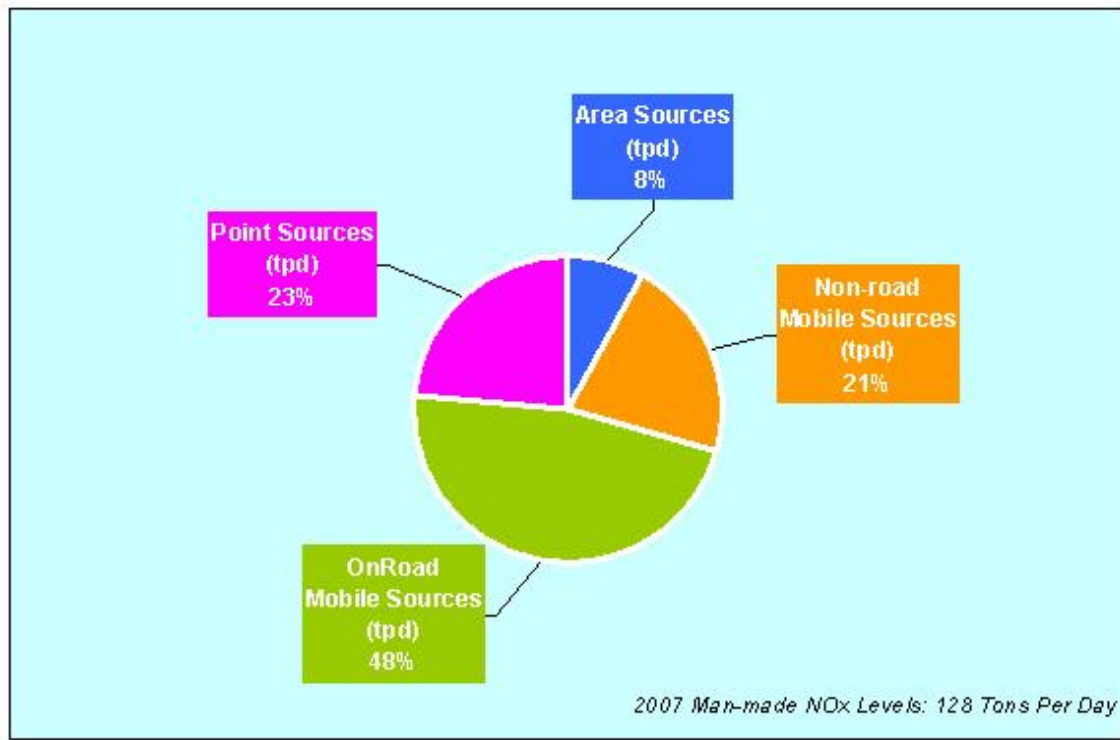
Figure 5a
Nitrogen Oxide (NOx): Man-made Sources In Austin-Round Rock MSA
1999



	Area Sources (tpd)	Non-road Mobile Sources (tpd)	OnRoad Mobile Sources (tpd)	Point Sources (tpd)	TOTAL (tpd)
Bastrop	0.60	1.72	3.95	7.25	13.52
Caldwell	0.54	1.42	2.32	3.55	7.82
Hays	0.54	1.88	11.44	7.28	21.14
Travis	3.17	16.69	63.06	15.34	98.27
Williamson	2.97	6.73	17.09	0.56	27.35
TOTAL (tpd)	7.82	28.44	97.86	33.98	168.10

Note: Numbers may not add up exactly due to rounding

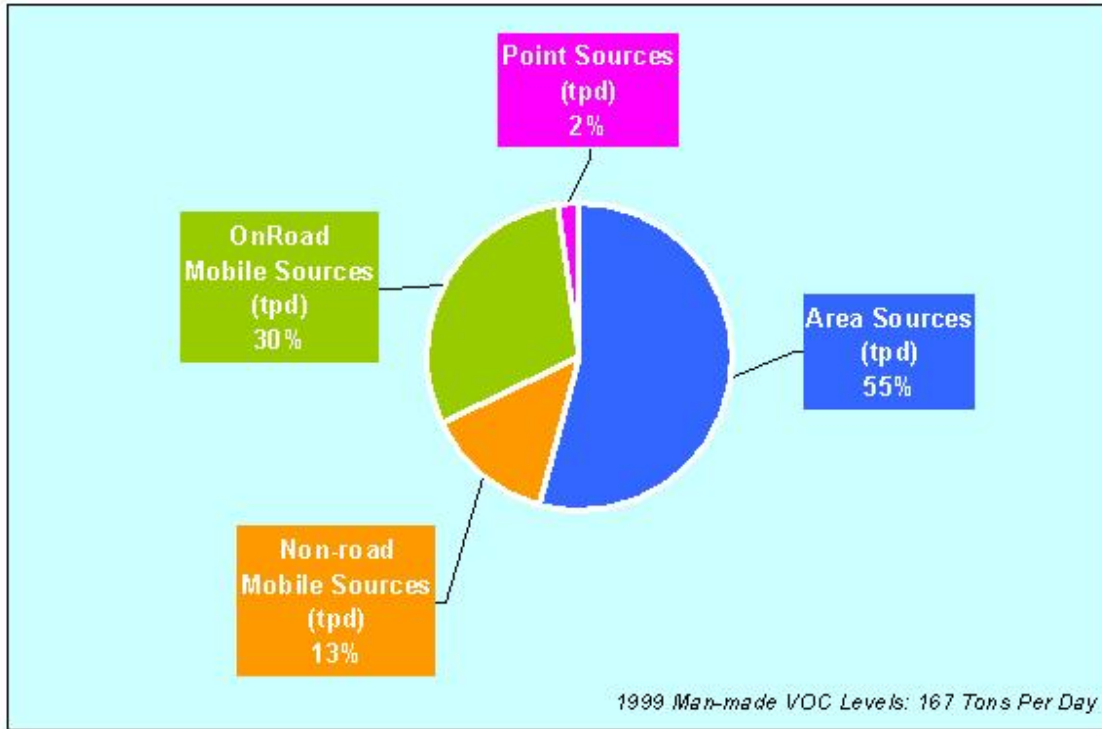
Figure 5b
Nitrogen Oxide (NOx): Man-made Sources In Austin-Round Rock MSA
2007 (Forecast)



	Area Sources (tpd)	Non-road Mobile Sources (tpd)	OnRoad Mobile Sources (tpd)	Point Sources (tpd)	TOTAL (tpd)
Bastrop	0.76	1.66	2.45	7.65	12.52
Caldwell	0.67	1.39	1.31	2.51	5.88
Hays	0.78	1.84	5.86	8.94	17.42
Travis	4.22	16.21	38.23	11.04	69.70
Williamson	3.81	6.36	12.68	0.00	22.85
TOTAL (tpd)	10.24	27.46	60.53	30.15	128.38

Note: Numbers may not add up exactly due to rounding

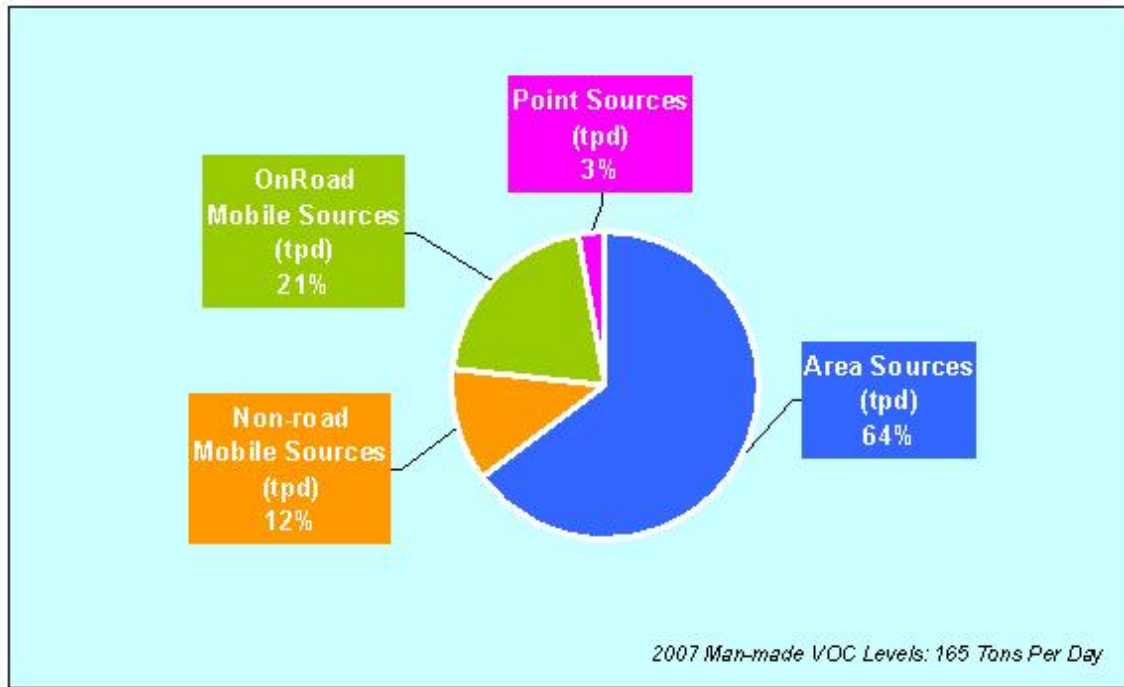
Figure 6a
Volatile Organic Compound (VOC): Man-made Sources in Austin-Round Rock MSA
1999



	Area Sources (tpd)	Non-road Mobile Sources (tpd)	OnRoad Mobile Sources (tpd)	Point Sources (tpd)	TOTAL (tpd)
Bastrop	4.52	0.92	2.54	0.42	8.40
Caldwell	15.29	0.61	1.30	0.47	17.67
Hays	5.47	1.53	4.85	0.34	12.19
Travis	50.60	15.59	32.61	2.13	100.93
Williamson	14.68	3.84	8.89	0.34	27.75
TOTAL (tpd)	90.56	22.49	50.19	3.70	166.93

Note: Numbers may not add up exactly due to rounding

Figure 6b
Volatile Organic Compound (VOC): Man-made Sources in Austin-Round Rock MSA
2007 (Forecast)



	Area Sources (tpd)	Non-road Mobile Sources (tpd)	OnRoad Mobile Sources (tpd)	Point Sources (tpd)	TOTAL (tpd)
Bastrop	5.53	0.99	1.50	0.56	8.58
Caldwell	15.75	0.68	0.73	0.07	17.23
Hays	7.67	1.77	2.78	1.65	13.87
Travis	57.04	12.70	21.95	2.18	93.87
Williamson	20.44	3.73	6.83	0.18	31.17
TOTAL (tpd)	106.42	19.88	33.79	4.63	164.72

Note: Numbers may not add up exactly due to rounding

Due to technological improvements and refinements to emission standards over time, late model automobiles typically result in fewer emissions per mile driven than earlier models. In addition, new federal motor vehicle emission standards were applied to all vehicles sold in the United States beginning in 2004. As new vehicles are introduced into the fleet and old vehicles are retired, the emission reductions resulting from a cleaner vehicle fleet are expected to offset the growth in vehicle miles traveled in the future.

Though the region's vehicle emissions are expected to decrease by 2007 and continue to decrease during this planning period, additional reductions of vehicle emissions are needed in the short-term. Short-term reduction is needed in order to protect the public health and keep the region in compliance with the 8-hour ozone NAAQS.

Policies

- AQ-1.** Develop and implement a transportation plan that helps to reduce transportation related air pollution emissions, in order to improve and maintain regional air quality.
- AQ-2.** Consider alternatives to transportation projects that add roadway capacity for single occupant vehicles when alternatives will better enhance air quality.

Programs

CAMPO works collaboratively with its regional partners on several major air quality initiatives, including the Ozone (O₃) Flex Agreement, Early Action Compact, and Commute Solutions.

O₃ Flex Agreement

The O₃ Flex agreement is a legally binding ozone reduction agreement between the EPA, the Texas Commission on Environmental Quality (TCEQ) and local governments that was signed on March 28, 2002. Under the agreement, local governments agreed to develop and implement emission reduction measures sufficient to ensure continued compliance with the 1-hour ozone NAAQS through 2007. Some of the measures in this agreement relate to fuel, vehicle operation, commute reduction, and the transportation

system. The CAMPO Transportation Policy Board has committed to fund all O₃ Flex measures included in the Transportation Improvement Program.

Early Action Compact

The Early Action Compact (EAC) is a legally binding agreement between EPA, TCEQ and local governments. It was signed on December 18, 2002. Under the agreement, the local governments agreed to develop and implement a Clean Air Action Plan (CAAP) that will achieve compliance with the 8-hour ozone standard by the end of December 2007. The region adopted a CAAP and submitted it to TCEQ on March 31, 2004. TCEQ then incorporated most of the CAAP into the State Implementation Plan (SIP), making the emission reduction measures state and federally enforceable. The emission reduction measures must be implemented by December 2005. If all terms of the EAC agreement are met, TCEQ and EPA will defer the effective date of any potential nonattainment designation and associated requirements through 2007.

The EAC and CAAP are online at <http://www.capcog.org/capcoairquality/news.htm>
The Austin Area EAC Ozone SIP can be found at www.tceq.state.tx.us.

Commute Solutions

This program improves air quality by promoting alternative commuting practices throughout CAMPO's planning area. Commute Solutions is described in more detail in the "Congestion Management" chapter of this plan.

Central Texas Clean Air Force

CAMPO supports public education on air quality issues and voluntary emissions reductions by funding the Clean Air Force (CAF). The CAF is an independent, non-profit group of governmental, environmental, and business organizations in Travis, Hays, Williamson, Bastrop, and Caldwell Counties. The emphasis of the CAF is on public education and voluntary emissions reduction programs. Programs include: Ozone Action Days, a voluntary emissions reduction program for businesses called Clean Air Partners, printed educational outreach materials, and a media outreach campaign.

Actions

Action	<1yr	1-5 yrs	5-25 yrs	Implementers
Participate in regional air quality planning initiatives and public education efforts.	X	X	X	CAMPO, counties, cities, TxDOT, CTRMA
Evaluate the impact of transportation projects on regional air quality and consider air quality in project funding selection.	X	X	X	CAMPO, CTRMA, TxDOT, counties, cities

3.2 Congestion Management

Introduction

Congestion of roadways is a major challenge in metropolitan regions throughout the state. The Governor's Business Council estimates that over the last ten years, congestion in metropolitan areas has cost the state 46 billion dollars in increased travel time and wasted fuel. Congestion influences air quality because idling cars can compound the effects of vehicle emissions.

Managing regional congestion requires action on multiple fronts including: limiting demand on the regional road system by providing alternatives to peak period drive-alone trips ("travel demand management"); making operational changes to existing roadways that improve the flow of traffic ("transportation systems management"); and, in some instances, increasing the capacity of existing roadways, or adding new roadways to the regional network. CAMPO is committed to employing a wide variety of tools to manage the growth of congestion on the regional roadway system.

Federal Requirements

The Transportation Equity Act for the 21st Century (TEA-21) requires that the 25-year Metropolitan Transportation Plan promote efficient system management and operation. Federal regulations further require that CAMPO develop and implement a Congestion Management System (CMS) that provides for effective management of new and existing transportation facilities through the use of travel demand management and transportation systems management. (See "Congestion Management System," below for additional details.) Additional congestion-related federal requirements will apply if the region is designated nonattainment for ozone by the Environmental Protection Agency.

Current Congestion Status and Trends

Based on population and employment forecasts for the region the percentage of roadways that are congested are expected to increase over time. In 2000 10% of the road network was congested. While the improvements to the road network that are called for under this plan will manage some congestion, it is expected that 23% of the 2030 roadway network will be congested. If no improvements were made that congestion level would be 56%. Clearly changes in transportation demand and transportation operations are needed to ensure that congestion in the region does not continue to increase.

The most congested corridors in the region in 2003 included the following:

- North Loop 1 (Mopac)
- IH-35 in Round Rock
- IH-35 in Central Austin
- Pond Springs Road Area
- Parmer Lane Area
- Guadalupe/Lavaca
- Cameron Road
- North Lamar Boulevard
- William Cannon Drive
- Congress in downtown Austin

Maps 2.1-2.3, in the Maps section of this plan, show how congestion would look over time under three scenarios:

- **Base Case Scenario:** [Map 2.1](#) shows which roadways are likely to be congested in 2007;
- **Do-Nothing Future Scenario:** [Map 2.2](#) shows which roadways are likely to be congested in 2030 if no projects are built beyond those committed to be built by 2007 in CAMPO's Transportation Improvement Program;
- **2030 Plan Future Scenario:** [Map 2.3](#) shows which roadways are likely to be congested in 2030 if the projects included in this plan are built.

Policies

- CM-1.** Minimize the number of regional roadways experiencing unacceptable congestion levels.
- CM-2.** Use travel demand management and transportation systems measures to manage congestion.
- CM-3.** Require travel demand management and transportation systems management projects and programs in conjunction with all new federally-funded added-capacity roadway projects.

Programs

Congestion management is a major goal of CAMPO's long range planning effort, and many of the transportation projects included in this plan are intended to manage the growth of congestion over time. CAMPO also oversees several programs that analyze or address congestion more specifically or provide guidance to the long range planning effort.

Congestion Management System

The Congestion Management System (CMS) is a federally required program that provides a systematic framework for analyzing and managing congestion and incorporating congestion management into the planning process.

Under the CMS program, CAMPO must fulfill six federal requirements and must consider transportation strategies that reduce single-occupant vehicle travel. Where new general-purpose roadway lanes are being proposed, the CMS requires consideration of integrating travel demand management and transportation systems management measures into those projects. In addition, CAMPO must identify an implementation plan for regional congestion management. See Appendix C for a detailed summary of the federal requirements and a list of travel demand management and transportation system management measures.

Commute Solutions and Let's Ride Programs

The Commute Solutions program strives to educate the public and employers on the health, environmental, and economic benefits of alternative transportation modes and commuter practices. The Commute Solutions Coalition, a group of concerned government and non-profit agencies, carries out the mission of the Commute Solutions program by providing literature and community outreach on carpooling, vanpooling, transit use, bicycling, walking, teleworking, flex-scheduling, and parking management.

The Let's Ride program provides tools to employers to help them implement Commute Solutions programs. These tools include Employer Transportation Coordinator training, a training manual and CD-ROM, and assistance with employer planning and outreach.

Transportation Improvement Program

One way that CAMPO ensures the implementation of travel demand management and transportation systems management programs and projects in conjunction with added capacity lanes is by including a congestion management requirement in the Transportation Improvement Program (TIP). In addition, CAMPO will continue to

develop TIP project selection methods, which incorporate congestion management into all aspects of regional transportation planning.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) are intended to enhance the safety and efficiency of transportation through the application of traffic, transportation and emergency management technology. ITS help to reduce driver frustration associated with recurring and non-recurring congestion through innovative technologies. In general, ITS consist of Traffic Signal Control, Incident Management, Railroad Grade Crossings, Freeway Management, Electronic Fare Payment, Emergency Management Services, Transit Management, Electronic Toll Collection and Regional Multimodal Traveler Information.

Jurisdictions with ITS projects or projects with an ITS component in the adopted TIP have documented and certified how their projects comply with or have plans to comply with the ITS requirements. Additionally, all future ITS projects or projects with an ITS component that are proposed to be included in a CAMPO TIP will require a similar certification.

High Occupancy Vehicle (HOV)/ Managed Lanes

In 1997 TxDOT and Capital Metro produced an HOV feasibility study in conjunction with Texas Transportation Institution (TTI). The study identified three freeway corridors as good candidates for HOV facilities: IH-35, Loop 1, and US 183. The facilities are incorporated in the *CAMPO Mobility 2030 Plan* as managed lanes. To facilitate multi-agency participation in the implementation of these projects, TxDOT formed the HOV Task Force to assist in planning and making decisions regarding HOV development in the region. Most of the agencies involved with the HOV Task Force have signed an Interlocal Agreement, which is a commitment of participation and staff resources and does not involve money. In 2000 the Austin HOV Task Force began looking at interim HOV facilities as a way to offer travel alternatives in the next two to ten years until permanent facilities can be built. An Oversight Committee and three working groups were formed. In 2003 the group changed their name to the HOV/Managed Lanes Working Group to better reflect growing interest in the use of various technologies to maximize the efficient use of vehicle lanes.

Congestion Monitoring and Analysis

The Congestion Monitoring and Analysis program actively collects and analyzes data on congested intersections, roadway segments and corridors to determine the extent and duration of congestion for the region. In the future the Congestion Monitoring and Analysis program will also focus on public transportation congestion and system reliability issues.

The Bottleneck Team

The Bottleneck Team is a TxDOT sponsored group with representatives from the FHWA, Capital Metro, CAMPO, TTI and the Center for Transportation Research. This group discusses studies produced by TxDOT (or their consultants) on actions to reduce congestion caused by bottlenecks. Once a majority decision is reached on the appropriate bottleneck elimination strategy, affected property owners and neighborhood groups are notified and given an opportunity to discuss recommended actions. Once public feedback is gathered, the Bottleneck Team may make suggestions on changing recommendations. Once changes are finalized, TxDOT organizes the design, funding, and contract negotiations for the bottleneck elimination project.

Texas Metropolitan Mobility Plan

The *Texas Metropolitan Mobility Plan* requires Metropolitan Planning Organizations around the state to identify improvements to relieve metropolitan congestion and to estimate the cost of relieving congestion. This state plan also requires that MPOs identify gap funding to implement priority improvements, and includes a congestion index that will be used to measure the performance of all major MPO-areas in the state. The *CAMPO Mobility 2030 Plan* analyzes the performance of the 2030 financially constrained transportation system against the Texas Congestion Index and includes additional documentation related to the requirements of the *Texas Metropolitan Mobility Plan*.

Arterial Working Group and Regional Arterial Study

The region's arterial street strategy includes improving operations of the existing and future arterial street system by adding capacity, improving traffic flow, reducing demand by providing adequate transit and bicycle/pedestrian facilities and improving arterial connectivity within and between jurisdictions. Most local jurisdictions have arterial street or thoroughfare plans and associated requirements. Requirements for arterial street spacing, connectivity and design may vary between jurisdictions, contributing to an insufficient regional arterial system that causes congestion, encourages local trips on freeways or tollways, and discourages non-motorized trips. Lack of coordination between jurisdictions on planned facilities and improvements sometimes results in mismatched facilities, bottlenecks, and gaps in the regional arterial street system.

CAMPO encourages all local jurisdictions to develop and maintain arterial street plans with requirements that will result in sufficient arterial streets and connectivity in newly developed areas and improved connectivity and arterial operations in existing areas. CAMPO also encourages regional or inter-jurisdictional coordination of arterial street

planning and requirements. CAMPO will facilitate this coordination through a regional arterial street system work group and development of a regional arterial study.

Actions

Action	<1yr	1-5 yrs	5-25 yrs	Implementers
Continue to collect and analyze data related to congestion.		X	X	CAMPO
Incorporate CMS into the plan project selection process.	X	X	X	CAMPO
Produce a yearly "State of the System" Report.	X	X	X	CAMPO
Maintain a database with current and future congested corridors and existing and planned projects.	X	X	X	CAMPO
Evaluate parameters used to determine the effectiveness of the CMS.		X	X	CAMPO
Promote travel demand management and transportation systems management techniques (see Appendix C) on new and planned facilities.	X	X	X	CAMPO
Provide information to jurisdictions on congestion reduction techniques.	X	X	X	CAMPO
Provide support to other groups working on congestion, including: the Highway Bottleneck Team and the HOV/ Managed Lanes Working Group.	X	X	X	CAMPO
Support HOV/HOT/Managed Lane options, public transportation and bicycle/pedestrian programs, and land use practices that encourage shorter vehicle trips.	X	X	X	CAMPO
Form an Arterial System Working Group and develop a regional Arterial Study to identify steps that can be taken to improve regional arterial connectivity and capacity.		X	X	CAMPO with all jurisdictions

3.3 Safety and Security

Introduction

As our transportation systems have become more crowded, the potential for crashes has increased. Our transportation system also determines how safely hazardous materials can be transported, and is a critical factor in national security and emergency preparedness. CAMPO is committed to working with its regional partners to ensure that the transportation system allows for the safe transportation of hazardous materials, minimizes the risks of crashes occurring, and is reasonably secure.

Federal Requirements

The Transportation Equity Act for the 21st Century (TEA-21) requires that CAMPO work toward increasing the safety and security of the transportation system for motorized and non-motorized vehicles, and consider safety in the long range plan and the Transportation Improvement Program.

Current Safety and Security Status and Trends

As population rises, and more people travel around the three county area by various modes, it might be expected that there would be a proportional growth in traffic crashes. While there has been a slight upward trend in crashes involving motor vehicles in Williamson and Hays Counties, motor vehicle crash rates in Travis County and in the region as a whole have fluctuated, showing a decline in 2000. Crashes involving pedestrians and bicyclists have fluctuated from year to year with no noticeable upward trend in any of the three counties. Table 14 shows detailed crash data by type of crash for each of the three counties and the region as a whole. (Note: The crash data available does not indicate the severity of the injuries sustained.)

Statistics on the location of crashes by facility type reveals a striking difference between Travis County, and the more rural and suburban Hays and Williamson Counties. In Travis County between 1995 and 2000, 40 to 50 percent of all crashes occurred on city roads. In Williamson and Hays Counties, nearly 75 percent of all crashes occurred on the state system (including Interstate Routes, US and State Routes, and Farm-to-Market Roads). County roads also account for a slightly larger percentage of crashes in Williamson and Hays Counties than they do in Travis County. The difference among counties is due in part to the large percentage of roads that are state or county roads in Williamson and Hays Counties.

**Table 14
Crashes by Type and County 1995-2000**

		1995	1996	1997	1998	1999	2000	All years
Williamson County	Pedestrian	29	29	21	18	23	21	141
	Motor Vehicle	2,069	1,842	2,013	2,323	2,497	2,535	13,279
	Train	2	3	3	3	0	2	13
	Bicyclist	25	25	27	16	24	28	145
Travis County	Pedestrian	272	285	270	267	244	253	1,591
	Motor Vehicle	11,546	10,463	10,753	10,949	11,336	9,630	64,677
	Train	2	0	0	1	0	1	4
	Bicyclist	175	165	126	163	162	164	955
Hays County	Pedestrian	18	9	17	16	17	15	92
	Motor Vehicle	975	755	860	859	922	1,002	5373
	Train	2	1	1	1	0	1	6
	Bicyclist	12	17	20	7	12	13	81
3-County Region	Pedestrian	319	323	308	301	284	289	1,824
	Motor Vehicle	14,590	13,060	13,626	14,131	14,755	13,167	83,329
	Train	6	4	4	5	0	4	23
	Bicyclist	212	207	173	186	198	205	1,181
All Crashes		15,127	13,594	14,111	14,623	15,237	13,665	86,357

Policies

- SS-1.** Develop a transportation system that allows for the maximum safety and security of all users of all transportation modes.
- SS-2.** Develop a regional roadway system that provides for safe transportation of hazardous materials.
- SS-3.** Develop a regional roadway system that supports rapid response times by emergency vehicles.
- SS-4.** Develop a regional roadway system that minimizes mobility loss during floods and other natural disasters.

Programs

Regional Safety Initiatives

CAMPO will continue to collaborate with TxDOT and other regional partners to analyze and improve the safety of the regional transportation system. In particular CAMPO will coordinate on development and maintenance of a system for analyzing and reporting on high-crash locations (motorized and non-motorized) on the regional system and prioritizing improvements that would improve safety at these locations.²⁰

²⁰ The Houston-Galveston Area Council maintains a system for analyzing region-wide crash data for location trends and reporting their findings to local authorities. Capital Metro and the Austin Police Department currently do this type of analysis within the City of Austin; the Texas Department of Transportation and the Texas Department of Public Safety are collaborating on development of a system that would inventory crash data for the entire state system. CAMPO would build on these existing efforts rather than develop a stand-alone system.

Actions

Action	<1yr	1-5 yrs	5-25 yrs	Implementers
Explore including Safety Conscious Planning mechanisms during future updates of the long-range plan.		X	X	CAMPO
Encourage local officials to make traffic laws concerning bicyclists and pedestrians a high priority.	X	X	X	CAMPO
Improve the security of bus stops throughout the region.	X	X		Capital Metro
Reduce conflicts with rail freight traffic and improve safety by relocating Union Pacific Railroad. (Refer to Chapter 4.4, Freight for more information.)	X	X	X	TxDOT, Union Pacific Railroad

3.4 Social and Economic Impacts

Introduction

A balanced transportation system provides a range of transportation options for all residents of the region and ensures that no one geographic area, or socio-economic group, has a disproportionate share of any negative impacts resulting from transportation projects.

It is vital for the region to develop a system that works for those whose unique circumstances require special transportation needs. This means building a transportation system that:

- Offers viable alternatives to the personal vehicle, and can be used those without access to a car;
- Allows low-income residents to get to job sites with or without a car;
- Takes into account special needs, such as vision impairment, in the design of transportation facilities; and
- Proportionately distributes any negative impacts resulting from transportation projects in the region.

Federal Requirements

Federal law, including Executive Order 12898 on Environmental Justice and Title VI of the Civil Rights Act of 1968, requires transportation projects and programs that use federal funds to minimize negative impacts on low income and minority populations, involve low income and minority populations in transportation decision-making, and prevent a reduction of benefits to low income and minority populations. The Transportation Equity Act of the 21st Century specifically authorized funds for projects and programs to get low-income populations and former welfare recipients to job sites. The Americans with Disabilities Act of 1990 provides specific requirements for transportation facilities to accommodate individuals with a range of physical impairments. CAMPO strives to ensure that regional transportation projects and programs meet federal law and provide mobility to all residents of the region while minimizing negative impacts of the transportation system on any one group of individuals.

Environmental Justice

Through its environmental justice program, CAMPO works to ensure that ethnic minorities and low-income residents are involved in decision-making about the future development of the transportation system, and that any negative impacts of transportation projects on these residents are minimized.

Poverty levels and ethnic breakdown in the region

Using data from the 2000 Census, CAMPO analyzed each census tract in the three county area to determine the income levels and ethnic breakdown of its residents. Map 3.1, at the back of this plan, identifies low income and ethnic minority census tracts. “Low income” census tracts are defined as those where at least 50% of the population lived in families earning less than 80% of the county median family as well as those tracts where at least 21% of the population fell below the federal poverty level. (21% was chosen as the threshold because that is twice the regional average for the percentage of population living in poverty.) “Minority” census tracts are defined as those tracts where less than 50% of the population were reported in the 2000 Census as being “White, non-Hispanic.”

Relationship between geographic information and the project list

Transportation projects being proposed by this plan are intended to provide for regional mobility while minimizing negative impacts on ethnic minorities and/or low-income residents. Projects that traverse or are adjacent to a census tract that is defined as “low income” or “minority” are indicated on the *Project List*. An environmental justice notation on a particular project indicates that further analysis of the impacts of the project on the specified populations should be performed during the project development process.

Maps 3.2, 3.3, and 3.4 in the back of this plan show the geographic distribution of the regional roadway system, tollway system and transit system in relation to the low income and ethnic minority census tracts.

Analysis of Impacts of 2030 Transportation System on Environmental Justice Populations

An analysis comparing estimated travel times from selected environmental justice areas and non-environmental justice areas to common destinations was performed to analyze the impacts of the 2030 Transportation System on Environmental Justice Populations. This travel time analysis is useful for assessing whether the environmental justice population may suffer disproportionately adverse effects by implementation of the *CAMPO Mobility 2030 Plan*. Note that the travel time analysis is for selected

environmental justice areas only; a more comprehensive analysis is needed to identify any potential adverse impacts to those environmental justice areas that were not analyzed in this study. CAMPO intends to conduct a more comprehensive analysis in the future.

Under the analysis, travel times from selected environmental justice TSZs and the non-environmental justice TSZs were compared for three modeled scenarios: a 2007 scenario that reflects expected conditions in 2007, a 2030 no-build scenario that reflects expected 2030 conditions if no additional transportation improvements are made after 2007, and a 2030 plan scenario that reflects expected 2030 conditions if the *CAMPO Mobility 2030 Plan* is implemented. The three scenarios are also compared to each other. A detailed explanation of the results and methodology of the analysis is included in Appendix I.

In general, the 2007 scenario is fairly equitable among selected populations with the exception of three TSZs in Hays County. The 2030 plan scenario is fairly equitable with the exception of two TSZs in Hays County and one TSZ in Williamson County. The 2030 no build scenario is equitable except for one TSZ in Hays County; however, the travel times in the no-build scenario are dramatically increased across the region and would likely be considered unacceptable by all. Comparisons between scenarios indicate a disproportionate increase in environmental justice travel times between the 2007 scenario and both the 2030 plan and 2030 no build scenarios. Table 15 summarizes the results of the travel time analysis.

**Table 15
Environmental Justice Analysis by Traffic Serial Zone**

County	Williamson					Travis					Hays			
EJ TSZ ID Number	854	888	876	165	854	237	531	368	167	531	840	582	816	784
TSZs where the <u>travel time</u> is disproportionately higher in EJ areas:														
2007											X	X		X
2030 Plan				X								X	X	
2030 No Build												X		
TSZs where the <u>increase in travel time</u> (between planning scenarios) is disproportionately higher in EJ areas:														
2030 Plan to 2030 No Build	X					X		X		X		X		X
2007 to 2030 No Build						X		X				X		
2007 to 2030 Plan			X	X	X		X			X	X	X	X	

Strategies to address the disproportionate adverse effects identified in environmental justice areas include further area-specific analysis to determine the cause or causes of the disproportionate effects and identify possible solutions; enhanced public involvement to gather resident's input on causes and possible solutions; and development and implementation of specific projects or programs to minimize the disproportionate adverse effects. CAMPO will implement these strategies in coordination with applicable jurisdictions and appropriate CAMPO committees.

Access to Jobs

CAMPO supports the provision of transportation services targeted to help former welfare recipients and other low-income residents get to job sites throughout the region. Funds from the Federal Transit Administration under the Jobs Access and Reverse Commute program (JARC) have been available since 1998 to support operations and capital expenses associated with this type of service. The funds can also be used to promote employer-provided transportation, non-traditional transit and transit voucher programs. JARC grant funding, whose recipients included Capital Metro and CARTS, has supported a range of regional projects.

Elderly and Disabled

The *CAMPO Mobility 2030 Plan* calls for the development of a transportation system that provides mobility options for people who are elderly and/or disabled. Through various programs, actions, and projects, the plan:

- Supports accessibility enhancements to fixed-route transit throughout the region;
- Calls for continued operation and enhancement of demand-response, door-to-door public transportation offered by providers throughout the region, including CARTS and Capital Metro; and
- Encourages the development of pedestrian facilities that are designed to meet the requirements of the Americans with Disabilities Act.

Cost of Congestion

According to *The 2004 Urban Mobility Report* published by the Texas Transportation Institute, congestion cost the urbanized parts of the CAMPO area \$387 million. This number represents only the money lost in time delay and fuel consumption, and does not include opportunities lost due to congestion. The Governor's Business Council report, *Texas' Roadways - Texas' Future*, estimates that congestion has cost Texas metropolitan areas \$46 billion over the last ten years.

Policies

- SE-1.** Plan for a transportation system that provides mobility options to all residents of the region and provides viable alternatives to the automobile for travel.
- SE-2.** Plan for a transportation system that distributes the impacts and benefits of transportation projects fairly to all residents regardless of their income level or ethnicity.
- SE-3.** Involve low income and ethnic minority residents in the transportation planning process.
- SE-4.** Minimize disruption and negative impacts on neighborhoods during construction of roadways and other transportation projects.

Programs

Environmental Justice Program

Through its environmental justice program, CAMPO:

- Collects data that is relevant to environmental justice including an inventory of the geographic location of concentrations of low income and minority residents in the region;
- Analyzes the expected effects of the planned future transportation system on the environmental justice population and works with jurisdictions, working groups and the affected environmental justice population to develop and implement remedial actions if needed;
- Collaborates with entities sponsoring transportation projects to ensure that environmental justice issues are adequately addressed and mitigated for in compliance with federal law during project development and implementation;
- Participates in open forums in lower income and minority neighborhoods to inform residents of transportation projects affecting their area, and publicizes these forums through various means including mailing notices to active neighborhood associations throughout the region; and
- Includes information relevant to the concerns of low-income and minority residents in publications and solicits the input of these residents through multiple channels including open houses, direct mailings, the CAMPO website, and Transportation Policy Board meetings.

Bicycle and Pedestrian Program

Through its bicycle and pedestrian program CAMPO researches issues and develops policies and actions that benefit pedestrian and bicycle travel in the region. Supporting bicycling and walking as viable modes of transportation provides greater mobility to those whose age, limited income, or disability may prevent them from driving. For more information, refer to the Bicycle and Pedestrian chapter of this plan.

Public Transportation Program

Through its public transportation program CAMPO researches issues and develops policies and actions that support public transportation in the region. Public transportation includes high capacity transit such as commuter rail, fixed-route bus service, and special transportation services for the elderly and disabled. Adequate, appropriately tailored public transportation is an essential component to meeting the regional mobility needs of those whose age, limited income, or disability may prevent them from driving. For more information, refer to the Public Transportation chapter of this plan.

Actions

Action	<1yr	1-5 yrs	5-20 yrs	Implementers
Make information and draft documents available at libraries, neighborhood centers, Texas Department of Transportation public hearings, Capital Metro offices, and the CAMPO website.	X	X	X	CAMPO
Hold workshops and other public involvement events in multiple locations around the region, including low-income and ethnic minority neighborhoods.	X	X	X	CAMPO
Identify ways in which regional transportation planning and project funding can help former welfare recipients and other low-income residents get to job sites.	X	X	X	CAMPO
Identify community leaders, organizations that are active in the EJ communities, and agencies that do public involvement in the EJ communities or that provide services to the under-served populations.	X			CAMPO
Hold dialogue meetings with community leaders, organizations and agencies to find out why the traditionally under-served populations do not get involved in the transportation planning process and to discuss outreach strategies.	X	X		CAMPO
Analyze the effects of the planned transportation system on environmental justice populations.	X	X	X	CAMPO
Develop and implement transportation projects and programs or other actions needed to minimize adverse effects of the planned transportation system on environmental justice populations.	X	X	X	CAMPO, jurisdictions, implementing agencies

3.5 Environmental Impacts

Introduction

The transportation system and how we use it affects the environment and is a major factor in how much energy we consume as a region. A greater reliance on alternative modes of transportation can reduce transportation-related energy consumption and can manage our demand for added road capacity. The programs and projects outlined in this plan support a shift of trips from single-occupancy vehicle to carpooling, public transportation, walking, and bicycling. Where transportation projects are being proposed, the plan indicates which regional environmental resources may be impacted so that any impacts can be appropriately avoided or mitigated during the planning, design and construction phases of the facility (See “Environmental Sensitivity,” below). In addition, CAMPO participates in numerous regional initiatives working to reduce the impact of the transportation system on regional air quality (Refer to Section 3.1, Air Quality for more details).

Federal Requirements

The Transportation Equity Act for the 21st Century (TEA-21) requires that the Metropolitan Transportation Plan promote transportation systems that protect and enhance the environment and promote energy conservation. The National Environmental Policy Act (NEPA) of 1969, the Federal-Aid Highway Act of 1970, and specific standards of the Federal Highway Administration provide additional guidance related to limiting the noise impacts of highways on adjacent land uses and activities (see “Noise,” below.)

Energy Conservation

Fuel Supply and Mobility

Currently, fuels derived from petroleum account for over 96% of the energy used in transportation worldwide. While theories about when we will run out of oil vary, there is agreement on the fact that our rising demand for crude oil cannot be satisfied indefinitely. A decrease in petroleum availability could affect future travel behavior by encouraging a shift to alternative modes of transportation; however, any future gas shortage will also likely encourage a shift to personal vehicles that rely on alternative

fuels, including natural gas, liquid propane gas, hydrogen fuel cells, and gas-electric hybrid engines.²¹

Energy Conservation in the *CAMPO Mobility 2030 Plan*

This plan supports energy conservation through a mix of projects and programs designed to improve the efficiency of the transportation network and to reduce the overall vehicle miles traveled.

In particular, the plan:

- Encourages a shift to alternative modes of transportation such as public transportation, carpooling, biking, and walking through projects that provide facilities for these activities, and through programs such as Commute Solutions, that are aimed at affecting travel demand behavior;
- Reduces wasted energy by implementing a Congestion Management System that increases system efficiency and reduces vehicle delay; and
- Works toward other energy conservation measures, such as more fuel efficient vehicles, through a regional air quality program described under the plan.

Noise

General

Noise, defined as unwanted or excessive sound, is particularly difficult to avoid in today's mobile, industrialized world. Controlling noise along highways and high capacity transit lines requires a broad-based effort that balances regional mobility needs with mitigation of the noise impacts on adjacent properties and others. The Federal Highway Administration advises that effective control of highway traffic noise requires that land uses near highways be controlled so that noise-sensitive land uses are not located adjacent to highways, that vehicles be quieted through improved technology and regulatory measures, and that mitigation of noise be undertaken as part of certain highway construction and upgrade projects.

Impact Avoidance and Mitigation

Local governments can use their authority to prohibit noise sensitive land uses from locating adjacent to a highway, or can require that the developments be planned, designed, and constructed to minimize noise impacts. The Environmental Protection Agency sets noise emission standards for motor vehicles used in interstate commerce, and has the authority, under the Noise Control Act of 1972, to establish a range of regulations to control the major sources of transportation-related noise.

²¹ *Mobility 2001*. World Business Council For Sustainable Development. <http://www.wbcscdmobility.org>.

Based on guidance from the National Environmental Policy Act of 1969 and the Federal-Aid Highway Act of 1970, the Federal Highway Administration (FHWA) maintains regulations that include traffic noise-level criteria and abatement criteria that represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require that the abatement criteria be met in every instance. The regulations do require that every reasonable and feasible effort be made to provide noise mitigation when the criteria are approached or exceeded.

Retrofitting vs. Incorporating Noise Abatement in New Projects

The FHWA regulations distinguish between projects for which noise abatement is being included as a feature in a new or expanded highway (Type I projects) and projects for which noise abatement would be a retrofit feature on an existing highway (Type II projects). Type I projects require consideration of noise abatement as part of the highway construction project if federal-aid funds are to be used and if a noise impact is expected to occur. FHWA regulations do not allow for implementation of Type II noise abatement projects unless the state has a Type II noise abatement program. It is left up to the states to determine if they wish to develop a Type II program, and the State of Texas does not have a Type II program.

Water Quality

How Transportation Projects Can Affect Water Quality

Roadway expansion and other transportation projects have the potential for affecting the quality of surface and ground water resources. Sediment from construction sites during clearing and grading operations may negatively affect the quality of adjacent surface waters and reduce the capacity of streams and reservoirs. In addition, after construction is complete, roadways may continue to affect adjacent water resources with pollutants that drain from roadway surfaces during rainstorms.

Vehicles are a significant source of trace metals, oil and grease, nitrates, sulfates, and phosphorous which are deposited on roadways and can be flushed off during storm events. Dust-fall deposited on roadway surfaces can also be a major contributor to runoff pollution, particularly in urban areas. Trash and spills of chemicals and fuels can also contribute to runoff pollution from roadways.

The impervious surfaces of roadways also increase stormwater runoff volume and peak discharges, which can increase downstream flooding and stream bank erosion. The

potential environmental impacts from stormwater runoff are more significant in certain resource areas, such as aquifer recharge zones and flood plains.

Impact Avoidance and Mitigation

The impacts of a potential transportation project on a water quality resource area, such as an aquifer recharge zone or flood plain, can be avoided entirely by moving the facility so that it does not affect the resource, or by eliminating the need for the project through transportation demand management or other means. Where avoidance or elimination is not practical or possible, effective mitigation measures have been established by regulatory agencies. The environmental sensitivity notations included in the project list of this plan are intended to provide information about the location of resource areas early enough in the planning, design, and construction process to allow for impacts to be avoided as appropriate. (See “Environmental Sensitivity” below.)

Multiple local, state, and federal regulations require mitigation measures during the design and construction of roadways, particularly in resource areas. Mitigation measures are required by the Clean Water Act Section 404 requirements pertaining to dredge and fill in surface waters; Federal Emergency Management Agency (FEMA) 100-year flood plain regulations; Texas Commission on Environmental Quality (TCEQ) *Texas Pollution Discharge Elimination System Storm Water Phase II Regulations*; and the Edwards Aquifer Rules when a project lies within the Edwards Aquifer. Additional water quality regulations that affect the design and construction of roadways are contained in various local regulations including Travis County’s *LCRA Lake Travis Non-point Source Pollution Control Ordinance* and the municipal ordinances of cities throughout the region. Additional mitigation measures can also be included in projects to further reduce storm water runoff and degradation of water resources during all phases of roadway development.

Examples of mitigation measures that may be required by a particular regulation, or may be incorporated in the design or construction of a roadway include:

- Temporary sediment control structures and storm water pollution prevention plans throughout the construction process, including complete stabilization and revegetation of all disturbed areas at the end of construction;
- Post-construction controls such as vegetated filter strips and grass swales; detention, extended detention, sand filtration, and wet ponds; infiltration methods;
- Adjustments to the alignments of transportation facilities to avoid flood hazards;
- Minimizing impacts to surface waters at all stream crossings through bridge and culvert designs that minimize construction in the floodplain and/or allow greater unimpeded pass-through flows, as well as directing roadway runoff adjacent to streams through ponds or vegetation before final discharge;

- Use of permeable surfaces to reduce impacts on ground water recharge;
- Establishing or re-establishing roadside landscaping or tree canopy feasible in conformance with relevant safety clear zone criteria;
- Utilization of native landscape species to minimize maintenance needs;
- Minimizing the use of pesticides and fertilizers in roadside maintenance; and
- Reducing roadside trash and litter through appropriate routine maintenance, public education, and adopt-a-road programs.

Environmental Sensitivity

Environmental Sensitivity in the Region

On a regional scale, those geographic areas that support regional water quality because they allow for recharge of aquifers, provide critical natural habitat, or are prone to flooding bring with them a special set of conditions and challenges that need to be considered when locating or designing new transportation facilities.

Maps 4.1-4.3, at the back of this plan, show areas that may be particularly environmentally sensitive. They include the Edwards Aquifer Recharge and Contributing Zones, water bodies and the FEMA 100-year floodplain, designated wildlife habitat areas, park lands, and natural conservation lands.

Relationship between Geographic Information and the Project List

In the past CAMPO has applied a set of environmental sensitivity criteria to each roadway facility and indicated whether the facility passed through an area with a low, medium or high degree of environmental sensitivity. The *CAMPO Mobility 2030 Plan* departs from this approach, and instead, identifies whether proposed facilities might affect an area where a particular environmentally sensitive resource is present. The project list includes notations for each project that identify whether a particular project is likely to affect the Edwards Aquifer or its contributing zones, designated wildlife habitat area, park land, or natural conservation land. Because of the pervasiveness of floodplain areas in the region, specific notations are not provided indicating whether facilities affect the floodplain.

Impacts to the identified resources will be avoided or mitigated as appropriate during the process of selecting an alignment for the facility, and during the design or construction phases of the project. Additional characteristics of the geographic area, including steep slopes and particular development patterns, are not inventoried by this plan, but would be addressed during the process of selecting an alignment, designing, and constructing the facility.

Policies

- E-1. Conserve energy by implementing projects and programs to reduce per capita vehicle miles traveled, increase the fuel efficiency of all vehicles, and improve the overall energy efficiency of the transportation system.
- E-2. Develop a transportation system that minimizes impacts on the 100-year flood plain, Edwards Aquifer recharge and contributing zones, and other environmentally sensitive areas while providing for adequate regional mobility.
- E-3. Incorporate context-sensitive design principles into the design of transportation projects.²²

Programs

Environmental Resources

CAMPO will be collecting existing geographic data on the location of key environmental resource areas and developing and implementing a method for consistently evaluating the environmental sensitivity and impacts of transportation projects that are proposed in the long range plan and the TIP.

Actions

Action	<1yr	1-5 yrs	5-25 yrs	Implementers
Include appropriate noise abatement features in all new transportation projects in accordance with state and federal guidelines.	X	X	X	TxDOT, counties, cities, transit providers
Incorporate appropriate mitigation in all transportation projects in accordance with federal, state, and local guidelines to protect regional water quality and other environmental resources.	X	X	X	TxDOT, counties, cities, transit providers

²² Context sensitive design (CSD) is a collaborative, interdisciplinary approach to design that can be used to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. Refer to <http://www.fhwa.dot.gov/csd/> for more information.

Introduction

Land use and transportation are intricately linked. How land is developed affects the performance of the transportation system. Where transportation facilities are sited and how they are designed, influences how land is developed. As population growth continues to affect the region, it becomes more critical that we find innovative ways to coordinate land use and transportation planning to make the best use of our limited resources and build a transportation system that supports regional livability and is sustainable over time.

While CAMPO does not have any direct authority over land use in the region, regional transportation expenditures and decisions can impact land use. In addition, many of CAMPO's regional partners, particularly local municipalities, do have the ability to influence how land is developed through incentives, regulations, and other means. CAMPO and others have also been involved in an effort to develop a shared future vision for land use in the region as part of the Envision Central Texas process. This chapter describes some of the ways in which land use influences transportation in the region and vice-versa, and outlines some steps that CAMPO will be taking to more robustly coordinate regional land use and transportation in the future.

How Land Use Influences Regional Mobility

Regional Compactness

A region's development pattern is "compact" when new population is incorporated into the region primarily through redevelopment, or development immediately adjacent to existing urbanized areas. When new urban development occurs beyond the existing urbanized area, it results in a greater impact on the natural environment, speeds the conversion of land from rural to urban uses, and requires a larger transportation network to serve it. The Central Texas region has experienced a considerable amount of growth well outside of the existing urbanized area over the past decade, and this trend is likely to continue given the desirability of a rural lifestyle, the affordability of this housing, and the limited authority that counties currently have to control land use in Texas.

Jobs-Housing Balance

Jobs and housing are "balanced" in a region when they are distributed proportionally throughout the region. When most jobs are concentrated in one area while all of the

new housing is being built in another, it is more likely that residents of the region must commute long distances to get to work. In the Austin region, Travis County has a larger share of regional employment than it does of regional housing, which makes it likely that someone living in Hays or Williamson County must commute into Travis County for work. This commuting pattern increases regional vehicle miles traveled, and affects the capacity of the road network, particularly into and out of Travis County. Local jurisdictions can affect the regional jobs-housing balance by using various tools to encourage new housing development to occur near job centers and encouraging new employment to locate in parts of the region where housing growth is occurring. Major employers and other regional partners can further enhance this effort by implementing programs that encourage employees to take advantage of nearby housing options.

Land Use Intensity and Clusters of Activity

Land use “intensity” is a measure of the amount of human activity taking place in a particular area. Intensity can be measured in terms of population per acre, housing units per acre, jobs per acre, or retail space per acre. Land uses throughout the three county region vary in intensity. Higher intensity land uses, such as those found in the downtown core, generate more human activity of one sort or another. Lower intensity land uses, such as those found in the rural residential areas of Hays County, generate less human activity.

Although higher intensity land uses have been shown to contribute to localized vehicle congestion, they tend to reduce vehicle miles traveled per person and to provide individual travelers the option to reduce their exposure to congestion by using an alternative mode of travel.

The extent to which jobs, housing, and services are clustered in high intensity centers, like the Central Business District, and along corridors like Lamar Boulevard influences the transportation system and affects regional travel patterns. Higher intensity land uses generate more person trips per acre than lower intensity land uses, but also make it possible for many of the trips that are generated to be taken by transit, on foot, or on a bicycle rather than by car, because higher intensities provide:

- A greater number of potential destinations within walking distance;
- Sufficient transit ridership to support frequent, dependable transit service; and
- The market base necessary to support retail services within walking distance.

Conversely, dispersed, lower intensity land uses typically require more roadways to serve the same number of people because the people are spread out over a larger distance. In addition, where development is dispersed over a wider area, most services

are not within walking distance of one another, and public transit cannot as effectively serve potential users.

As any trip to a regional shopping mall or office park during rush hour will reveal, however, intense land uses alone don't guarantee fewer vehicle trips. The extent to which clusters of activity perform well in terms of increasing the percentage of trips taken by modes other than single occupant vehicle depends on the mix of land uses, the design of the development, how it relates to the region as a whole, and the design of the transportation facilities that serve it.

Land Use Mix and Design

How land uses are mixed together and how development is designed plays a major role in giving people opportunities to walk, bicycle, or take transit for some of their trips. While a typical modern subdivision may include a "mix" of uses, the uses can often be difficult to move between without driving. Even when sidewalks are provided, there may be other barriers to walking or bicycling including streets that dead-end rather than provide a direct connection, and commercial uses that are only accessible from a freeway access road, or that are cut off from the housing by surface parking or a major arterial.

When retail, offices, and housing are mixed at a finer grain, as they were in American cities prior to the 1950s, and when there is a connected network of local streets and sidewalk facilities serving the development, walking and biking around the neighborhood to get to services becomes possible for the average person. When development is oriented to the sidewalks rather than set back behind an expanse of surface parking, and when there are amenities like shade trees along the sidewalks and walkways, walking and biking around the neighborhood becomes even more likely.

The effects of this more pedestrian-oriented, mixed-use development pattern spill over onto the regional transportation system. The pattern:

- Supports a regional transit system by allowing more residents and workers to easily walk to a transit stop;
- Helps remove local trips from the regional road system by allowing people to get to local services without driving on a regional freeway;
- Improves the operations of regional facilities by orienting offices and other attractors towards a connected local street system, instead of a regional facility; and
- Reduces overall vehicle miles traveled by shifting more trips to walking, bicycling, and using public transportation.

Coordinating Transportation Investments With Land Use Policies

Targeting Transportation Infrastructure to Support Growth Management

While transportation investment in the region is often thought of in terms of how it responds to growth that is expected to occur, it can also be used strategically as a tool for directing future growth to happen in a particular location. Targeting transportation investment is most effective when combined with local actions to remove potential barriers to the desired development and provide additional incentives.

A new regional roadway to a previously undeveloped part of the region will likely allow new development to occur that would not have happened without the roadway. High capacity transit lines can provide a catalyst for development or redevelopment to higher intensity land uses, particularly close to transit stations.

Building “Transit-Oriented Development”

Targeting regional transportation investment toward a high capacity transit line while local governments and other entities work to encourage development of high intensity housing, retail, and offices oriented toward the transit stations along the line is one approach that can coordinate transportation investment with land use in a mutually beneficial way. The development will be more valuable because of the presence of the transportation infrastructure, and the transit line will be more cost-effective because of the presence of the ridership base provided by the focused development. In addition, fewer vehicle trips will be added to the regional road network than would be generated by the development if it were not transit-oriented.

Supporting Pedestrian Districts

Combining targeted pedestrian and bicycle improvements with high-intensity mixed-use development, and providing pedestrian and bicycle connections to transit stations, complements local land use policy and can help improve the functionality of the transit system, and reduce regional vehicle miles traveled, by connecting riders to transit and shifting many short trips to non-vehicle modes. Many regions, including Dallas-Fort Worth, identify special “regional pedestrian districts” where regional transportation funding can be targeted toward local pedestrian improvements. CAMPO does not currently prioritize regional pedestrian spending in this manner, but may consider using this kind of system during future plan updates. For more information, refer to the Bicycle and Pedestrian Chapter.

Controlling Access to Regional Roadways

Access management improves operation of regional roadways, and can discourage use of regional roadways for local trips, by controlling the number of points where vehicles can access the facility. Access management can also be used as a tool for influencing the location and orientation of new development along a road. The Texas Department of Transportation recently amended the rules for access management along Texas highways. Strengthening and developing access management rules along regional roadways on and off the state system would be able to greatly improve traffic flow and safety of new facilities, and could encourage the development of more pedestrian and transit-friendly development patterns by limiting the proliferation of highway-oriented commercial development.

Parking Management

Management of parking availability and use can have a profound effect on how people choose to travel to a particular destination. Where parking is plentiful and affordable, many people will choose to drive even if there are other travel options available. Where parking is scarcer and more expensive, and other transportation options are available, some trips are likely to shift to other modes of transportation. Local governments can develop incentives and regulations that reduce the overall supply of parking in certain locations to encourage this type of mode shift. Parking management should be handled carefully, however, to ensure that a reduced parking supply does not negatively affect economic development, or have spill over effects on surrounding neighborhoods.

Policies

- LU-1. Target regional transportation investments to support growth management efforts and land use policies, including encouraging new development and redevelopment that incorporates transit and pedestrian-friendly design features and helps to reduce per capita vehicle miles traveled.
- LU-2. Encourage mixed land use patterns that support walking, biking, and using transit.
- LU-3. Target bicycle and pedestrian project funding to support mixed-use activity centers and transit stations.
- LU-4. Support efforts to improve regional jobs-housing balance.

Programs

Land Use Program

Through its land use program CAMPO will work with multiple regional partners to:

- Analyze the linkages between land use and transportation;
- Identify ways to target future transportation investments to support regional land use and growth management policies; and
- Develop and implement a strategy to encourage transit-oriented development along proposed high capacity transit lines.

Commute Solutions

CAMPO's Commute solutions program aims to inform employers of the benefits of parking management and provides guidance on receiving federal tax incentives for implementing parking management strategies. For more information, refer to the Congestion Management section of this plan.

Actions

Action	<1yr	1-5 yrs	5-25 yrs	Implementers
Encourage the implementation of access management rules along new state highways and other regional roadways that prevent the proliferation of freeway-oriented development, and keep local trips off of the state and regional roadway system.	X	X		CAMPO, TxDOT, local jurisdictions
Support the development of parking management strategies by regional partners, including private developers.	X	X	X	CAMPO
Develop strategies for encouraging land use practices that support efficient use of the transportation system.	X	X	X	CAMPO, Envision Central Texas, CAPCO, local jurisdictions

Part Four: The Regional Transportation System

4.1 Roadway Improvements

Introduction

Roadways are a key component of the regional transportation system. Regional roadways provide travel corridors for private vehicles, truck freight, and public transportation, and can also provide facilities for bicycles and pedestrians. The *CAMPO Mobility 2030 Plan* places an emphasis on efficient use of regional roadways through expenditures for public transportation, bicycle and pedestrian improvements, and through programs and projects that support transportation demand management and transportation systems management. The *CAMPO Mobility 2030 Plan* also emphasizes preservation and maintenance of the existing regional road system, by ensuring that the capital investments called for by the plan, in combination with existing roads, are affordable to maintain over time.

While this plan emphasizes efficient use of the road system, capacity will still need to be added to the regional road network over the life of the plan to accommodate the anticipated growth in private vehicle and truck freight travel demand in the region. The regional roadway improvements called for by this plan will provide a reasonable level of mobility in the future, given fiscal constraints and the impacts of road expansion on other factors of regional quality of life.

Regional Roadway System

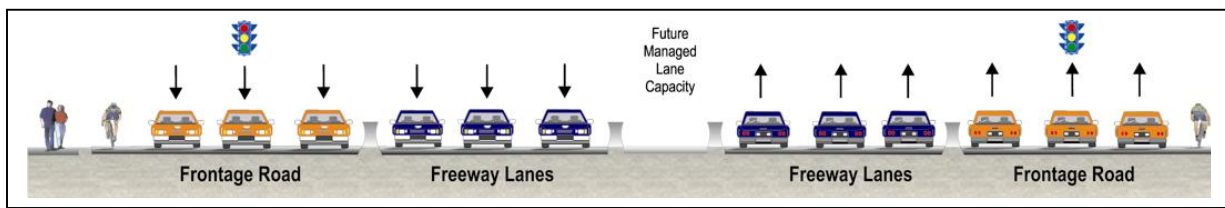
The *Roadway Table and Project List* included in the “Implementation” section of this plan presents the regional roadway system as it is today, and presents the system as it will be in 2030 if the projects recommended by this plan are constructed. Maps 5.1 and 5.2 at the end of this plan show how a complete regional roadway system would look in 2030. Map 5.3 shows the location of corridor studies that could identify additional roadway improvements in the future. The roadways included in this plan are regionally significant from the standpoint of moving people and goods within and through the urban area.

Roadway Functional Classification

In this plan, all existing and recommended roadways are classified according to the function they perform in the regional roadway system:

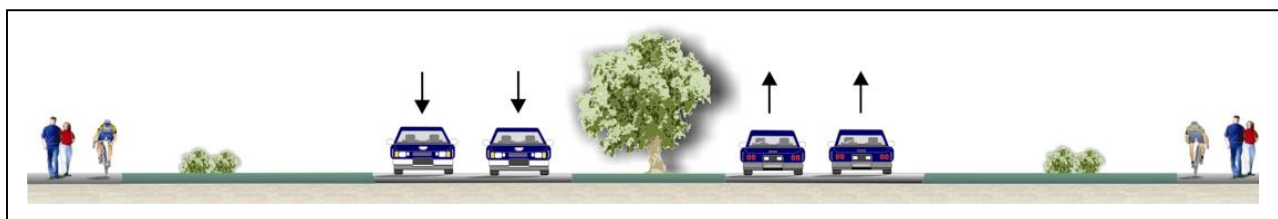
- **Freeway (FWY):** Freeways are intended primarily for through vehicle traffic traveling at high speeds. Freeways are controlled-access roadways with grade-separated interchanges. Movements on and off the facility are accomplished by ramps connecting to frontage roads. Frontage roads may consist of one or more lanes in each direction. Access points are limited to major facility crossings. Pedestrian and bicycle access is prohibited along the through travel lanes, but may be provided along the frontage roads.

Figure 7
Typical Freeway Cross Section (FWY 6)



- **Parkway (PKWY):** Parkways are intended primarily for through vehicle traffic traveling at high speeds. Through travel lanes are similar in characteristics to freeways, however, continuous frontage roads are not provided. Access is provided by grade-separated interchanges and ramps at major crossings. Whenever possible, landscape treatments and scenic easements are provided. Pedestrian and bicycle access is prohibited along the through travel lanes but may be provided through parallel facilities.

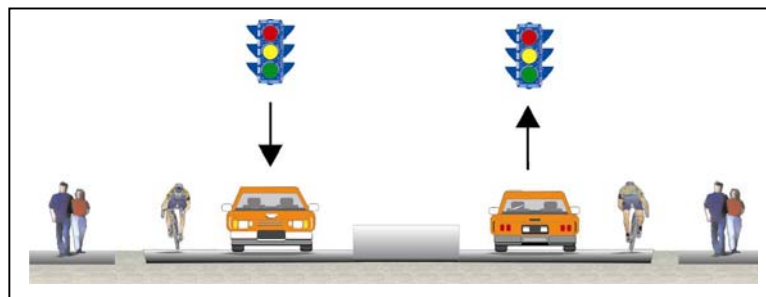
Figure 8
Typical Parkway Cross Section (PKWY 4)



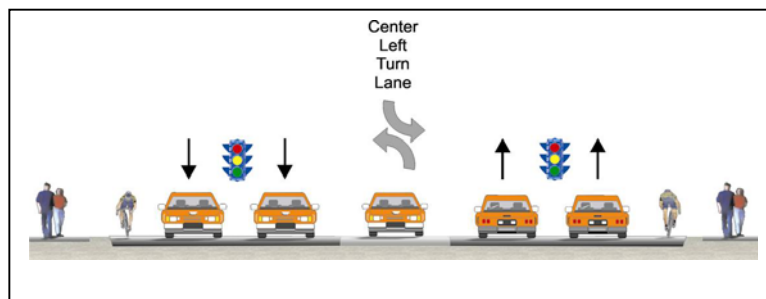
- **Expressway (EXPY):** Expressways are intended primarily for through vehicle traffic traveling at moderate speeds. Expressways also provide connections to the local road system and allow for limited access to adjacent development. Expressways are high volume, high capacity roadways with widely spaced at-grade signalized intersections. Access to frontage development is limited with right-turn only ingress and egress at locations where access is available. Major street crossings may be grade separated. Pedestrian and bicycle access may be provided.
- **Major Divided Arterial (MAD):** Major arterials are intended to provide for through vehicle traffic traveling at lower speeds. Major arterials also provide connections to the local road system and allow for access to adjacent development. Major divided arterials are high volume surface roadways with high priority at intersections with all lower level facilities. Typically, signalization is provided at significant crossings. Roadways include flush, depressed or raised center median with left turn lanes. Pedestrian and bicycle access is provided.

**Figure 9a-c
Typical Major Divided Arterial Cross Sections**

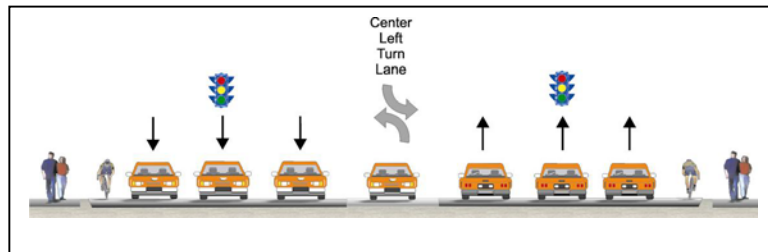
9a Two Lane Major Divided Arterial (MAD 2)



9b Four Lane Major Divided Arterial (MAD 4)

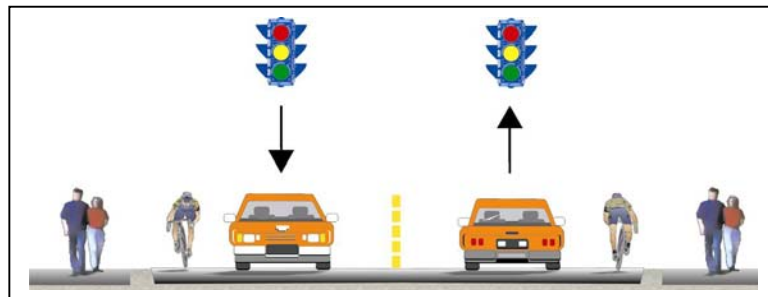


9c Six Lane Major Divided Arterial (MAD 6)



- **Major Undivided Arterial (MAU):** Major Undivided Arterials have similar characteristics to Major Divided Arterials, but no center median. Limited left turn channelization is provided at key crossings whenever possible. Pedestrian and bicycle access is provided.

Figure 10
Typical Major Undivided Arterial Cross Section (MAU 2)



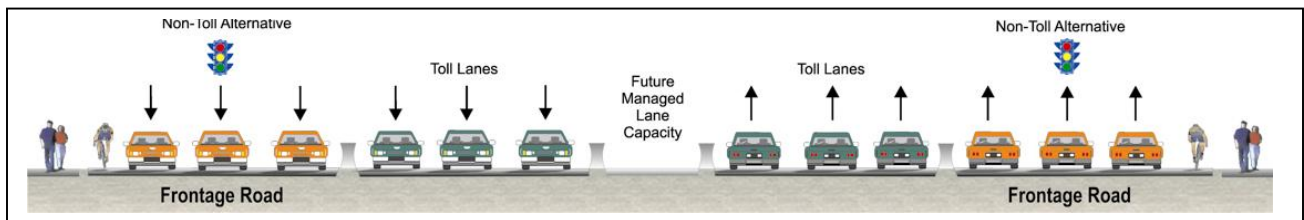
- **Minor Arterial (MNR):** Minor arterials are secondary facilities that meet local access and circulation requirements in addition to providing through vehicle movement. Typically, full movement access (left and right turns) is permitted along the route. Low priority is given at significant interchanges.
- **Collector Distributor (C/D):** A one-way road parallel to the main freeway or parkway traffic lanes providing access to or from more than one ramp. The C/D road collects traffic from on-ramps or the main lanes, and distributes traffic to off-ramps or back to the main lanes. This minimizes the number of interactions with thru traffic, which can increase capacity and safety. A C/D road may be short (serving two adjacent interchanges, or a single cloverleaf), or may extend for miles in congested or complicated areas.

Special Classifications

Two additional classifications may apply to all or part of a regional roadway based on whether motor vehicle access is restricted through tolling or other means:

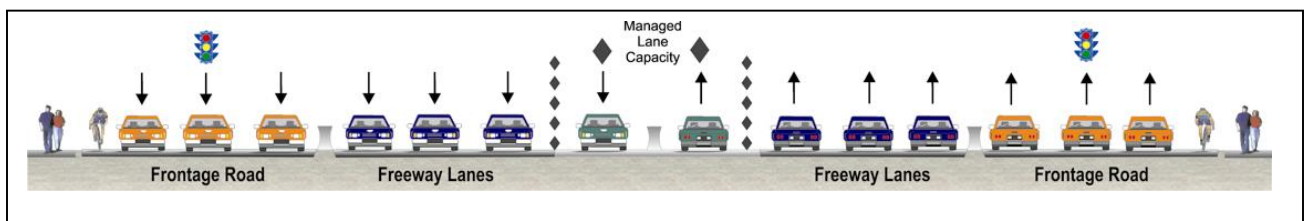
- Toll Road (TOLL):** Toll roads are limited access roadways on which the user pays to drive on the facility. Toll roads may include tolling plazas, or may provide for fully automated electronic toll collection using transponder tags carried by the vehicle accessing the facility. Toll roads may include frontage roads where use is not tolled. Toll roads may also include limited toll road oriented retail facilities such as gas stations within the overall right-of-way.

Figure 11
Typical Toll Road Cross Section (TOLL FWY 6)



- Managed Lanes (ML):** Managed lanes (ML) are lanes that increase freeway efficiency by packaging various operational and design actions. Lane management operations can be adjusted at any time to match regional goals. Strategies that could be used on managed lanes include:
 - allowing certain vehicle groups into the lanes by time of day (e.g. buses, carpools, or freight);
 - charging a toll for access to the lanes to manage demand; or
 - controlling access points.

Figure 12
Typical Freeway with Managed Lanes Cross Section (FWY 6/ML 2)



Number of Lanes

All existing and recommended roadways are also classified in the plan according to the number of lanes the facility has. The plan does not specifically identify freeway frontage road lanes; however, projects affecting the frontage road along a particular freeway segment may be indicated in the project description/remarks column of the project list.

Multimodal Functionality

A policy in the bicycle and pedestrian chapter governs the provision of bicycle and pedestrian facilities as part of roadway improvement projects, and roadway project costs factor in the cost of providing appropriate bicycle and pedestrian amenities as part of roadway projects. The regional bicycle system map included in the back of this plan assumes that bike accommodations will be provided along most regional roadways by 2030. Roadways also provide corridors for use by freight and public transportation, and some roadway projects shown on the project list will include an element that is beneficial to freight or public transportation, such as a dedicated bus lane.

Facility Design, Alignment, and Interchanges

The *CAMPO Mobility 2030 Plan* does not govern the specific design or alignment of roadways and does not govern the design of intersections and interchanges. The jurisdiction responsible for upgrading or constructing the roadway has authority over all aspects related to alignment, design, and connections between facilities. The system maps included in this plan show the approximate location of roadways, and may not align with the real-world or planned centerline of the facility.

Roadway System Considerations

In developing the roadway system recommended by this plan, CAMPO has considered many local and regional influences and limitations.

Expected Travel Demand Over Time

The roadway system recommended by this plan is based on the results of CAMPO travel demand modeling that shows the impacts of growing travel demand on the roadway system over time. As described in Part Two of this plan, population growth will combine with changes in average trip length, mode share, and other travel demand trends, to place an increasing demand on regional roadways between today and 2030. See Appendix A for more information about the travel demand modeling methodology used to develop the roadway system recommended by this plan.

Financial Constraint

The roadway system recommended by this plan takes into account financial constraint through various means:

- *Planning for priority roadway improvements.* The roadway projects included in this plan will address the most critical mobility needs expected in the region over the life of the plan;
- *Including a potential network of toll roads and managed lanes.* Toll roads and managed lanes that include a user fee bring with them their own source of funding and can leverage tax dollars and debt financing with user fees;
- *Providing for a roadway system that can be phased over time.* Phasing improvements to the roadway system allows the burden of paying for the system to be spread out over multiple revenue years; and
- *Corridor preservation.* The plan emphasizes right-of-way preservation, and includes remarks in the project list that call for right-of-way preservation in certain situations. Preserving right-of-way for future roadway improvements can be a key component of constraining the costs of future transportation projects.

Under federal requirements, revenue must be “reasonably expected” to be available over the life of the plan that would cover the costs of the transportation projects, operation, and maintenance called for under the plan.

Impacts on Neighborhoods

The roadway system recommended by this plan minimizes the expansion of arterials within existing urbanized areas, particularly residential areas. Widening roadways to accommodate additional vehicle capacity through existing neighborhoods can be detrimental to the quality-of-life of those neighborhoods for a number of reasons and the CAMPO Transportation Policy Board has stated its intent to avoid damaging inner-city neighborhoods by widening roadways where possible.

Environmental Impacts

The roadway system recommended by this plan is intended to minimize environmental impacts while ensuring adequate regional mobility. Notations on the project list indicate whether a recommended roadway improvement could geographically intersect one or more potentially environmentally-sensitive areas. The “Environmental Impacts” chapter of this plan provides guidance for aligning or designing roadway improvements to minimize or mitigate their impact on environmental resources.

Environmental Justice

The roadway system recommended by this plan is intended to help provide mobility to all residents of the region while minimizing negative impacts of the transportation system on any one group of individuals. Roadway projects that traverse or are adjacent

to a census tract where a majority of the residents are low-income or ethnic minorities are indicated on the *Project List* so that any direct impacts on the environmental justice population can be analyzed and addressed as part of project development. In addition, CAMPO has analyzed the roadways included in this plan for their system wide secondary impacts on environmental justice populations. Refer to Chapter 3.4, Social and Economic Impacts for more information.

Policies

- R-1.** Provide preferential treatment for transit and other high occupancy vehicles on the regional roadway system. Where appropriate and feasible give priority to roadway improvements that will increase a roadway's person-carrying capacity as opposed to its vehicle carrying capacity.
- R-2.** Ensure that adequate funding exists to maintain and preserve the existing and future transportation system.
- R-3.** Provide sufficient vehicle capacity on the regional arterial system to minimize neighborhood infiltration (i.e. cut-through traffic).
- R-4.** Provide for a connected system of regional arterials that allows alternative routes of travel, especially during incidents.
- R-5.** Develop a roadway system that is compatible with the needs of modes other than the motor vehicle, including bicycles, pedestrians, public transportation, truck freight, and rail.
- R-6.** Require appropriate private developer contributions to roadway construction costs in undeveloped areas through the development process.
- R-7.** Coordinate with private land developers to preserve right-of-way in future road corridors.
- R-8.** When approving new land development, ensure that the connecting and adjacent streets are able to handle the type, intensity, and traffic generation characteristics of the development being proposed.
- R-9.** Consider safety as a high priority issue when evaluating roadway projects for inclusion in the Transportation Improvement Program.
- R-10.** Coordinate the development of regional design guidelines for roadway right-of-way widths and cross sections to reduce potential mismatches at jurisdictional boundaries.

Actions

Action	<1yr	1-5 yrs	5-25 yrs	Implementers
Establish a system for capital projects that coordinates advance planning processes and right-of-way acquisition to more efficiently manage the implementation of projects.	X			CAMPO, TxDOT, cities, counties, CTRMA
Establish access management strategies for major regional roadways to improve safety and facilitate traffic flow. Such management should include limiting the number of curb cuts, installing raised medians where appropriate, metering ramps, and other accepted access management practices.	X	X		TxDOT, cities, counties, CTRMA
Use available public transportation funds for a portion of the planning, development, and operation of regional managed lanes.	X	X	X	Capital Metro
Create and fund dedicated revenue accounts using traditional and non-traditional funding sources for necessary roadway pavement reconstruction and rehabilitation, and adequate roadway system maintenance.	X	X	X	cities, counties
Coordinate with the Texas Department of Transportation on planning and developing the Trans Texas Corridor.	X	X		CAMPO, TxDOT, cities, counties
Coordinate the development of regional design guidelines for right-of-way widths and cross sections that can be incorporated into the CAMPO Plan, as appropriate.	X	X		CAMPO, TxDOT, CTRMA, cities, counties

4.2 Public Transportation

Introduction

Public transportation plays a critical role in regional mobility and regional quality of life. In communities throughout the country, public transportation helps to relieve congested corridors in the road network, contributes to economic development, and aids regional efforts to conserve energy. Public transportation ensures that people, regardless of socio-economic status, age, disability or other factors can travel around the region and can provide a quick and stress-free way to get around.

Unique Challenges and Opportunities in the CAMPO Region

Several conditions in the CAMPO region pose challenges to implementing a coordinated regional public transportation system. Along with those challenges come the opportunity to coordinate and develop a seamless transportation system.

Multiple Service Providers and Gaps in Urban Transit

Multiple public transportation providers serve the region, each with a unique mission. The two, state-designated public transportation operating in the region are:

- **Capital Metro.** The Capital Metropolitan Transportation Authority provides urban transportation services to an area that encompasses 572 square miles and includes a population of approximately 758,000. Capital Metro serves the City of Austin as well as the cities of Manor, San Leanna, Leander, Jonestown, Lago Vista, Point Venture, Volente and portions of unincorporated Travis and Williamson Counties. In addition to federal and state grants and fare box revenues, Capital Metro is supported by a 1 percent sales tax, levied in the communities it serves. Voters within particular communities approved the sales tax levy.
- **CARTS.** CARTS is a Rural Transit District (RTD) which provides general transportation services throughout the three counties in the CAMPO area (Williamson, Hays and Travis County) as well as Bastrop, Blanco, Burnet, Caldwell, Fayette and Lee counties. CARTS is a public agency governed by a Board of Directors composed of one County Commissioner from each of the nine counties it serves, and has provided community-based public transportation services since 1979. CARTS operates out of five intermodal stations located strategically throughout the region; each offers a variety of transportation options from various carriers.

In addition to these existing state-designated public transportation providers, several other organizations provide public transportation service in the region, or intend to provide public transportation service in the future:

- ***Austin-San Antonio Commuter Rail District (ASARD)***. The Austin-San Antonio Commuter Rail District was created by the Texas State Legislature to pursue development of passenger rail service in the Austin-San Antonio Corridor. The District currently includes Austin and San Antonio and will likely grow to include additional communities in the corridor in the future. The ASARD is run by a 14 member Board consisting of city and county elected officials, business representatives appointed by cities, metropolitan and rural transit providers along the route, representatives appointed by the Texas Department of Transportation, and representatives of the area's metropolitan planning organizations.
- ***City of Round Rock***. The City of Round Rock is exploring provision of public transportation within Round Rock.
- ***Texas State University***. Texas State University currently provides commuter bus service to faculty, students and staff connecting downtown Austin to the Texas State University Campus in San Marcos. Although Texas State University is not a state-designated public transportation provider, the service that they provide does affect regional mobility due to the fairly high number of riders served. Texas State University is expected to increase this commuter service in the future.

While having two state designated transit agencies and three organizations that provide or will provide public transportation may seem like a challenge, Capital Metro and CARTS have taken the lead to ensure regional cooperation. In the future the public transportation user could use one bus pass for all systems and information for each system could be obtained by calling Capital Metro or CARTS.

State law prohibits state-designated public transportation providers that assess a local sales tax from expanding their service area to new jurisdictions without voter approval, and there are currently several large urbanized areas within the region that are not served by the region's primary urban public transportation provider, including the City of Round Rock, Pflugerville, Cedar Park and most of urbanized Williamson County. As the region continues to grow, ensuring that all parts of the region have access to appropriate public transportation options will become an increasing challenge.

Decentralized Population Growth and Street Patterns

Fixed route transit requires adequate ridership to function efficiently and economically. Traditionally, fixed route transit functions best when it serves high-density, centralized areas with connected local streets, such as downtowns and older mixed-use neighborhoods. In these situations a large number of riders can reach both their origin

and destination on foot from a transit stop. Where population is more spread out and streets are less connected, fewer riders can easily access a single transit stop, and the transit line will likely provide a lower level of service unless supported by good intermodal stations.

The CAMPO region includes numerous areas with spread out population and disconnected local streets. In order to make transit a viable option in these areas, area transit providers use innovative methods including: providing park-and-rides at station areas, and providing on-demand service and other paratransit that feeds into regional transit stops. The CAMPO region can also work to encourage development of more transit supportive development patterns over time. (Refer to Section 3.6, Land Use for more information.)

Accomplishments

Since adoption of the CAMPO 2025 Transportation Plan in June of 2000, public transportation service providers have completed numerous projects, and initiated programs, designed to improve the public transportation system within the region. Appendix D provides an overview of these recent accomplishments.

The Future Public Transportation System

The public transportation system called for by this plan will combine a range of public transportation options to enhance regional mobility for all residents of the region. The public transportation system called for by this plan is a radial system where paratransit, local fixed bus routes, park-and-rides, and intermodal stations feed into a regional system of rapid, high capacity transit routes. The narrative below describes the major components of the proposed 2030 regional public transportation system.

Maps 6.1-6.2 at the back of this plan indicate what this future coordinated system will look like. The Transportation System Performance, Project List, and Financial Analysis chapters of this plan provide information about the performance of this system over time, as well as the projects, costs, and revenues involved in implementing the system by 2030.

Inter-regional Transportation

Several public and private entities will continue to provide long distance passenger rail and bus service to the three county region. Amtrak currently provides passenger train service from the region to Dallas-Fort Worth and San Antonio where additional train service connects to several other cities throughout the United States such as Los Angeles and Chicago. Greyhound and other private bus operators currently provide long

distance bus service to the three county region. This plan considers the connections within the region to these interregional transportation services; however, improvements to inter-regional transportation service are beyond the scope of this regional transportation plan.

Rapid Transit—Passenger Rail

Austin-San Antonio Passenger Rail²³

A regional passenger rail system connecting the Austin and San Antonio metropolitan areas is being explored as a way to ease traffic congestion on IH-35 and provide options to commuters who travel between the two regions. The proposed passenger rail system may run along existing Union Pacific right-of-way that parallels IH-35. The rail system is envisioned to run from Georgetown to San Antonio with 13 stations, including stations in Austin, Round Rock, Buda/Kyle, San Marcos, and New Braunfels. Sixty-three miles of the 110-mile system would lie within the CAMPO study area. Refer to the *Project List* in the “Implementation” section of this plan for more information.

Commuter Rail Urban Service

Urban commuter rail is expected to play a role in the region’s future public transportation system. The *CAMPO Mobility 2030 Plan* assumes the implementation of Leander/Downtown Commuter Rail Urban Service and calls for corridor studies that could identify additional lines in the future. Refer to the *Project List* in the “Implementation” section of this plan for more information.

Rapid Transit—Bus

Bus rapid transit (BRT), including express buses, rapid buses, and buses running on high occupancy vehicle lanes, will play a role in the region’s future public transportation system. In addition to increasing service along existing express bus routes and adding new express bus routes, the *CAMPO Mobility 2030 Plan* assumes the implementation of rapid bus along numerous corridors within the Capital Metro service area. Refer to the *Project List* in the “Implementation” section of this plan for more information.

²³ This proposed commuter rail line was adopted in the 2025 CAMPO plan based on the Austin-San Antonio Commuter Rail Study, Final Report, Carter-Burgess, July 1999. The original commuter rail feasibility study includes additional information about the potential operational characteristics of the system. Under the 1999 feasibility study, thirteen stations are planned between Georgetown and San Antonio--eight of these stations are in the 3-county CAMPO study area: Georgetown, Round Rock, Austin (4 stations), Buda/Kyle, and San Marcos.

CARTS Intercity and Express Bus Services

This plan calls for adding several intercity and commuter routes to provide regional service to residents in outlying rural areas:

- Hays County Intercity Express (CARTS);
- Taylor Express (CARTS); and
- Williamson County Express (CARTS).

Refer to the *Project List* in the “Implementation” section of this plan for more information.

Local Fixed Route Transit

This plan calls for increasing the number of local bus routes and increasing the frequency of existing routes. Local fixed route transit plays an important role in the regional public transportation system by feeding into regional routes, and providing residents of the region a viable option for trips within local areas.

Paratransit—Special Transit Services

Capital Metro, CARTS, and other public transportation providers will continue to offer special transit services to disabled residents within their service areas as required by federal law. The costs of these services are partially paid for using money from the Federal Transit Administration that is earmarked for elderly and disabled transit services (Section 5310), but the high cost of these required services does have a fiscal impact on the ability of the region’s public transportation providers to provide other services.

Other Paratransit, including On-Demand Service

Paratransit will continue to serve an important role in the regional public transportation system. CARTS will continue to provide on-demand service to much of the outer suburban and rural areas of the region, and paratransit will serve to connect residents in outlying low-density areas with the regional fixed route transit network. In addition to other limited on-demand services, Capital Metro will continue to offer a free “EasyRider” service to groups of 20 or more senior citizens to assist them with shopping or other common activities.

Carpooling and Vanpooling

This plan calls for increasing the level of carpooling and vanpooling in the region. The implementation of the HOV and managed lanes called for under the plan will improve the performance of carpools and vanpools by allowing them to use the HOV or managed lanes.

Intermodal Stations, Park-and-rides, and Transit Centers

The future public transportation system is a radial system that relies on intermodal stations, park-and-rides and transit centers to allow riders to access the system and to transfer easily between routes. The *CAMPO Mobility 2030 Plan* assumes the implementation of several new park-and-rides, intermodal stations, and transit centers around the region:

- 12 new or upgraded regionally significant park-and-ride facilities scattered throughout the Capital Metro service area.
- New intermodal stations in Taylor, Georgetown, West and South Williamson County, and Hays County.
- Transit centers in downtown, East Travis County, North Travis County and South Travis County.

Policies

- PT-1.** Increase public transportation use to at least 5% of all peak period trips within the urbanized area by 2030 and at least 25% in major travel corridors in the peak period.
- PT-2.** Provide public transportation service to the entire region, including rural areas.
- PT-3.** Provide public transportation service that is fast, reliable, safe and has travel times competitive with the automobile.
- PT-4.** Collaboratively plan for local transportation investments that support regional transit stations, including planning for multimodal connections, enhanced traffic circulation, and implementation of transit oriented development at station areas.
- PT-5.** Create viable connections between public transportation and other transportation modes, such as walking, bicycling and driving.
- PT-6.** Create viable connections between different types of public transportation, such as between inter-regional transportation, regional passenger rail, bus rapid transit, and local buses.
- PT-7.** Provide public transportation to special needs populations including people who are transit dependent, economically disadvantaged, disabled or elderly.
- PT-8.** Expand the public transportation system to keep up with the region's mobility needs over time.

Programs

CAMPO Public Transportation Program

Through its public transportation program CAMPO researches issues and develops policies and actions that support public transportation in the region. CAMPO coordinates federally funded public transportation projects through the long range plan and the Transportation Improvement Program process.

Carpool and Vanpool Programs

Through its carpool and vanpool program Capital Metro provides vehicles (automobiles and vans) for commuters with an origin or destination in the Capital Metro Service Area. Capital Metro also maintains a regional database with specialized ridematching software. Additionally, the agency works with employers in the region to educate the workforce to increase the utilization of all modes of alternatives to the single occupant vehicle.

Actions

Action	<1yr	1-5 yrs	5-25 yrs	Implementers
Develop a program to provide vanpool service linking urban commuters to intermodal stations and other transit transfer locations.	X	X	X	Capital Metro
Identify and train employee transportation coordinators.	X	X	X	Capital Metro and CAMPO
Develop transit management associations to provide transit service, incentives, and other programs within business districts, employment centers, and other areas.	X	X		Capital Metro, CAMPO, Downtown Austin Alliance, Austin Community College
Explore opportunities for providing additional future rail transit in the region through corridor studies and other means.	X	X		CAMPO, Capital Metro, ASARD, TxDOT
Develop station area plans that address intermodal connections, circulation, and development around future commuter rail stations and other station areas.	X	X		Capital Metro, ASARD, CAMPO, cities, counties

4.3 Bicycles and Pedestrians

Introduction

Walking and bicycling are two of the most basic and reliable forms of transportation. Both serve an important link in the inter-modal transportation system, providing a convenient option for shorter trips, and providing the main transportation option for many residents of the region, including those who are not driving age, or otherwise unable to drive, as well as those who are not able to afford car ownership. While the large scale of the three county region means that it is not feasible for every trip to be taken on foot or on a bicycle, certain trips are particularly well suited to these modes. These include trips to services within the neighborhood, commutes to work where home and work are close together, and trips to transit. While pedestrian and bicycle trips are not always recognized as regional trips, they play an important role in the regional transportation system by connecting riders to transit, and by allowing people to get to many of their destinations without affecting the vehicle capacity of the regional road network. Providing reasonable opportunities for residents of the region to walk or bicycle for shorter trips benefits the overall regional transportation system, and is critical to meeting goals related to congestion management, air quality, and social equity, while enhancing public health and regional livability.

Pedestrian use of the transportation system

Everyone is a pedestrian. Pedestrians are those that travel from one point to another by any manual means, with the exception of bicycles. Many factors influence an individual's decision to walk as a means of travel, according to a national FHWA study:

- Distance and travel time
- Climate and topography
- Safety
- Convenience
- Cost
- Physical condition
- Family circumstances
- Habits, attitudes, and values
- Access and linkage
- Availability of other transportation alternatives
- Facility condition (adequate sidewalks, crossings, lighting, attractiveness)
- Availability of services²⁴

²⁴ Source: *The National Bicycling and Walking Study*, FHWA, 1994.

Pedestrians vary widely in their abilities. It's important that the pedestrian system meet not only the needs of the average pedestrian, but also the needs of the elderly, the young, and the disabled.

FHWA studies conclude that pedestrians are less likely to travel as far as drivers, transit riders, or cyclists. Most pedestrian travel is within small urban centers inside the region, and travel between these centers tends to be by another mode, such as public transportation or automobile. Development of a robust regional pedestrian system requires coordinating regional and local improvements among transportation providers to enhance the pedestrian network within these small urban centers, and to improve connections by all modes between these local pedestrian systems.

Bicyclist use of the transportation system

Bicycling is a popular sport and mode of travel in the CAMPO area. Bicyclists, like pedestrians, have varying degrees of ability. Bicycles can be used for trips that are considerably longer than the typical pedestrian trip, and they can also be used for short trips to services or transit, similar to pedestrian trips. A well-connected regional bicycle system should provide facilities that accommodate all skill levels of cyclists, and should allow bicycling as a viable alternative to vehicle use for travel to destinations throughout the region. The Federal Highway Administration provides a classification system for matching the abilities of a particular cyclist with the types of facilities the cyclist would be able to safely and comfortably use.

FHWA's Design Bicyclist

Bicycle facilities should accommodate both experienced and less experienced riders. FHWA suggests that bicyclists generally fit in one of three categories: Group A--Advanced Bicyclists, Group B--Basic Bicyclists, or Group C--Children. The following illustrates *FHWA's Design Bicyclist* categories and the characteristics of each.

Group A – Advanced Bicyclists

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



Group B – Basic Bicyclists

- Casual riders, new riders, & teenage riders
- They prefer:
 - Access to key neighborhood destinations
 - Streets with low speed limits and traffic volumes
 - Well-defined separation from motor vehicles
 - Comfortable access to destination via direct routes



Group C – Children

- Pre-teen riders
- They prefer:
 - Access to key neighborhood destinations
 - Residential streets with low speed limits and traffic volumes
 - Well-defined separation from motor vehicles²⁵



FHWA offers a two-tiered design approach to meet bicyclists' needs. Generally, Advanced Bicyclists (A) are best served by making every street “bicycle-friendly,” while Basic and Children Bicyclists (B & C) are best served by identifying key travel corridors (typically served by arterial and collector streets) and by providing designated bicycle facilities on selected routes through these corridors.

Federal Requirements

The Transportation Equity Act for the 21st Century (TEA-21) requires that CAMPO provide for the long-term development of bicycle and pedestrian facilities as viable transportation alternatives in the region. TEA-21 also requires that bicycle transportation facilities and pedestrian walkways be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycle and pedestrian use are not permitted. A US DOT Policy Statement strongly encourages local jurisdictions to adopt policy language that requires bicycle and pedestrian ways in conjunction with construction and reconstruction of transportation projects unless certain specific conditions are present.²⁶

Additional federal regulations and guidelines under the Americans with Disabilities Act (ADA) affect the implementation and design of regional pedestrian facilities. The

²⁵ Source: *Selecting Roadway Design Treatments to Accommodate Bicycles*. FHWA, January 1994.

²⁶ A US DOT Policy Statement, *Integrating Bicycling and Walking into the Transportation Infrastructure*. FHWA, September 2003.

cost estimates included in this plan factor in costs associated with constructing regional pedestrian facilities that comply with the Americans with Disabilities Act.

Levels of Biking and Walking

The percentage of work trips that are taken on foot or by bicycle is fairly low in the three county area. Table 16 shows the percentage of bicycle and pedestrian commuting in the CAMPO population since 1990, based on four separate surveys and the 1990 and 2000 Censuses. Most recently, CAMPO’s 2004 Public Opinion Survey shows that only 2% of the respondents bicycle or walk to work or school during rush hour.

**Table 16
CAMPO Area Bicycle and Pedestrian Commute Travel to Work²⁷**

Travel Mode	1990 U.S. Census	1994 Public Opinion Survey	1997 Public Opinion Survey	1998 Travel Survey	2000 U.S. Census	2004 Public Opinion Survey
Walk	3%	3%	3%	1%	2%	1%
Bicycle	1%	2%	1%	.5%	2%	1%

Despite the low percentage of commutes that occur by bicycle or on foot, the desire to commute by these modes is relatively high in the region. In the 2004 survey, 26% of respondents stated that they would consider bicycling, while 25% would consider walking, if the conditions were right for them. The low rate of walk and bicycle commutes can be attributed to a number of factors, including:

- Considerable distances between home and work;
- Lack of safe pedestrian and bicycle facilities between home and work;
- Lack of end-use facilities such as showers, lockers and safe bicycle storage at work sites (only 32% of the survey respondents said that their employers provided these facilities); and
- Lack of education about how to use the facilities.

USDOT studies indicate that bicycle and pedestrian commuting could be increased if adequate facilities are available. And, even when it is not feasible to walk or bicycle the full distance to work, it may be feasible to walk or bicycle to transit, or to walk or bicycle to services from home or work, especially in areas like the Central Business District, where there is good transit coverage and a mix of services within easy walking distance.

²⁷ Census and survey boundaries vary.

Regional Bicycle and Pedestrian Systems

Increasing the amount of bicycling and walking in the region for work and non-work trips requires recognition of the distinct way in which bicyclists and pedestrians use the regional transportation system. A complete regional bicycle system will provide for a continuous regional network of safe and convenient bikeways connected to other transportation modes and local bikeway systems. A complete regional pedestrian system will provide for safe walking along regionally designated arterials, provide safe routes to transit, and provide enhanced pedestrian facilities in areas with a higher intensity mix of uses, like the Central Business District.

How Projects Are Selected and Implemented

The *CAMPO Mobility 2030 Plan* sets general parameters for investment in pedestrian and bicycle improvements. In particular, the *CAMPO Mobility 2030 Plan* works toward completing the regional bicycle and pedestrian systems through:

- Adoption of a bicycle system map that will guide decisions to fund bicycle improvements through the Transportation Improvement Program;
- Requiring sidewalks and bikeways in all regional roadway projects unless certain conditions are present;
- Programs and actions to increase the overall level of walking and biking in the region; and
- Policies that emphasize pedestrian projects that support transit or are located in mixed-use areas.

Currently, proposals for specific bicycle and pedestrian projects are evaluated and prioritized for federal funding through the Transportation Improvement Program using established project selection criteria that incorporate parameters from the Metropolitan Transportation Plan. Future Metropolitan Transportation Plan updates may use a more targeted approach to prioritizing pedestrian and bicycle projects through the designation of “regional pedestrian districts” or other mapped areas, or through identification of specific bicycle and pedestrian projects on the 25-year, multi-modal project list.

Accomplishments

Since adoption of the *CAMPO 2025 Transportation Plan* in June of 2000, jurisdictions throughout the region have completed numerous projects, and initiated programs, designed to accommodate pedestrians and bicyclists and encourage bicycle and pedestrian travel within the region. Appendix E provides an overview of these recent accomplishments.

Policies

- BP-1.** Improve connections among bicycle, pedestrian, transit and roadway systems.
- BP-2.** Provide pedestrian facilities with all new construction and reconstruction of roadways in this plan within urban and suburban areas unless: pedestrians are prohibited by law from using the roadway, or the jurisdiction constructing the roadway has demonstrated that providing the pedestrian facility is not feasible due to excessive cost. Pedestrian facilities may include sidewalks within the right of way or separate pathways adjacent to and/or in the vicinity of the roadway.
- BP-3.** Provide bicycle accommodations with all new construction and reconstruction of roadways in this plan within urban and suburban areas unless bicycles are prohibited by law from using the roadway, or the jurisdiction constructing the project has demonstrated that providing the bicycle accommodation is not feasible due to excessive cost. Depending on the characteristics of the roadway, bicycle accommodations may include bike lanes, shoulders, or wide outer lanes within the right of way, or shared use paths within the vicinity of the roadway. This policy also may be met by demonstrating that future demand will be addressed through local implementation of a comprehensive interconnected system of off-road bicycle facilities.
- BP-4.** Provide adequate bicycle and pedestrian connections across controlled access facilities within urban and suburban areas as part of new construction or reconstruction of controlled access facilities unless the jurisdiction constructing the project has demonstrated that providing the connection is not feasible due to excessive cost or not warranted due to insufficient demand. In cases where the connection is not currently warranted, preserve a possible option for providing a future connection. Connections across controlled access facilities should be coordinated with the locations of transit stops and activity centers.
- BP-5.** Enhance bicycle and pedestrian facilities within higher intensity mixed-use areas.
- BP-6.** Work toward completion of the 2030 regional bicycle system shown on Map 7, 2030 Regional Bicycle System.

Policies, Continued

- BP-7.** Coordinate transportation bicycle facilities with recreational bicycle facilities, especially where recreational facilities are destinations.
- BP-8.** Increase public awareness and involvement in bicycle and pedestrian planning.
- BP-9.** Encourage establishment of minimum design criteria for new bicycle and pedestrian facilities and ensure that existing facilities are adequately maintained.
- BP-10.** Allocate at least 15 percent of available Federal Surface Transportation Program-Metropolitan Mobility dollars to bicycle and pedestrian projects through the CAMPO TIP process.

System Maps

Map 7, at the back of this plan, shows the complete regional bicycle system for the CAMPO area through the year 2030. The map shows a continuous network of regionally significant bicycle routes. Regionally significant routes are routes that move bicycle traffic within and through the region. The map shows both existing and planned facilities. All regional arterial corridors identified on the *Project List and Roadway Table* have been included on Map 7 and are considered to be part of the 2030 CAMPO Bicycle System. Bicycle facilities shown on the map include on-road and off-road facilities. Off-road facilities include bicycle trails and other facilities that are not within a vehicle right-of-way, as well as facilities within a vehicle right-of-way that are separated from the vehicle lanes by a barrier. On-road facilities include bicycle lanes as well as rights-of-way where the bicycle travels in a shared auto travel lane, or uses a wide outer lane. Some bicycle facilities are multi-use paths that include pedestrian travel. On-road facilities located along state highway frontage roads or major arterials with high speeds and traffic volumes, where there is no designated bicycle lane, are appropriate for advanced bicyclists only. While member jurisdictions are responsible for selecting from these routes and facilities and prioritizing projects to best serve their users, the 2030 Bicycle Route System Map should be used as a guide for preserving corridors for the regional bicycle and pedestrian system. In particular, jurisdictions should ensure that enough right-of-way width is acquired and preserved to accommodate construction of bicycle and pedestrian facilities along existing and planned roadways.

Programs

Bicycle and Pedestrian Program

Through its bicycle and pedestrian program CAMPO researches issues and develops policies and actions that benefit pedestrian and bicycle travel in the region. CAMPO works with an ad hoc technical committee representing various organizations and jurisdictions throughout the region in its work on bicycle and pedestrian issues.

Actions

Action	<1yr	1-5 yrs	5-25 yrs	Implementers
Develop a continuous regional inventory of existing on-road and off-road bicycle facilities.	X	X	X	CAMPO, City of Austin, Travis County, Williamson County, Hays County
Coordinate and encourage uniform signing and marking of bikeways and walkways throughout the region.	X	X	X	CAMPO, Travis County, Williamson County, Hays County, all cities
Designate Regional Pedestrian Districts for adoption into the Metropolitan Transportation Plan. ²⁸	X	X		CAMPO, all member jurisdictions and service providers
Encourage member jurisdictions to adopt nationally-recognized design guidelines for bicycle and pedestrian facilities. Appendix H includes examples of recommended guidelines.	X	X	X	CAMPO
Provide bicycle and pedestrian connections to transit stops and park-and-ride lots.	X	X	X	Capital Metro, City of Austin, Travis County, Williamson County, Hays County, TxDOT

²⁸ Under this action item CAMPO would work with its member jurisdictions to identify candidate locations for pedestrian districts around the region. The CAMPO Board would then adopt a map of pedestrian districts with boundaries into the Metropolitan Transportation Plan. Project selection criteria during future calls for projects could give additional points to bicycle and pedestrian projects that are located within a designated pedestrian district or pedestrian districts could have other provisions. Many regions, including Dallas-Fort Worth, identify special “regional pedestrian districts” where regional transportation funding can be targeted toward pedestrian and bicycle improvements. Combining targeted pedestrian and bicycle improvements with high-intensity mixed-use development, and providing pedestrian and bicycle connections to transit stations can help improve the functionality of the transit system, and reduce regional vehicle miles traveled, by connecting riders to transit and shifting many short trips to non-vehicle modes.

Provide bike racks on fixed route transit, at transit centers and major stations, and at park-and-ride lots.	X	X	X	Capital Metro, CARTS
Encourage local employment centers to provide bicycle and pedestrian end-use facilities.	X	X	X	CAMPO, Travis County, Williamson County, Hays County, all cities

Introduction

In addition to moving people, the regional transportation system supports the movement of goods to destinations in and outside of the region. The efficient movement of freight via truck, train, and airplane is critical to the regional, state, and national economies. Delays in the movement of freight negatively affect the shipping and warehousing industries, and ultimately add to the overall costs of the goods being transported. The efficient movement of freight is an especially challenging goal for the three county region, where freight transporters and passenger vehicles utilize many of the same transportation corridors.

Federal Requirements

The Transportation Equity Act for the 21st Century (TEA-21) requires metropolitan planning organizations to consider methods to enhance the efficient movement of freight, including roadway, rail, and air freight.

Initiatives Affecting Freight Mobility

North American Free Trade Agreement (NAFTA)

Most goods and commodities coming into the United States from Mexico and South America cross the Texas border and move north, sometimes all the way to Canada. The reverse is true for exports. In fact, 79 percent of all U.S.-Mexico trade passes through Texas ports of entry. Under the North American Free Trade Agreement, this international traffic will only increase. A large percentage of the nation's cross-continent traffic also passes through Texas.

Trans Texas Corridor (TTC)

The Trans Texas Corridor is a proposed statewide multi-use network of transportation routes in Texas that will incorporate existing and new highways, railways and utility right-of-ways. Specific alignments for the TTC have not been determined; however, a parallel route to IH-35 is envisioned that will likely traverse the CAMPO region.

As envisioned, each route will include:

- Separate lanes for passenger vehicles and large trucks
- Freight railways, high-speed commuter railways
- Infrastructure for utilities including water lines
- Oil and gas pipelines

- and transmission lines for electricity, broadband and other telecommunications services

Plans call for the TTC to be completed in phases over the next 50 years with routes prioritized according to Texas' transportation needs. TxDOT will oversee planning, construction and ongoing maintenance, although private vendors will be responsible for much of the daily operations. Refer to Chapter 5.5, Corridor Studies for more information on a corridor study currently underway for TTC-35.

Access Management and Freight Mobility on State System

Access management programs seek to limit and consolidate access along major roadways, while promoting a supporting street system and unified access and circulation systems for development. Access management benefits freight mobility by controlling access to facilities that are critical for long distance freight mobility, thereby limiting the potential for conflicts between freight traffic and vehicle traffic. The goals of access management are accomplished by applying the following principles:

- Provide a specialized roadway system
- Limit direct access to major roadways
- Promote intersection hierarchy
- Locate signals to favor through movements
- Preserve the functional area of intersections and interchanges
- Limit the number of conflict points
- Separate conflict areas
- Remove turning vehicles from through traffic lanes
- Use non-traversable medians to manage left-turns movements
- Provide a supporting street and circulation system

TxDOT recently revised rules for access management along the State Highway System and the Trans Texas Corridor is envisioned to include special purpose lanes that would be accessible only to freight truck traffic.

Relocating Union Pacific

The Texas Department of Transportation, Austin San Antonio Commuter Rail District and others are currently in discussions with Union Pacific Railroad over potentially moving freight traffic from the current Union Pacific Rail Line and establishing a new line to the east of Austin. This would benefit freight mobility and regional livability by:

- allowing trains to travel faster;
- potentially increasing the attractiveness of rail freight over truck freight for some trips;
- reducing the number and impact of freight trains traveling through the urbanized area of the region; and
- attracting rail-freight dependent industrial enterprises and attendant growth to the eastern portion of the region and away from the more environmentally sensitive Hill Country.

In addition, relocation of the Union Pacific Rail Line would open up a portion of Loop 1 enabling implementation of the managed lanes and commuter rail line called for by this plan in that corridor. This plan does not include any specific project related to relocation of the Union Pacific Rail Line, but could be amended in the future as appropriate and as funding is identified for this major undertaking.

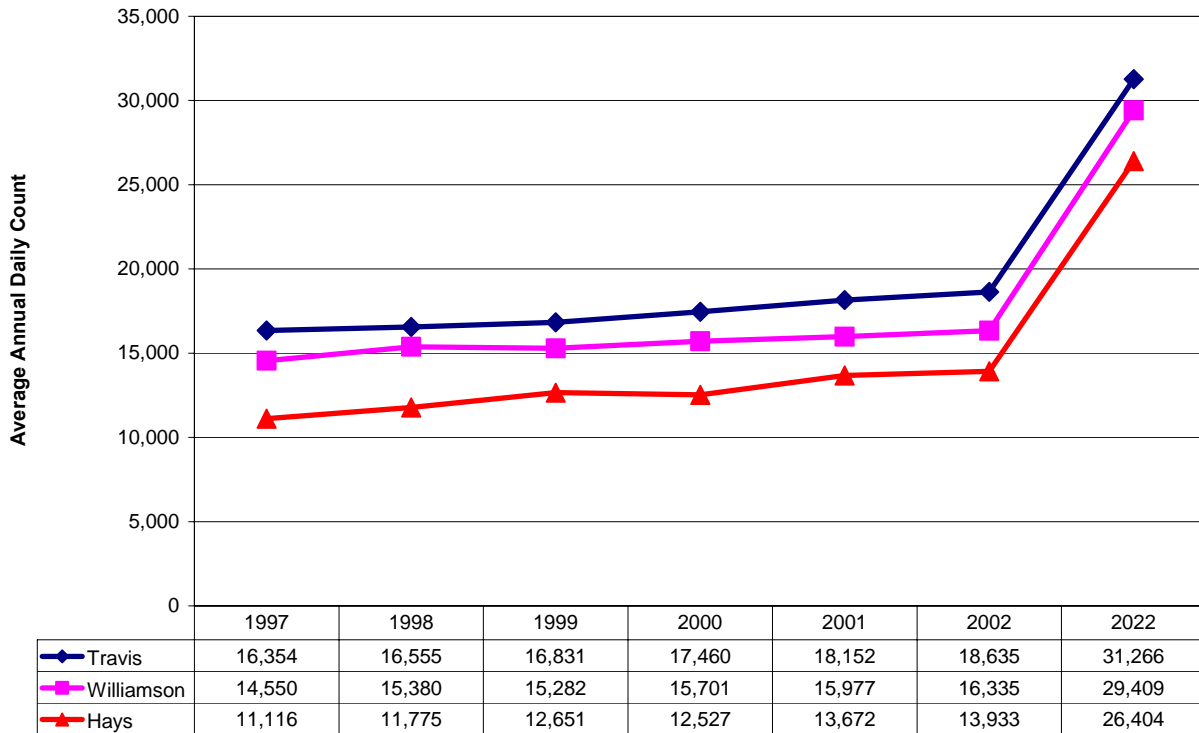
Existing Conditions and Future Trends

Truck Traffic

In the CAMPO three county area, most freight is transported by truck, and the primary freight route is along IH-35. IH-35 passes through the City of Austin's Central Business District and freight must compete with passenger vehicles for use of roadway capacity. This can create conflicts between freight and passenger vehicles along this corridor, and create delays for freight, particularly during peak commuting periods.

IH-35 Corridor Truck Traffic

Figure 13
Truck Traffic on IH 35 from 1997 to 2022



The Texas Department of Transportation estimates that over half of the truck trips traveling on IH-35 are through trips, having no origin or destination within the region. Because Austin’s economy has a relatively small manufacturing sector, and much of the Austin area population is relatively affluent, the remainder of the trips are primarily inbound trips. Many of these inbound trips have a final destination east of IH-35, where a considerable number of warehouses and distribution centers, as well as UPS, Federal Express, the US General Mail Facility, the airport, and all regional landfills are located.

In the future, freight volumes are expected to increase due to various factors including increasing regional population, and increasing amounts of trade throughout the Americas as a result of NAFTA and other agreements. By 2022 the average daily number of trucks traveling on IH-35 is expected to exceed 32,000. The roadways being proposed by this plan would allow the region to better handle the anticipated increased volume of freight.

Results of 1999 Commercial Vehicle Survey

Table 17
Commercial Vehicle Trip Purposes²⁹

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

Table 18
Type of Activity at Truck Trip Destination³⁰

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

Rail Freight

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

The level of local rail freight traffic is relatively light compared to the total volume of rail freight moving through the region. Goods carried in by rail include beer, lumber,

²⁹ Source: *Draft Austin Area Travel Survey, Executive Summary*. Parsons Brinckerhoff Quade & Douglas, Inc., December 1999.

³⁰ Source: *Draft Austin Area Travel Survey, Executive Summary*. Parsons Brinckerhoff Quade & Douglas, Inc., December 1999.

paper, plastics, and some chemicals. Goods carried out are primarily stone aggregates from mines and quarries in Georgetown, Austin, and Marble Falls.

In May 1999, Capital Metro purchased the Giddings to Llano rail line from the City of Austin for future mass transit purposes. The 162 mile line originates in Giddings on the east and runs west to the “Y” located between Pedernales and Robert Martinez Streets, and then northward along Airport Blvd and US 183 terminating in Llano. In addition there is a small 6-mile spur track originating in Fairland terminating in Marble Falls. The largest commodity currently shipped on the line is crushed rock from the quarries located on the north end of the line near Burnet and Marble Falls. Approximately 13,200 train cars are run along this line per year, which equates to 52,800 trucks off the road annually.

Air Freight

Austin serves as a regional air freight hub. The Austin metropolitan area sustains a very high per capita volume of air freight, due largely to its business climate (high-tech and academic). The demand for air freight movement is expected to continue to grow rapidly.

Since 1990, Austin's air cargo has grown dramatically. Austin air cargo tonnage increased by 70.5% in 2000, compared to the previous year. Austin now has the fourth largest air cargo market in Texas.³¹

³¹ Source: “2000 North American Traffic Report,” Airports Council International

Table 19³²
Shipment Characteristics by Mode of Transportation for Austin-Round Rock MSA for 2002

Mode	Value (Millions)	% of total	Tons (Thousand)	% of total	Ton-miles (1) (Millions)	% of total	Average mile per shipment
All modes	\$19,915	100	17,207	100	1,302	100	350
Single modes	\$13,533	68	16,954	98.5	1,246	95.7	208
Truck (2)	\$10,776	54.1	16,933	98.4	1,211	93	96
Rail	S	S	S	S	S	S	931
All other single modes	\$2,742	13.8	13	-	27	2.1	1,842
Multiple modes	\$5,934	29.8	46	0.3	24	1.9	724
Parcel, U.S.P.S. or courier	\$5,932	29.8	38	0.2	24	1.9	724
All other multiple modes	S	S	S	S	S	S	39
Other and unknown modes	\$448	2.2	207	1.2	S	S	S

— Represents data cell equal to zero or less than 1 unit of measure.

S - Estimate does not meet publication standards because of high sampling variability or poor response quality.

(1) Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.

(2) "Truck" as a single mode includes shipments that were made by only private Truck, only for-hire Truck, or combination of private Truck and for-hire Truck.

Policies

F-1. Provide efficient, cost-effective and safe movement of freight in and through the region.

F-2. Protect and enhance public and private investments in the freight network.

F-3. Avoid and/or mitigate the adverse impacts of new freight rail locations through existing neighborhoods.

³² SOURCE: Bureau of Transportation Statistics (USDOT) and U.S. Census Bureau, 2002 Commodity Flow Survey, Metropolitan Data, December 2004.

Programs

Freight Program

Through its freight program CAMPO researches freight mobility trends and works with the freight industry to identify future shifts in truck and rail freight that could have an impact on the three county region. CAMPO works through its long range planning and TIP programs to ensure that future freight mobility needs are appropriately considered in planning for the region’s transportation future.

Actions

Action	<1yr	1-5 yrs	5-25 yrs	Implementers
Refine and implement the concept of Special Use Lanes for commercial vehicles.	X	X		CAMPO, TxDOT
Amend development codes to ensure that loading and delivery spaces for commercial vehicles are provided with new development.	X	X	X	local jurisdictions
Designate hazardous materials truck routes.		X	X	TxDOT, FEMA, cities, counties
Develop incentives to encourage freight transportation companies that use air freight to locate near the Austin Bergstrom International Airport and any future inter-modal freight operations facilities and relocate away from residential and high-traffic volume areas.	X	X	X	CAMPO, TxDOT, local jurisdictions
Study feasibility of and promote relocating Union Pacific Railroad to the east for through freight movement.	X	X	X	TxDOT, Union Pacific Railroad
Share congestion data with freight providers to aid in their route planning.	X	X	X	CAMPO
Develop relocation criteria before making the decision to move the rail line so that adverse impacts are not transferred from East to West.	X	X		CAMPO, TxDOT

Part Five: Implementation

5.1 Roadway Table and Project List

This section includes a list of projects that are needed over the life of the plan to implement the *CAMPO Mobility 2030 Plan*. Projects are described at differing levels of detail to reflect the uncertainties inherent in the 25-year time horizon. (Section 5.3, Relationship with the TIP, provides additional information for how this Project List is implemented through CAMPO's Transportation Improvement Program.)

Mode

The project list identifies recommended projects in all modes and includes projects affecting roadways, public transportation, bicycles, pedestrians, freight, and operational improvements. A particular project listing may represent improvements in more than one mode. (For example, one project listing may include added vehicle capacity on an arterial as well as sidewalk improvements along that arterial.)

Project Description

Added-capacity *roadway projects* are described in terms of existing and future segment descriptions. A segment shown as a "FWY 4" in the 2005 (Existing) column and as a "FWY 6" in the 2030 column indicates that one or more planned projects will upgrade that roadway segment from a four lane freeway to a six lane freeway by 2030. Additional improvements may also be planned for segments identified on the list, including bicycle and pedestrian improvements, safety improvements, interchange and intersection improvements, and improvements to an adjacent freeway frontage road. Where appropriate, additional remarks are included in the "Project Description/Remarks" column. Chapter 4.1, Roadway Improvements provides detailed explanations of each of the segment descriptions.

Transit projects and *other improvements* are described with a narrative project description in the "Project Description/Remarks" column.

The project list identifies *corridor studies* and other potential studies that could result in the addition of projects to the plan in the future. A list of potential studies is provided under "D. Studies" on the *Roadway Table and Project List*. Roadway segments affected by a potential corridor study may also include interim improvements. Any interim improvements will be identified by roadway segment under "A. Roadway Improvements" on the *Roadway Table and Project List*.

The project list includes several *categorical projects*. These project listings are described with narrative in the "Project Description/Remarks column" and may include

an entire range of projects under a single umbrella description. Examples of this type of project listing include stand-alone bicycle and pedestrian projects, intersection improvement projects, and intelligent transportation system projects.

Location, Jurisdiction, and Project Cost

The project list describes the extent and location of each project; identifies the jurisdiction responsible for the project, and provides an estimated cost for constructing each project. The cost estimate is included for the purpose of determining whether the projects can be reasonably afforded over the life of the plan, and may not reflect the ultimate cost of the project. The financial analysis chapter describes how expected revenue would cover the project costs identified on the project list. Appendix G describes the methodology that was used to develop the planning cost estimates.

Impacts

The “impacts” column of the project list identifies whether the project could have social or environmental impacts due to its location. Because the plan does not identify the specific alignment or design of particular projects, the impacts column should be used for general reference purposes only. Each unique code included in the column reflects a different circumstance that could be present at the location of a project:

- EJ= Project may pass through or be adjacent to a census tract that has been identified as an environmental justice census tract.
- EA= Project may pass through the Edwards Aquifer Recharge or Contributing Zones.
- N= Project may pass through a publicly owned park or natural area, privately held conservation area, or an area that has been designated as “critical habitat” for an endangered species.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

A. Roadway Improvements (May Include bike-ped, transit, or other component)

Y	IH 35	Bell County Line - FM 487	FWY 6	FWY 6	Convert frontage roads to one-way operation.	TxDOT	EJ	100,000	TX- 35- 22
Y	IH 35	FM 487 - FM 972	FWY 6	FWY 6	Convert frontage roads to one-way operation.	TxDOT	EJ	900,000	TX- 35- 23
	IH 35	FM 972 - SH 195	FWY 6	FWY 6		TxDOT	EA, EJ	0	TX- 35- 24
Y	IH 35	SH 195 - FM 2338	FWY 6	FWY 6	Construct frontage roads.	TxDOT	EA	15,200,000	TX- 35- 25
	IH 35	FM 2338 - FM 2243	FWY 6	FWY 6		TxDOT	EA, EJ	0	TX- 35- 26
	IH 35	FM 2243 - CR 111	FWY 6	FWY 6		TxDOT	EA	0	TX- 35- 27
Y	IH 35	CR111 - FM 1431	FWY 6	FWY 6/ ML 1		TxDOT	EA	27,040,000	TX- 35- 28
Y	IH 35	FM 1431 - FM 3406	FWY 6	FWY 6/ ML 1		TxDOT	EA	33,280,000	TX- 35- 1
Y	IH 35	FM 3406 - RM 620	FWY 6	FWY 6/ ML 1		TxDOT	EA, EJ	44,800,000	TX- 35- 2
Y	IH 35	RM 620 - SH 45 (N)	FWY 6	FWY 6/ ML 1	Includes managed lane direct connectors to SH 45.	TxDOT	EA, EJ	170,680,000	TX- 35- 3
Y	IH 35	SH 45 (N) - Parmer Ln.	FWY 6	FWY 6/ ML 1		TxDOT	EA, EJ	91,840,000	TX- 35- 4
Y	IH 35	Parmer Ln. - Rundberg Ln.	FWY 6	FWY 6/ ML 1		TxDOT	EJ	76,960,000	TX- 35- 5
Y	IH 35	Rundberg Ln. - US 183 (N)	FWY 6	FWY 6/ ML 1		TxDOT	EJ	31,200,000	TX- 35- 6
Y	IH 35	US 183 (N) - US 290 (E)	FWY 8	FWY 8/ ML 1		TxDOT	EJ	29,120,000	TX- 35- 7
Y	IH 35	US 290 (E) - 51st St.	FWY 8	FWY 8/ ML 1		TxDOT	EJ	73,500,000	TX- 35- 8
Y	IH 35	51st St. - MLK Blvd.	FWY 8	FWY 8/ ML 1		TxDOT	EJ	134,400,000	TX- 35- 9
Y	IH 35	MLK Blvd. - 15th St.	FWY 8	FWY 6/CD 4	CD = collector-distributors.	TxDOT	EJ	22,500,000	TX- 35- 10
Y	IH 35	15th St. - 6th St.	FWY 6	FWY 6/CD 4	CD = collector-distributors.	TxDOT	EJ	48,750,000	TX- 35- 11
Y	IH 35	6th St. - Cesar Chavez	FWY 6	FWY 6/CD 4	CD = collector-distributors.	TxDOT	EJ	26,250,000	TX- 35- 12
Y	IH 35	Cesar Chavez - US 290 (W)	FWY 6	FWY 8/ ML 1		TxDOT	EJ	128,380,000	TX- 35- 13
Y	IH 35	US 290 (W) - William Cannon Dr.	FWY 6	FWY 8/ ML 1		TxDOT	EJ	43,680,000	TX- 35- 14
Y	IH 35	William Cannon Dr. - Slaughter Ln.	FWY 6	FWY 8/ ML 1		TxDOT	EJ	37,440,000	TX- 35- 15
Y	IH 35	Slaughter Ln. - FM 1626	FWY 6	FWY 8/ ML 1		TxDOT	EJ	32,000,000	TX- 35- 16
Y	IH 35	FM 1626 - FM 1327	FWY 6	FWY 8/ ML 1		TxDOT		32,000,000	TX- 35- 17

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9
Y	IH 35	FM 1327 - FM 2001	FWY 6	FWY 6	Includes auxiliary lanes and frontage road improvements. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EJ	2,500,000	TX- 35- 18
Y	IH 35	FM 2001 - Loop 82	FWY 6	FWY 6	Includes auxiliary lanes and frontage road improvements. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	N, EJ	35,250,000	TX- 35- 19
	IH 35	Loop 82 - SH 123	FWY 6	FWY 6		TxDOT	EJ	0	TX- 35- 20
	IH 35	SH 123 - Comal County Line	FWY 6	FWY 6		TxDOT	EJ	0	TX- 35- 21
	BR IH 35 (Georgetown)	IH 35 - FM 2338	MAD 4	MAD 4		TxDOT	EA, EJ	0	TX- BR35- 6
Y	BR IH 35 (Georgetown)	FM 2338 - FM 2243	MAU 4	MAD 4		TxDOT	EA, EJ	10,000,000	TX- BR35- 5
Y	BR IH 35 (Georgetown)	FM 2243 - IH 35	MAU 4	MAD 4		TxDOT	EA, EJ	6,000,000	TX- BR35- 8
	BR IH 35 (Mays Street)	FM 3406 - Brushy Creek	MAD 4	MAD 4		TxDOT	EA, EJ	0	TX- BR35- 1
	BR IH 35 (Mays Street)	Brushy Creek - Lake Creek	MAD 4	MAD 4		TxDOT	EA, EJ	0	TX- BR35- 2
	BR IH 35 (Mays Street)	Lake Creek - Gattis School Road	MAD 4	MAD 4		TxDOT	EA, EJ	0	TX- BR35- 3
Y	BR IH 35 (Mays Street)	Gattis School Road - Dell Way	MAD 4	MAD 4	Realign Mays Street with Dell Way.	Round Rock/ TxDOT	EA, EJ	5,000,000	TX- BR35- 4
	US 79	IH 35 (N) - BR IH 35	MAD 6	MAD 6		TxDOT	EA	0	TX- 79- 1
Y	US 79	BR IH 35 - FM 1460	MAD 4	MAD 6		TxDOT	EA	14,250,000	TX- 79- 2
Y	US 79	FM 1460 - CR 122	MAD 4	MAD 6		TxDOT	EA	22,500,000	TX- 79- 3
Y	US 79	CR 122 - FM 685	MAD 4	MAD 6		TxDOT		12,750,000	TX- 79- 4
Y	US 79	FM 685 - FM 3349	MAD 4/MAU 4	MAD 6		TxDOT		34,500,000	TX- 79- 5
Y	US 79	FM 3349 - BR US 79 W (Taylor)	MAU 4	MAD 6		TxDOT		22,500,000	TX- 79- 6
	US 79	BR US 79 W (Taylor) - SH 95	MAD 4	MAD 4		TxDOT	EJ	0	TX- 79- 7
	US 79	SH 95 - BR US 79 E (Taylor)	MAD 4	MAD 4		TxDOT	EJ	0	TX- 79- 8
Y	US 79	BR US 79 E (Taylor) - FM 1063	MAU 4	MAD 4		TxDOT	EJ	32,660,000	TX- 79- 9
Y	US 79	FM 1063 - Milam County Line	MAU 4	MAD 4		TxDOT	EJ	18,400,000	TX- 79- 10
Y	US 79 BR (Taylor)	US 79 (W) - US 79 (E)	MAU 4	MAD 4		TxDOT	EJ	18,500,000	TX- 79BR- 1

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	US 183	Burnet County Line - FM 970	MAU 4	MAU 4		TxDOT	EA	0	TX- 183- 21
	US 183	FM 970 - FM 3405	MAU 4	MAU 4		TxDOT	EA	0	TX- 183- 22
Y	US 183	FM 3405 - SH 29	MAU 4	MAD 4		TxDOT	EA	17,480,000	TX- 183- 23
Y	US 183	SH 29 - 183 A	MAU 4	MAD 6		TxDOT	EA	22,770,000	TX- 183- 24
Y	US 183	183 A - FM 2243	MAU 4	MAD 6		TxDOT	EA, EJ	15,000,000	TX- 183- 1
Y	US 183	FM 2243 - Block House Creek	MAU 4	MAD 6		TxDOT	EA, EJ	19,950,000	TX- 183- 2
Y	US 183	Block House Creek - New Hope Dr.	MAD 4	MAD 6		TxDOT	EA	5,586,000	TX- 183- 3
Y	US 183	New Hope Dr. - FM 1431	MAD 4	MAD 6		TxDOT	EA	9,000,000	TX- 183- 4
Y	US 183	FM 1431 - Brushy Creek Rd.	MAD 4	MAD 6		TxDOT	EA	10,800,000	TX- 183- 5
Y	US 183	Brushy Creek Rd. - Lakeline Blvd.	MAD 4	MAD 6		TxDOT	EA	18,000,000	TX- 183- 6
Y	US 183	Lakeline Blvd. - RM 620	FWY 6	FWY 6/ML 2		TxDOT	EA	10,500,000	TX- 183- 7
Y	US 183	RM 620 - Travis County Line	FWY 6	FWY 6/ ML 2		TxDOT	EA, EJ	64,000,000	TX- 183- 8
Y	US 183	Travis County Line - Braker Ln.	FWY 6	FWY 6/ML 2		TxDOT	EA	60,000,000	TX- 183- 9
Y	US 183	Braker Ln. - Loop 1	FWY 6	FWY 6/ML 2	Includes managed lane direct connectors at Loop 1.	TxDOT	EA	205,000,000	TX- 183- 10
	US 183	Loop 1 - IH 35 (N)	FWY 6	FWY 6		TxDOT	EA, EJ	0	TX- 183- 11
Y	US 183	IH 35 (N) - US 290 (E)	MAD 4	TOLL FWY 6	Includes installation of toll collection equipment and 2 direct connectors at IH 35. Freeway mainlanes let prior to 2005.	TxDOT/ CTRMA	EJ	175,000,000	TX- 183- 12
Y	US 183	US 290 (E) - E. 7th St.	MAD 4	Toll FWY 6	Includes multi-level interchange at US 290.	TxDOT/ CTRMA	EJ	294,900,000	TX- 183- 13
Y	US 183	E. 7th St. - Colorado River	Toll FWY 8	Toll FWY 8		TxDOT/ CTRMA	EJ	11,000,000	TX- 183- 14
Y	US 183	Colorado River - Montopolis	MAD 6	Toll FWY 8		TxDOT/ CTRMA	EJ	11,300,000	TX- 183- 15
Y	US 183	Montopolis - SH 71 (E)	MAD 6	Toll FWY 8		TxDOT/ CTRMA	EJ	65,000,000	TX- 183- 20
Y	US 183	SH 71 (E) - Onion Creek	MAD 4	MAD 6	Make interim safety and capacity improvements by expanding facility to a 6 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EJ	21,000,000	TX- 183- 16

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9
Y	US 183	Onion Creek - FM 812	MAD 4	MAD 6	Make interim safety and capacity improvements by expanding facility to a 6 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EJ	7,700,000	TX- 183- 17
Y	US 183	FM 812 - FM 973	MAU 4	MAD 6	Make interim safety and capacity improvements by expanding facility to a 6 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EJ	23,800,000	TX- 183- 18
Y	US 183	FM 973 - SH 130 (S)	MAU 4	MAD 6	Make interim safety and capacity improvements by expanding facility to a 6 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EJ	10,500,000	TX- 183- 19
	US 183	SH 130 (S) - Caldwell County Line			Overlaps with SH 130. See SH 130.				
Y	183 A	US 183 (N) - FM 2243	---	Toll Fwy 6	Phase I= Toll PKWY 4; Intermittent frontage roads; preserve ROW for Toll Fwy 6.	CTRMA	EA, EJ	80,214,000	TX- 183A- 1
Y	183 A	FM 2243 - New Hope Dr.	---	Toll Fwy 6	Phase I= Toll PKWY 4; Intermittent frontage roads; preserve ROW for Toll Fwy 6.	CTRMA	EA	114,478,000	TX- 183A- 2
Y	183 A	New Hope Dr. - FM 1431	---	Toll Fwy 6	Phase I= Toll PKWY 4; Intermittent frontage roads; preserve ROW for Toll Fwy 6.	CTRMA	EA	38,923,000	TX- 183A- 3
Y	183 A	FM 1431 - Brushy Creek	---	Toll Fwy 6	Phase I= Toll PKWY 4; Intermittent frontage roads; preserve ROW for Toll Fwy 6.	CTRMA	EA	86,136,000	TX- 183A- 4
Y	183 A	Brushy Creek - SH 45 N	---	Toll Fwy 6	Phase I= Toll PKWY 4; Intermittent frontage roads; preserve ROW for Toll Fwy 6.	CTRMA	EA	69,863,000	TX- 183A- 5
Y	US 290 (E)	IH 35 (N) - Cameron Rd.	FWY 4	FWY 6	Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EJ	11,700,000	TX- 290E- 1
Y	US 290 (E)	Cameron Rd. - US 183 (S)	FWY 4	FWY 6	Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EJ	22,900,000	TX- 290E- 2
Y	US 290 (E)	US 183 (S) - Springdale Rd.	MAD 4	Toll Fwy 6	Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT/CTRMA	EJ	30,600,000	TX- 290E- 3

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
Y	US 290 (E)	Springdale Rd. - Giles Rd.	MAD 4	Toll FWY 6	Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT/CTRMA	EJ	48,450,000	TX- 290E- 4			
Y	US 290 (E)	Giles Rd. - FM 3177	MAD 4	Toll FWY 6	Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT/CTRMA	EJ	35,700,000	TX- 290E- 5			
Y	US 290 (E)	FM 3177 - FM 973	MAD 4	Toll FWY 6	Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT/CTRMA	EJ	94,350,000	TX- 290E- 6			
Y	US 290 (E)	FM 973 - Bastrop County Line	MAD 4	FWY 6	Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EJ	148,029,000	TX- 290E- 7			
	US 290 (W)	Blanco County Line - Loop 64 (W)	MAU 4	MAU 4		TxDOT	EA	0	TX- 290W- 11			
	US 290 (W)	Loop 64 (W) - RM 12	MAD 4	MAD 4		TxDOT	EA	0	TX- 290W- 12			
Y	US 290 (W)	RM 12 - Loop 64 (E)	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT	EA	0	TX- 290W- 13			
Y	US 290 (W)	Loop 64 (E) - Nutty Brown Rd	MAU 4	MAD 4	Make interim safety and capacity improvements by expanding facility to a 4 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EA	33,300,000	TX- 290W- 14			
Y	US 290 (W)	Nutty Brown Rd - Fitzhugh Rd.	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT	EA	0	TX- 290W- 1			
Y	US 290 (W)	Fitzhugh Rd. - FM 1826	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT	EA	0	TX- 290W- 2			
Y	US 290 (W)	FM 1826 - SH 71 (W)	MAD 4	Toll FWY 6		TxDOT/CTRMA	EA	17,250,000	TX- 290W- 3			
Y	US 290 (W)	SH 71 (W) - William Cannon Dr	MAD 4	Toll FWY 6	Includes direct connectors at SH 71.	TxDOT/CTRMA	EA	98,000,000	TX- 290W- 4			
Y	US 290 (W)	William Cannon Dr. - Williamson Creek	MAD 4	Toll FWY 6		TxDOT/CTRMA	EA	19,000,000	TX- 290W- 15			

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

Y	US 290 (W)	Williamson Creek - Loop 1	FWY 6	FWY 6	Construct direct connectors at Loop 1.	TxDOT	EA	60,000,000	TX- 290W- 5
	US 290 (W)	Loop 1 - West Gate Blvd.	FWY 6	FWY 6		TxDOT	EA	0	TX- 290W- 6
	US 290 (W)	West Gate Blvd. - Loop 360	FWY 6	FWY 6		TxDOT	EA, EJ	0	TX- 290W- 7
	US 290 (W) (Ben White Blvd)	Loop 360 - Manchaca Rd.	FWY 6	FWY 6		TxDOT	EA, EJ	0	TX- 290W- 8
	US 290 (W) (Ben White Blvd)	Manchaca Rd. - S. Congress Ave.	FWY 6	FWY 6		TxDOT	EA, EJ	0	TX- 290W- 9
	US 290 (W) (Ben White Blvd)	S. Congress Ave. - IH 35 (S)	FWY 6	FWY 6		TxDOT	EJ	0	TX- 290W- 10
Y	SH 21 (Hays)	Travis County Line - FM 2001 (S)	MAU 2	MAD 4		TxDOT	EJ	13,340,000	TX- 21 1
Y	SH 21 (Hays)	FM 2001 (S) - FM 2720	MAU 2	MAD 4		TxDOT	EJ	21,160,000	TX- 21 2
Y	SH 21 (Hays)	FM 2720 - FM 1966	MAU 2	MAD 4		TxDOT	EJ	13,800,000	TX- 21 3
Y	SH 21 (Hays)	FM 1966 - CR 159	MAU 2	MAD 4		TxDOT	EJ	5,000,000	TX- 21 4
Y	SH 21 (Hays)	CR 159 - SH 80	MAU 4	MAD 6		TxDOT	EJ	21,500,000	TX- 21 5
	SH 29	Burnet County Line - Loop 332	MAU 4	MAU 4		TxDOT	EA	0	TX- 29 1
	SH 29	Loop 332 - US 183	MAU 4	MAU 4		TxDOT	EA	0	TX- 29 2
Y	SH 29	US 183- Parmer	MAU 4	MAD 4		TxDOT	EA	13,800,000	TX- 29 3
Y	SH 29	Parmer - DB Woods	MAU 4	MAD 4		TxDOT	EA	30,820,000	TX- 29 4
Y	SH 29	DB Woods- IH 35	MAU 4	MAD 6		TxDOT	EA	9,576,000	TX- 29 5
Y	SH 29	IH 35 - FM 1460	MAU 4	MAD 4		TxDOT	EA, EJ	7,980,000	TX- 29 6
Y	SH 29	FM 1460 - FM 1660	MAU 2	MAD 4		TxDOT	EA, EJ	38,640,000	TX- 29 7
Y	SH 29	FM 1660 - SH 95	MAU 2	MAD 4		TxDOT	EJ	30,360,000	TX- 29 8
Y	SH 45 (N)	Anderson Mill - US 183 (N)	MAD 4	Toll FWY 6	Overlaps with RM 620; Includes interchange at Anderson Mill Rd; Cost excludes funding let prior to 2005.	TxDOT/TTA	EA	6,000,000	TX- 45N- 8

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
Y	SH 45 (N)	US 183 (N) - RM 620	MAU 4	Toll FWY 6	Overlaps with RM 620; Project funding let prior to 2005.	TxDOT/TTA	EA	0	TX- 45N- 1			
Y	SH 45 (N)	RM 620 - FM 1325/Loop 1	---	Toll FWY 6	Project funding let prior to 2005.	TxDOT/TTA	EA, EJ	0	TX- 45N- 2			
Y	SH 45 (N)	FM 1325/Loop 1 - IH 35 (N)	MAU 4	Toll FWY 6	Project funding let prior to 2005.	TxDOT/TTA	EA, EJ	0	TX- 45N- 3			
Y	SH 45 (N)	IH 35 (N) - Greenlawn Blvd.	MAD 4	Toll FWY 6	Project funding let prior to 2005.	TxDOT/TTA	EA	0	TX- 45N- 4			
Y	SH 45 (N)	Greenlawn Blvd. - Grand Avenue Parkway	MAD 4	Toll FWY 6	Project funding let prior to 2005.	TxDOT/TTA	EA	0	TX- 45N- 5			
Y	SH 45 (N)	Grand Avenue Parkway - SH 130 (N)/FM 685	MAD 4/0	Toll FWY 6	Project funding let prior to 2005.	TxDOT/TTA		0	TX- 45N- 6			
	SH 45 (N)	SH 130/FM 685 to Kelly Ln	MAD 4	MAD 4		TxDOT/Pflugerville		0	TX- 45N- 7			
	SH 45 (S)	FM 1826 - Loop 1	MAD 4	MAD 4		TxDOT	EA	0	TX- 45S- 1			
Y	SH 45 (S)	Loop 1 - FM 1626	MAU 2	Toll PKWY 4	Includes 1 lane frontage roads. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT/CTRMA	EA, N	43,000,000	TX- 45S- 2			
Y	SH 45 (S)	FM 1626 - IH 35	---	Toll PKWY 6	Non-continuous frontage roads where required. Subject to alignment study. Avoid FM 1327 and existing development. Preserve ROW for FWY 6.	TxDOT/CTRMA	EA	76,500,000	TX- 45S- 3			
Y	SH 45 (S)	IH 35 - US 183/SH 130	---	Toll PKWY 6	Non-continuous frontage roads where required. Subject to alignment study. Avoid FM 1327 and existing development. Preserve ROW for FWY 6. Project funding let prior to 2005.	TxDOT/TTA	EJ	0	TX- 45S- 4			
Y	SH 71 (E)	IH 35 (S) - Pleasant Valley Rd.	MAD 6	Toll FWY 6	Includes Electronic Toll Collection infrastructure; Cost excludes funding let prior to 2005; Corridor Study planned at this location. See "D. Corridor Studies", below. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT/CTRMA	EJ	4,000,000	TX- 71E- 1			
Y	SH 71 (E)	Pleasant Valley Rd. - Riverside Dr.	MAD 6	Toll FWY 6	Includes Electronic Toll Collection infrastructure; Cost excludes funding let prior to 2005; Corridor Study planned at this location. See "D. Corridor Studies", below. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT/CTRMA	EJ	4,000,000	TX- 71E- 2			

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
Y	SH 71 (E)	Riverside Dr. - US 183 (S)	MAD 6	Toll FWY 6	Includes multi-level interchange at US183; Includes Electronic Toll Collection infrastructure; Cost excludes funding let prior to 2005; Corridor Study planned at this location. See "D. Corridor Studies", below. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT/CTRMA	EJ	215,000,000	TX- 71E- 3			
Y	SH 71 (E)	US 183 (S) - Ave. F (Spirit of Texas Dr.)	MAD 4	Toll FWY 6	Includes Electronic Toll Collection infrastructure; Cost excludes funding let prior to 2005; Corridor Study planned at this location. See "D. Corridor Studies", below. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT/CTRMA	EJ	28,200,000	TX- 71E- 4			
Y	SH 71 (E)	Ave. F (Spirit of Texas Dr.) - SH 130	MAD 4	FWY 6	Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EJ	60,750,000	TX- 71E- 5			
Y	SH 71 (E)	SH 130 - Bastrop County Line	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT	EJ	0	TX- 71E- 6			
Y	SH 71 (W)	Blanco County Line - FM 3238	MAU 4	MAD 4	Make interim safety and capacity improvements by expanding facility to a 4 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT		12,500,000	TX- 71W- 1			
	SH 71 (W)	FM 3238 - RM 620	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT	EA	0	TX- 71W- 2			
Y	SH 71 (W)	RM 620 - RM 2244	MAD 4	MAD 6	Make interim safety and capacity improvements by expanding facility to a 6 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EA	4,200,000	TX- 71W- 3			
Y	SH 71 (W)	RM 2244 - 1.1 mile west of US 290 (W)	MAU 4	MAD 4	Make interim safety and capacity improvements by expanding facility to a 4 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EA	26,500,000	TX- 71W- 4			
Y	SH 71 (W)	1.1 mile west of US 290 (W) - US 290 (W)	MAU 4	Toll FWY 6	See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT/CTRMA	EA	43,400,000	TX- 71W- 5			
Y	SH 80 (San Marcos)	IH 35 - SH 21	MAD 4	MAD 6		TxDOT	EJ	6,000,000	TX 80 1			
Y	SH 80 (San Marcos)	SH 21 - Caldwell County Line	MAU 4	MAD 6		TxDOT	EJ	5,520,000	TX 80 2			
	SH 95	Bell County Line - FM 972	MAU 4	MAU 4		TxDOT	EJ	0	TX 95 1			

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	SH 95	FM 972 - FM 971	MAU 4	MAU 4		TxDOT	EJ	0	TX 95 2
	SH 95	FM 971 - SH 29	MAU 4	MAU 4		TxDOT	EJ	0	TX 95 3
Y	SH 95	SH 29 - FM 397	MAU 4	MAD 4		TxDOT	EJ	15,640,000	TX 95 4
Y	SH 95	FM 397 - US 79	MAU 4	MAD 4		TxDOT	EJ	29,000,000	TX 95 5
Y	SH 95	US 79 - FM 1660	MAU 4	MAD 4		TxDOT	EJ	26,220,000	TX 95 6
Y	SH 95	FM 1660 - Bastrop County Line	MAU 4	MAD 4		TxDOT	EJ	17,480,000	TX 95 7
Y	SH 123 (San Marcos)	IH 35 - FM 621	MAD 4	MAD 6		TxDOT	EJ	4,000,000	TX 123 1
Y	SH 123 (San Marcos)	FM 621 - Wonder World Dr	MAU 4	MAD 4		TxDOT	EJ	8,000,000	TX 123 2
Y	SH 123 (San Marcos)	Wonder World Dr - Guadalupe County Line	MAU 4	MAD 4	Includes intermittent median with turn lanes at select locations.	TxDOT	EJ	5,750,000	TX 123 3
Y	SH 130	IH 35 - CR 111	Toll PKWY 4	Toll PKWY 6	Frontage roads where required. Preserve ROW for Toll FWY 6. Phase I (Toll PKWY 4) let prior to 2005; Project cost includes expansion to 6 lanes between IH-35 and US 183 (S) and cost of interchange upgrades at IH 35, US 290, SH 71, and SH 45 SE.	TxDOT/TTA	EA	871,000,000	TX 130 12
Y	SH 130	CR 111 - US 79	Toll PKWY 4	Toll PKWY 6	Project description and cost included in project description and cost for segment TX-130-12, above.	TxDOT/TTA		0	TX- 130- 1
Y	SH 130	US 79 - CR 168/Gattis School Rd.	Toll PKWY 4	Toll PKWY 6	Project description and cost included in project description and cost for segment TX-130-12, above.	TxDOT/TTA		0	TX- 130- 2
Y	SH 130	CR 168/Gattis School Rd. - Pflugger Ln.	Toll PKWY 4	Toll FWY 6	Project description and cost included in project description and cost for segment TX-130-12, above.	TxDOT/TTA		0	TX- 130- 3
Y	SH 130	Pflugger Ln.- Pflugerville Rd.	Toll PKWY 4	Toll FWY 6	Project description and cost included in project description and cost for segment TX-130-12, above.	TxDOT/TTA		0	TX- 130- 4
Y	SH 130	Pflugerville Rd. - Wells Branch Pkwy./Howard Ln.	Toll PKWY 4	Toll PKWY 6	Project description and cost included in project description and cost for segment TX-130-12, above.	TxDOT/TTA		0	TX- 130- 5
Y	SH 130	Wells Branch Pkwy./Howard Ln. - Parmer Ln.	Toll PKWY 4	Toll PKWY 6	Project description and cost included in project description and cost for segment TX-130-12, above.	TxDOT/TTA		0	TX- 130- 6

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9
Y	SH 130	Parmer Ln. - US 290 (E)	Toll PKWY 4	Toll FWY 6	Project description and cost included in project description and cost for segment TX-130-12, above.	TxDOT/TTA		0	TX- 130- 7
Y	SH 130	US 290 (E) - SH 71 (E)	Toll PKWY 4	Toll FWY 6	Project description and cost included in project description and cost for segment TX-130-12, above.	TxDOT/TTA	EJ	0	TX- 130- 9
Y	SH 130	SH 71 (E) - US 183 (S)	Toll PKWY 4	Toll FWY 6	Project description and cost included in project description and cost for segment TX-130-12, above.	TxDOT/TTA	EJ	0	TX- 130- 10
Y	SH 130	US 183 (S) - Study Boundary (S)	---	Toll FWY 6	Overlaps with US 183 (S).	TxDOT/TTA	EJ	84,150,000	TX- 130- 11
	SH 138	US 183 - SH 195	MNR 2	MNR 2		TxDOT	EA	0	TX 138 1
	SH 138	SH 195 - SH 195 E	MNR 2	MNR 2		TxDOT	EA	0	TX 138 2
Y	SH 195 (Florence Eastern Bypass)	SH 195 (N)- SH 195 (S)	---	MAD 4		TxDOT	EA	11,840,000	TX 195A 1
Y	SH 195	Bell County Line - SH 138	MNR 2	MAD 4		TxDOT	EA	16,100,000	TX 195 1
Y	SH 195	SH 138 - Curry St	MAU 4	MAD 4		TxDOT	EA	4,500,000	TX 195 2
Y	SH 195	Curry St. - FM 970	MNR 2	MAD 4		TxDOT	EA	2,500,000	TX 195 3
Y	SH 195	FM 970 - Shell Rd	MNR 2	MAD 4		TxDOT	EA, EJ	46,000,000	TX 195 4
Y	SH 195	Shell Rd - IH 35	MNR 2	MAD 4		TxDOT	EA, EJ	15,428,000	TX 195 5
Y	Loop 1 (MOPAC Blvd)	SH 45 (N) - Parmer Ln.	MAU 4	Toll FWY 6/ML 2	Overlaps with FM 1325; non-continuous frontage roads. Project funding for mainlanes let prior to 2005. Cost includes future managed lanes.	TxDOT	EA, EJ	65,000,000	TX- 1- 1
Y	Loop 1 (MOPAC Blvd)	Parmer Ln. - Burnet Rd./FM 1325	FWY 6	FWY 6/ML 2	TxDOT to coordinate with the city, county and neighborhoods to minimize impacts. Construction of managed lanes will take place within existing corridor right of way and will be at or below grade. Project will include construction of noise walls where warranted and will provide adequate space for future ASARD commuter rail operation. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	14,500,000	TX- 1- 2

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
Y	Loop 1 (MOPAC Blvd)	Burnet Rd./FM 1325 - Braker Ln.	FWY 6	FWY 6/ML 2	TxDOT to coordinate with the city, county and neighborhoods to minimize impacts. Construction of managed lanes will take place within existing corridor right of way and will be at or below grade. Project will include construction of noise walls where warranted and will provide adequate space for future ASARD commuter rail operation. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	16,500,000	TX- 1- 3			
Y	Loop 1 (MOPAC Blvd)	Braker Ln. - US 183 (N)	FWY 6	FWY 6/ML 2	TxDOT to coordinate with the city, county and neighborhoods to minimize impacts. Construction of managed lanes will take place within existing corridor right of way and will be at or below grade. Project will include construction of noise walls where warranted and will provide adequate space for future ASARD commuter rail operation. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	13,000,000	TX- 1- 4			
Y	Loop 1 (MOPAC Blvd)	US 183 (N) - Steck Ave.	FWY 6	FWY 6/ML 2	TxDOT to coordinate with the city, county and neighborhoods to minimize impacts. Construction of managed lanes will take place within existing corridor right of way and will be at or below grade. Project will include construction of noise walls where warranted and will provide adequate space for future ASARD commuter rail operation. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT		15,000,000	TX- 1- 5			
Y	Loop 1 (MOPAC Blvd)	Steck Ave. - Spicewood Springs Rd.	FWY 6	FWY 6/ML 2	TxDOT to coordinate with the city, county and neighborhoods to minimize impacts. Construction of managed lanes will take place within existing corridor right of way and will be at or below grade. Project will include construction of noise walls where warranted and will provide adequate space for future ASARD commuter rail operation. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	10,500,000	TX- 1- 6			
Y	Loop 1 (MOPAC Blvd)	Spicewood Springs Rd. - Far West Blvd.	FWY 6	FWY 6/ML 2	TxDOT to coordinate with the city, county and neighborhoods to minimize impacts. Construction of managed lanes will take place within existing corridor right of way and will be at or below grade. Project will include construction of noise walls where warranted and will provide adequate space for future ASARD commuter rail operation. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA, EJ	14,500,000	TX- 1- 7			

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9
Y	Loop 1 (MOPAC Blvd)	Far West Blvd. - RM 2222	PKWY 6	PKWY 6/ML 2	TxDOT to coordinate with the city, county and neighborhoods to minimize impacts. Construction of managed lanes will take place within existing corridor right of way and will be at or below grade. Project will include construction of noise walls where warranted and will provide adequate space for future ASARD commuter rail operation. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	27,000,000	TX- 1- 8
Y	Loop 1 (MOPAC Blvd)	RM 2222 - Cesar Chavez	PKWY 6	PKWY 6/ML 2	Evaluate extension of managed lanes to central business district. TxDOT to coordinate with the city, county and neighborhoods to minimize impacts. Construction of managed lanes will take place within existing corridor right of way and will be at or below grade. Project will include construction of noise walls where warranted and will provide adequate space for future ASARD commuter rail operation. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA, EJ	205,000,000	TX- 1- 9
Y	Loop 1 (MOPAC Blvd)	Cesar Chavez - Town Lake	PKWY 6	PKWY 6/ML 2	TxDOT to coordinate with the city, county and neighborhoods to minimize impacts. Construction of managed lanes will take place within existing corridor right of way and will be at or below grade. Project will include construction of noise walls where warranted and will provide adequate space for future ASARD commuter rail operation. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA, EJ	68,000,000	TX- 1- 10
Y	Loop 1 (MOPAC Blvd)	Town Lake - RM 2244	FWY 6	FWY 6/ML 2	See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	13,000,000	TX- 1- 11
Y	Loop 1 (MOPAC Blvd)	RM 2244 - Loop 360	FWY 6	FWY 6/ML 2	See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	28,000,000	TX- 1- 12
Y	Loop 1 (MOPAC Blvd)	Loop 360 - US 290 (W)	PKWY 6	FWY 6/ML 2	Includes direct connectors to Loop 360. See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	83,500,000	TX- 1- 13
Y	Loop 1 (MOPAC Blvd)	US 290 (W) - William Cannon Dr.	FWY 6	FWY 6/ML 2	See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	14,000,000	TX- 1- 14

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9
Y	Loop 1 (MOPAC Blvd)	William Cannon Dr. - Slaughter Ln.	PKWY 4	PKWY 6/ML2	See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	36,000,000	TX- 1- 15
Y	Loop 1 (MOPAC Blvd)	Slaughter Ln. - SH 45 (S)	MAD 4	PKWY 6		TxDOT	EA, N	36,000,000	TX- 1- 16
Y	Loop 4 (Buda)	SH 45 SE - IH 35 (S)	---	MAD 4		TxDOT/Buda	EJ	10,400,000	TX- 4- 3
Y	Loop 4 (Buda)	IH 35 (S) - FM 967	MNR 2	MAD 4	Non State Roadway.	Buda	EA	6,320,000	TX- 4- 1
Y	Loop 82 (Aquarena Springs Dr)	IH 35 - Sessoms Dr	MAU 4	MAD 6		TxDOT/ San Marcos	EA, N	8,640,000	TX 82 1
	Loop 82 (University Drive)	Sessoms Dr - Guadalupe St	MAU 4	MAU 4		TxDOT/ San Marcos	EA, N	0	TX 82 4
	Loop 82 (Guadalupe)	University Dr - Love st	MAU 3 (1-way N)	MAU 3 (1-way N)		TxDOT/San Marcos	EJ	0	TX 82 2
	Loop 82 (LBJ)	University Dr - Love st	MAU 3 (1-way S)	MAU 3 (1-way S)		TxDOT/San Marcos	EJ	0	TX 82 3
	Loop 82	Guadalupe St/Love St- LBJ Dr	MAU 3(1-way)	MAU 3(1-way)		TxDOT/San Marcos	EJ	0	TX 82 5
	Spur 277	SH 95 - FM 1466	MNR 2	MNR 2		TxDOT		0	TX 277 1
	Loop 332 (Williamson)	SH 29 (W) - FM 1869	MNR 2	MNR 2		TxDOT	EA	0	TX 332 1
	Capital of Texas	Loop 1 - US 183 (N)	MAD 6	MAD 6	Non State Roadway	Austin	EA	0	TX 360 1
Y	Loop 360	US 183 (N) - FM 2222	MAD 4	Toll FWY 4	See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	90,972,000	TX- 360- 2
Y	Loop 360	FM 2222 - Lake Austin	MAD 4	Toll FWY 4	See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT		99,360,000	TX- 360- 3
Y	Loop 360	Lake Austin - FM 2244	MAD 4	Toll FWY 4	See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	105,336,000	TX- 360- 4
Y	Loop 360	FM 2244 - Westbank Dr.	MAD 4	Toll FWY 4	See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	35,910,000	TX- 360- 5
Y	Loop 360	Westbank Dr. - Walsh Tarlton Ln.	MAD 4	Toll FWY 4	See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	31,122,000	TX- 360- 6

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

Y	Loop 360	Walsh Tarlton Ln. - US 290 (W)	MAD 4	Toll FWY 4	See Appendix J for CAMPO resolutions that may apply to this project.	TxDOT	EA	113,400,000	TX- 360- 7
Y	FM 110 (San Marcos)	SH 21 - IH 35	---	MAD 4		TxDOT	EJ	21,550,000	TX- 110 1
Y	FM 110 (San Marcos)	IH 35 - RM 12	---	MAD 4		TxDOT	EA, EJ	100,350,000	TX- 110 2
Y	FM 110 (San Marcos)	FM 12 - FM 2439	---	MAD 4		TxDOT	EA	83,070,000	TX- 110 3
Y	FM 110 (San Marcos)	FM 2439 - IH 35	---	MAD 4		TxDOT	EA, EJ	22,590,000	TX- 110 4
Y	FM 110 (San Marcos)	IH 35 - SH 123	MNR 2/0	MAD 4		TxDOT/Hays Co	EJ	24,850,000	TX- 110 5
Y	FM 110 (San Marcos)	SH 123 - SH 21	MNR 2/0	MAD 4		TxDOT	EJ	43,350,000	TX- 110 6
	FM 112	SH 95 - FM 619	MNR 2	MNR 2		TxDOT	EJ	0	TX 112 1
	FM 112	FM 619 - FM 486	MNR 2	MNR 2		TxDOT	EJ	0	TX 112 2
	FM 112	FM 486 - Milam County Line	MNR 2	MNR 2		TxDOT	EJ	0	TX 112 3
	FM 165 (Hays)	US 290 W - Blanco County Line	MNR 2	MNR 2		TxDOT		0	TX 165 1
Y	FM 397	SH 95 - US 79 (east leg)	---	MAD 4		TxDOT	EJ	20,000,000	TX 397 1
	FM 397	US 79 - SH 95 (west leg)	MNR 2	MNR 2		TxDOT		0	TX 397 2
	FM 486	Milam County Line - FM 112	MNR 2	MNR 2		TxDOT	EJ	0	TX 486 1
	FM 487	SH 195 - FM 2843	MNR 2	MNR 2		TxDOT	EA	0	TX 487 1
	FM 487	FM 2843 - CR 234	MNR 2	MNR 2		TxDOT	EA	0	TX 487 2
Y	FM 487	CR 234 - IH 35	MNR 2	MAD 4	Overlaps with Parmer Ln. in 2030	TxDOT	EA, EJ	19,320,000	TX 487 3
Y	FM 487	IH 35 - FM 2115	MNR 2	MAU 2		TxDOT	EJ	14,720,000	TX 487 6
Y	FM 487	FM 2115 - FM 1105	MNR 2	MAU 2		TxDOT	EJ	5,750,000	TX 487 4
Y	FM 487	FM 1105 - SH 95	MNR 2	MAU 2		TxDOT	EJ	12,880,000	TX 487 5
	FM 619	FM 1331 - FM 112	MNR 2	MNR 2		TxDOT	EJ	0	TX 619 1
	FM 619	FM 112 - FM 1466	MNR 2	MNR 2		TxDOT	EJ	0	TX 619 2
	FM 619	FM 1466 - Lee County Line	MNR 2	MNR 2		TxDOT	EJ	0	TX 619 3
	FM 621 (San Marcos)	SH 123 - Guadalupe County Line	MAU 2	MAU 2		TxDOT	EJ	0	TX 621 1
Y	FM 685	US 79 - CR 168/Gattis School Rd	MAU 4	MAD 6		TxDOT	EJ	21,000,000	TX 685 4

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9
Y	FM 685	CR 168/Gattis School Rd.- Priem Ln	MAU 4	MAD 6	May serve as SH 130 frontage roads. Cost included in SH 130.	TxDOT	EJ	0	TX- 685- 1
Y	FM 685	Priem Ln - SH 45 (N)	MAU 4	MAD 6	May serve as SH 130 frontage roads. Cost included in SH 130.	TxDOT	EJ	0	TX- 685- 2
Y	FM 685	SH 45 - Kelly	MAU 4	MAD 6	May serve as SH 130 frontage roads. Cost included in SH 130.	TxDOT	EJ	0	TX- 685- 3
Y	FM 685	Kelly - FM 1825/Pflugerville Rd.	MAD 4	MAD 6		TxDOT	EJ	19,950,000	TX- 685- 5
Y	Parmer Ln	IH 35- SH 195	MNR 2/0	MAD 4	Eastern half overlaps with FM 487	Williamson Co	EA, EJ	23,880,000	TX- 734- 16
Y	Parmer Ln (Ronald Reagan Blvd)	SH 195 - FM 3405	---	MAD 4	Non State Roadway.	Williamson Co	EA	35,640,000	TX- 734- 15
Y	Parmer Ln (Ronald Reagan Blvd)	FM 3405 - SH 29	MAU 2	MAD 4	Non State Roadway.	Williamson Co	EA	29,440,000	WC 1 1
Y	Parmer Ln (Ronald Reagan Blvd)	SH 29 - FM 2243	MAU 2	MAD 4	Non State Roadway.	Williamson Co	EA	5,160,000	TX- 734- 1
Y	Parmer Ln (Ronald Reagan Blvd)	FM 2243 - CR 272	MAU 2	MAD 4	Non State Roadway.	Williamson Co	EA	4,960,000	TX- 734- 2
Y	Parmer Ln (Ronald Reagan Blvd)	CR 272 - New Hope	MAU 2	MAD 4	Non State Roadway.	Williamson Co	EA	8,640,000	TX- 734- 3
Y	Parmer Ln (Ronald Reagan Blvd)	New Hope - FM 1431	MAU 2	MAD 4	Non State Roadway.	Williamson Co	EA	2,800,000	TX- 734- 4
Y	FM 734/ Parmer Ln	FM 1431 - Brushy Creek	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT/ Williamson Co	EA	0	TX- 734- 5
Y	FM 734/ Parmer Ln	Brushy Creek - RM 620	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT/ Williamson Co	EA	0	TX- 734- 6
Y	FM 734/ Parmer Ln	RM 620 - Loop 1	MAD 6	MAD 6	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT	EA	0	TX- 734- 7

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9
Y	FM 734/ Parmer Ln	Loop 1 - IH 35 (N)	MAD 6	MAD 6	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT	EA	0	TX- 734- 8
Y	FM 734/ Parmer Ln	IH 35 (N) - Heatherwilde Blvd.	MAD 4	MAD 6	Make interim safety and capacity improvements by expanding facility to a 6 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EJ	3,900,000	TX- 734- 9
Y	FM 734/ Parmer Ln	Heatherwilde Blvd. - Dessau Rd.	MAD 4	MAD 6	Make interim safety and capacity improvements by expanding facility to a 6 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT	EJ	4,500,000	TX- 734- 10
Y	FM 734/ Parmer Ln	Dessau Rd. - Harris Branch Pkwy.	MAD 4	MAD 6	Make interim safety and capacity improvements by expanding facility to a 6 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT		8,400,000	TX- 734- 11
Y	FM 734/ Parmer Ln	Harris Branch Pkwy. - SH 130	MAD 4	MAD 6	Make interim safety and capacity improvements by expanding facility to a 6 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT		3,000,000	TX- 734- 12
Y	FM 734/ Parmer Ln	SH 130 - US 290 (E)	MAD 4	MAD 6	Make interim safety and capacity improvements by expanding facility to a 6 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT		5,400,000	TX- 734- 13
Y	Parmer Ln	US 290 (E) - FM 973	---	MAD 4	Non State Roadway.	Travis Co	EJ	5,680,000	TX- 734- 14
Y	FM 812	US 183 (S) - FM 973	MAU 4	MAD 4		TxDOT	EA, EJ	8,000,000	TX- 812- 1
Y	FM 812	FM 973 - Bastrop County Line	MAU 2	MAD 4		TxDOT	EA, EJ	24,500,000	TX- 812- 2
Y	FM 967 (Hays)	FM 1826 - FM 1626	MNR 2	MAD 4		TxDOT	EA	47,000,000	TX 967 4
Y	FM 967 (Hays)	FM 1626 - Loop 4	MNR 2	MAD 4		TxDOT	EA	14,000,000	TX- 967- 3
Y	FM 967 (Formerly S. Loop 4)	Loop 4 - IH 35 (S)	MNR 2	MAD 4		TxDOT	EA	15,000,000	TX- 4- 2
	FM 969/MLK Blvd.	Lamar Blvd. - Nueces St.	MAU 2	MAU 2		TxDOT	EJ	0	TX- 969- 1
	FM 969/MLK Blvd.	Nueces St. - Guadalupe St.	MAU 4	MAU 4		TxDOT	EJ	0	TX- 969- 2
	FM 969/MLK Blvd.	Guadalupe St. - Red River St.	MAU 4	MAU 4		TxDOT	EJ	0	TX- 969- 3

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	FM 969/MLK Blvd.	Red River St. - IH 35 (N)	MAU 4	MAU 4		TxDOT	EJ	0	TX- 969- 4
	FM 969/MLK Blvd.	IH 35 (N) - Chicon St.	MAU 4	MAU 4		TxDOT	EJ	0	TX- 969- 5
	FM 969/MLK Blvd.	Chicon St. - Airport Blvd.	MAU 4	MAU 4		TxDOT	EJ	0	TX- 969- 6
	FM 969/MLK Blvd.	Airport Blvd. - Perez St	MAD 4	MAD 4		TxDOT	EJ	0	TX- 969- 7
Y	FM 969/MLK Blvd.	Perez St - Springdale Rd	MAU 4	MAD 4	TxDOT to coordinate with the city, county and neighborhoods to minimize impacts.	TxDOT/Austin	EJ	3,000,000	TX- 969- 8
Y	FM 969/MLK Blvd.	Springdale Rd. - Weberville Rd.	MAU 4	MAD 4	TxDOT to coordinate with the city, county and neighborhoods to minimize impacts.	TxDOT/Austin	EJ	4,000,000	TX- 969- 9
Y	FM 969/MLK Blvd.	Weberville Rd. - US 183 (S)	MAU 4	MAD 4	TxDOT to coordinate with the city, county and neighborhoods to minimize impacts.	TxDOT/Austin	EJ	1,500,000	TX- 969- 10
Y	FM 969	US 183 (S) - Johnny Morris Rd.	MAU 4	MAD 4	TxDOT to coordinate with the city, county and neighborhoods to minimize impacts.	TxDOT/Austin	EJ	6,000,000	TX- 969- 11
Y	FM 969	Johnny Morris Rd. - Decker Ln.	MAU 4	MAD 6		TxDOT/Austin	EJ	7,500,000	TX- 969- 12
Y	FM 969	Decker Ln. - FM 973	MAU 4	MAD 6		TxDOT/Austin	EJ	15,750,000	TX- 969- 13
Y	FM 969	FM 973 - SH 130 (S)	MAU 2	MAD 6		TxDOT	EJ	3,500,000	TX- 969- 16
Y	FM 969	SH 130 - Taylor Ln.	MAU 2	MAD 4		TxDOT	EJ	18,655,000	TX- 969- 14
Y	FM 969	Taylor Ln - Burleson Manor	MAU 2	MAD 4		TxDOT	EJ	10,660,000	TX- 969- 17
Y	FM 969	Burleson Manor - Bastrop County Line	MAU 2	MAD 2		TxDOT	EJ	16,650,000	TX- 969- 15
	FM 970	SH 195 - FM 2338	MNR 2	MNR 2		TxDOT	EA	0	TX 970 1
Y	FM 971	BR IH 35 - Georgetown Inner Loop	MAU 2	MAD 4		TxDOT	EA, EJ	10,000,000	TX 971 4
Y	FM 971	Georgetown Inner Loop- SH 130	MNR 2	MAD 4		TxDOT	EA	2,500,000	TX 971 1
Y	FM 971	SH 130 - FM 1105	MNR 2	MAD 2		TxDOT	EA, EJ	8,100,000	TX 971 5
	FM 971	FM 1105 - SH 95	MAU 2	MAU 2		TxDOT	EJ	0	TX 971 2
	FM 971	SH 95 - Granger Lake Dam Road	MAU 2	MAU 2		TxDOT	EJ	0	TX 971 3
	FM 972	IH 35 - FM 1105	MNR 2	MNR 2		TxDOT	EA, EJ	0	TX 972 1
	FM 972	FM 1105 - SH 95	MNR 2	MNR 2		TxDOT	EJ	0	TX 972 2

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

Y	FM 973	US 79 - FM 1660	MNR 2	MAD 4		TxDOT		11,400,000	TX- 973- 9
Y	FM 973	FM 1660 - Travis County Line	MAU 2	MAD 4		TxDOT	EJ	2,400,000	TX- 973- 8
Y	FM 973	Travis County Line - US 290 (E)	MAU 2	MAD 4		TxDOT		19,800,000	TX- 973- 1
Y	FM 973	US 290 (E) - FM 969	MNR 2	MAD 4	Preserve ROW for MAD 6.	TxDOT	EJ	33,120,000	TX- 973- 2
Y	FM 973	FM 969 - SH 71 (E)	MNR 2	MAD 6	Preserve ROW for MAD 6.	TxDOT	EJ	28,980,000	TX- 973- 3
Y	FM 973	SH 71 (E) - Pearce Ln.	MAU 2	MAD 6	Preserve ROW for MAD 6.	TxDOT	EJ	12,420,000	TX- 973- 4
Y	FM 973	Pearce Ln. - Burlison Rd.	MAU 2	MAD 4	Preserve ROW for MAD 6.	TxDOT	EJ	5,520,000	TX- 973- 5
Y	FM 973	Burlison Rd. - FM 812	MAU 2	MAD 4	Preserve ROW for MAD 6.	TxDOT	EJ	5,060,000	TX- 973- 6
Y	FM 973	FM 812 - US 183 (S)	MNR 2	MAD 4	Preserve ROW for MAD 6.	TxDOT	EJ	15,180,000	TX- 973- 7
	FM 1063	FM 1331 - US 79	MNR 2	MNR 2		TxDOT	EJ	0	TX 1063 1
	FM 1100	US 290 E - Bastrop County Line	MNR 2	MNR 2		TxDOT		0	TX- 1100 1
	FM 1105	FM 487 - FM 972	MNR 2	MNR 2		TxDOT	EJ	0	TX 1105 1
	FM 1105	FM 972 - FM 971	MNR 2	MNR 2		TxDOT	EJ	0	TX 1105 2
	FM 1325	SH 45 - CR 172/Quick Hill Rd	MAU 4	MAU 4		TxDOT	EA, EJ	0	TX- 1325- 3
Y	FM 1325	CR 172/Quick Hill Rd - Loop 1	MAD 4	MAD 4		TxDOT	EA, EJ	10,800,000	TX- 1325- 4
Y	FM 1325 (Burnet)	Loop 1 - Rutland Dr.	MAD 4	MAD 6	Overlaps with Loop 1 (N)	TxDOT	EA, EJ	15,960,000	TX- 1325- 1
Y	FM 1325 (Burnet)	Rutland Dr. - US 183 (N)	MAD 4	MAD 6		TxDOT/Travis Co	EA	37,188,000	TX- 1325- 2
Y	FM 1327	IH 35 (S) - Pleasant Valley Rd.	MAU 2	MAD 4		TxDOT	EJ	10,500,000	TX- 1327- 2
Y	FM 1327	Pleasant Valley Rd. - US 183	MAU 2	MAD 4		TxDOT	EJ	26,000,000	TX- 1327- 1
	FM 1331	SH 95 - FM 619	MNR 2	MNR 2		TxDOT	EJ	0	TX 1331 1
	FM 1331	FM 619 - FM 1063	MNR 2	MNR 2		TxDOT	EJ	0	TX 1331 2
	FM 1331	FM 1063 - Milam County Line	MNR 2	MNR 2		TxDOT	EJ	0	TX 1331 3
Y	FM 1431	Burnet County Line- Lohman Ford Rd.	MNR 2	MAU 2		TxDOT		22,000,000	TX- 1431- 1
Y	FM 1431	Lohman Ford Rd. - Trails Ends Rd.	MNR 4	MAD 4		TxDOT		52,500,000	TX- 1431- 2
Y	FM 1431	Trails Ends Rd. - Vista Oak Dr.	MNR 4	MAD 6		TxDOT		10,500,000	TX- 1431- 3

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9
Y	FM 1431	Vista Oak Dr. - Anderson Mill Rd./Lime Creek Rd.	MAD 4	MAD 6		TxDOT/Cedar Park	EA	7,500,000	TX- 1431- 9
Y	FM 1431	Anderson Mill Rd./Lime Creek Rd. - Bagdad Rd.	MNR 4	MAD 6	Cedar Park providing right-of-way.	TxDOT/Cedar Park	EA	4,877,000	TX- 1431- 4
Y	FM 1431	Bagdad Rd. - US 183 (N)	MAD 4	MAD 6	Project cost is shown as 0 because project let prior to 2005.	TxDOT/Cedar Park	EA	0	TX- 1431- 10
Y	FM 1431	US 183 (N) - 183 A	MAD 4	MAD 6	Project cost includes 320,000 in Cedar Park engineering costs.	TxDOT/Cedar Park	EA	6,704,000	TX- 1431- 5
Y	FM 1431	183 A - Parmer Lane	MAD 4	MAD 6		TxDOT	EA	15,000,000	TX- 1431- 6
Y	FM 1431	Parmer Lane - Wyoming Springs Rd	MAD 4	MAD 6		TxDOT	EA	34,500,000	TX- 1431- 7
Y	FM 1431	Wyoming Springs Rd - IH 35	MAD 4	MAD 6		TxDOT	EA	11,970,000	TX- 1431- 8
Y	FM 1460 (realigned)	FM 2243 - CR 111	MNR 2	MAD 4		TxDOT	EA	14,000,000	TX 1460 5
Y	FM 1460	CR 111 - CR 114/Chandler Rd.	MNR 2	MAD 4		TxDOT	EA	8,400,000	TX- 1460- 1
Y	FM 1460	CR 114/Chandler Rd. - CR 112	MNR 2	MAD 4		TxDOT	EA	6,000,000	TX- 1460- 2
	FM 1460	CR 112 - US 79	MAD 4	MAD 4		TxDOT	EA	0	TX- 1460- 6
	FM 1466	SH 95 - FM 619	MNR 2	MNR 2		TxDOT	EJ	0	TX 1466 1
Y	FM 1625	US 183 (S) - FM 1327	MAU 2	MAD 4		TxDOT	EJ	21,620,000	TX- 1625- 1
	FM 1625	FM 1327 - FM 2001			See Williamson Rd.		EJ	0	
Y	FM 1626	IH 35 (S) - Manchaca Rd.	MAU 2/MAD 4	MAD 4	Preserve ROW for MAD 6.	TxDOT	EA	12,000,000	TX- 1626- 1
Y	FM 1626	Manchaca Rd. - Travis County Line	MAU 2	MAD 4	Preserve ROW for MAD 6.	TxDOT	EA	9,500,000	TX- 1626- 2
Y	FM 1626	Travis County Line - FM 967	MAU 2	MAD 4	Preserve ROW for MAD 6.	TxDOT	EA	13,000,000	TX- 1626- 3
Y	FM 1626	FM 967 - FM 2770	MAU 2	MAD 4		TxDOT	EA	16,500,000	TX- 1626- 4
Y	FM 1626	FM 2770 - IH 35	MAU 2	MAD 4	Funding let prior to 2005.	TxDOT	EA	0	TX- 1626- 5
Y	FM 1660	SH 29 - FM 3349	MNR 2	MAD 4	May include realignment.	TxDOT	EJ	63,500,000	
	FM 1660	FM 3349 - SH 95	MNR 2	MNR 2	May include realignment.	TxDOT	EJ	0	
Y	FM 1825 SPUR (Vision Dr.)	Grand Avenue Pkwy. - FM 1825	MAU 2	MAD 4		TxDOT	EA, EJ	3,640,000	TX- 1825S- 1

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9
Y	FM 1825	IH 35 (N) - Heatherwilde Blvd.	MAD 4	MAD 4		TxDOT	EA, EJ	0	TX- 1825- 1
	FM 1825	Heatherwilde Blvd - 10th St.	MAD 4	MAD 4		TxDOT		0	TX- 1825- 2
	FM 1825	10th St. - FM 685	MAD 2	MAD 2		TxDOT		0	TX- 1825- 3
Y	FM 2001	IH 35 (S) - Goforth	MNR 2	MAD 4		TxDOT	EJ	16,500,000	TX- 2001- 1
Y	FM 2001	Goforth - SH 21	MNR 2	MAU 2		TxDOT	EJ	13,500,000	TX- 2001- 2
	FM 2304/Manchaca Rd.	S. Lamar Blvd. - US 290 (W)	MAU 4	MAU 4		TxDOT/Austin	EA, EJ	0	TX- 2304- 1
	FM 2304/Manchaca Rd.	US 290 (W) - Stassney Ln.	MAU 4	MAU 4		TxDOT/Austin	EA, EJ	0	TX- 2304- 2
	FM 2304/Manchaca Rd.	Stassney Ln. - William Cannon Dr.	MAU 4	MAU 4		TxDOT/Austin	EA	0	TX- 2304- 3
Y	FM 2304/Manchaca Rd.	William Cannon Dr. - Shiloh	MAD 4	MAD 6	This cost is only for the Matthews to Shiloh segment	TxDOT/Austin	EA	600,000	TX- 2304- 4
Y	FM 2304/Manchaca Rd.	Shiloh - Slaughter Ln	MAD 4	MAD 6		TxDOT/Austin	EA	1,500,000	TX- 2304- 6
	FM 2304/Manchaca Rd.	Slaughter Ln. - Slaughter Creek	MAD 4	MAD 4		TxDOT/Austin	EA	0	TX- 2304- 5
Y	FM 2304/Manchaca Rd.	Slaughter Creek - FM 1626	MAU 2	MAD 4		TxDOT/Austin	EA	7,300,000	TX- 2304- 7
	FM 2322	Grisham Trail - SH 71	MNR 2	MNR 2		TxDOT		0	TX- 2322 1
	FM 2439/Hunter Rd. (Hays)	RM 12 - Bishop	MAU 2	MAU 2		TxDOT	EA,EJ	0	TX 2439 1
Y	FM 2439/Hunter Rd. (Hays)	Bishop St - FM 3407	MAU 2	MAD 4		TxDOT	EA,EJ	3,160,000	TX 2439 2
	FM 2439/Hunter Rd. (Hays)	FM 3407 - Centerpoint Road	MAD 4	MAD 4		TxDOT	EA,EJ	0	TX 2439 3
Y	FM 2439/Hunter Rd. (Hays)	Centerpoint Road - Comal County Line	MAU 2	MAD 4		TxDOT	EA,EJ	17,000,000	TX 2439 4
Y	FM 2770 (Hays)	Loop 4 - FM 1626	MNR 2	MAD 4		TxDOT	EA	17,000,000	TX- 2770- 1
Y	FM 2770 (Hays)	FM 1626 - FM 150	MNR 2	MAD 4		TxDOT	EA,EJ	15,000,000	TX- 2770- 2
	FM 2843	Bell County Line - FM 487	MNR 2	MNR 2		TxDOT	EA	0	TX 2843 1
	FM 3177	US 290 (E) - FM 969	MAU 4	MAU 4		TxDOT	EJ	0	TX- 3177- 1
	FM 3349	US 79 - FM 1660	MNR 2	MNR 2		TxDOT		0	TX 3349 1
	FM 3405	US 183 - FM 2338	MNR 2	MNR 2		TxDOT	EA	0	TX 3405 1
Y	FM 3406	Sam Bass Rd. - IH 35 (N)	MAU 4	MAD 6		TxDOT	EA	16,758,000	TX- 3406- 1
Y	FM 3407/Wonder World Dr	RM 12 - FM 2439	---	MAD 4		TxDOT	EA	15,960,000	TX 3407 1
Y	FM 3407/Wonder World Dr	FM 2439 - IH 35	MAU 2	MAD 4		TxDOT	EA,EJ	4,256,000	TX 3407 2
Y	FM 3407/Wonder World Dr	IH 35 - SH 123	MAD 4	MAD 6		TxDOT	EJ	7,980,000	TX 3407 3

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	FM 3407/Wonder World Dr	SH 123 - FM 110	MNR 2	MNR 2		TxDOT	EJ	0	TX 3407 4
	FM 3407/Wonder World Dr	FM 110 - Hays Co. Line	MNR 2	MNR 2		TxDOT	EJ	0	TX 3407 5
Y	RM 12	FM 3238 - US 290 W	MNR 2	MAD 2		TxDOT	EA	26,250,000	TX 12 1
Y	RM 12	US 290 W - FM 150	MNR 2	MAD 4		TxDOT	EA	8,500,000	TX 12 3
Y	RM 12	FM 150 - North Cypress Creek	MAD 2	MAD 4		TxDOT	EA	63,250,000	TX 12 4
Y	RM 12	North Cypress Creek - FM 3237	MNR 2	MAD 4		TxDOT	EA	10,800,000	TX 12 5
Y	RM 12	FM 3237 - RM 32	MAU 2	MAU 4		TxDOT	EA	20,800,000	TX 12 6
Y	RM 12	RM 32 - Holland	MAU 4	MAD 2		TxDOT	EA,EJ	51,500,000	TX 12 7
	RM 12	Holland St. - Lindsey	MAU 2	MAU 2		TxDOT	EA,EJ	0	TX 12 8
	RM 12	Lindsey - FM 2439	MAU 3 (2 Lane W)	MAU 3 (2 Lane W)		TxDOT	EA,EJ	0	TX 12 9
	RM 12	FM 2439 - Loop 82	MAU 3 (2 Lane W)	MAU 3 (2 Lane W)		TxDOT	EA,EJ	0	TX 12 10
	RM 12	Loop 82 - CM Allen	MAU 4	MAU 4		TxDOT	EA,EJ	0	TX 12 11
Y	RM 12 (Hopkins)	CM Allen - IH 35	MAD 4	MAD 6		TxDOT	EA,EJ,N	12,100,000	TX 12 12
	RM 32	RM 12 - Hays Co. Ln	MAU 2	MAU 2		TxDOT	EA	0	TX 32 1
	RM 150 (Hays)	RM 12 - RM 1826	MNR 2	MNR 2		TxDOT	EA	0	TX 150 1
	RM 150 (Hays)	RM 1826 - FM 3237	MNR 2	MNR 2		TxDOT	EA	0	TX 150 2
Y	RM 150 (Hays)	FM 3237 - FM 2770	MNR 2	MAD 4		TxDOT	EA, N	29,900,000	TX 150 3
Y	RM 150 (Hays)	FM 2770 - Center St. (Kyle)	MNR 2	MAD 6		TxDOT	EA, EJ	9,200,000	TX 150 4
Y	RM 150 (Hays)	Center St. (Kyle) - IH 35	MAU 2	MAD 6		TxDOT	EA, EJ	2,400,000	TX 150 5
Y	RM 150 (Hays)	IH 35 - SH 21	MNR 2	MAU 4/MAD 2		TxDOT	EJ	25,500,000	TX 150 6
	RM 620	SH 71 (W) - Lohman's Crossing	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT	EA	0	TX- 620- 1
	RM 620	Lohman's Crossing -Quinlan Park Rd.	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT		0	TX- 620- 2
	RM 620	Quinlan Park Rd. - Anderson Mill Rd.	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT	EA	0	TX- 620- 3

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9
	RM 620 (SH 45 N)	Anderson Mill Rd. - US 183 (N)			See SH 45 N			0	TX- 620- 4
	RM 620 (SH 45 N)	US 183 (N) - SH 45 (N)			See SH 45 N			0	TX- 620- 5
Y	RM 620	SH 45 (N) - O'Connor Dr.	MAU 4	MAD 6		TxDOT	EA	5,586,000	TX- 620- 6
Y	RM 620	O'Connor Dr. - Wyoming Springs Dr.	MAU 4	MAD 6		TxDOT	EA	8,778,000	TX- 620- 7
Y	RM 620	Wyoming Springs Dr. - Deepwood Dr.	MAD 4	MAD 6		TxDOT	EA	3,192,000	TX- 620- 8
Y	RM 620	Deepwood - IH 35 (N)	MAD 6	MAD 6		TxDOT	EA	12,600,000	TX- 620- 9
Y	RM 1826/Camp Ben McCullough Rd.	US 290 (W) - Slaughter Ln.	MNR 2	MAD 4		TxDOT	EA, EJ	8,512,000	TX- 1826- 1
Y	RM 1826/Camp Ben McCullough Rd.	Slaughter Ln. - SH 45 (S)	MNR 2	MAD 4	Preserve ROW for MAD 6.	TxDOT	EA, N	20,748,000	TX- 1826- 2
Y	RM 1826/Camp Ben McCullough Rd.	SH 45 (S) - Bear Creek Drive	MNR 2	MAD 4		TxDOT	EA	4,256,000	TX- 1826- 3
Y	RM 1826/Camp Ben McCullough Rd.	Bear Creek Drive - FM 150	MNR 2	MAD 4		TxDOT	EA	40,432,000	TX- 1826- 4
Y	RM 1869	Burnet County Line - Loop 332	MNR 2	MNR 4		TxDOT	EA	31,740,000	TX 1869 1
Y	RM 1869	Loop 332 - US 183	MNR 2	MNR 4		TxDOT	EA	3,500,000	TX 1869 2
Y	RM 2222	RM 620 - Riverplace Blvd.	MAU 4	MAD 6	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT/Austin	EA	6,240,000	TX- 2222- 1
Y	RM 2222	Riverplace Blvd. - Tumbleweed	MAU 4	MAD 6	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT/Austin	EA	6,240,000	TX- 2222- 2
Y	RM 2222	Tumbleweed - Jester Blvd.	MAD 4	MAD 6	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT/Austin		20,280,000	TX- 2222- 3
Y	RM 2222	Jester Blvd. - Loop 360	MAD 4	MAD 6	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT/Austin		7,800,000	TX- 2222- 4

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

Y	RM 2222	Loop 360 - Westslope Dr.	MAU 4	MAD 4	Make interim safety and capacity improvements by expanding facility to a 4 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	TxDOT/Austin		19,200,000	TX- 2222- 5
	RM 2222	Westslope Dr. - Loop 1	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	TxDOT/Austin	EA	0	TX- 2222- 9
	RM 2222	Loop 1 - Shoal Creek	MAD 4	MAD 4		TxDOT/Austin		0	TX- 2222- 6
Y	RM 2222	Shoal Creek - N. Lamar Blvd.	MAU 4	MAD 4		TxDOT/Austin	EJ	50,000,000	TX- 2222- 10
	RM 2222	N. Lamar Blvd. - Airport Blvd.	MAD 4	MAD 4		TxDOT/Austin	EJ	0	TX- 2222- 7
	RM 2222	Airport Blvd. - IH 35 (N)	FWY 4	FWY 4		TxDOT/Austin	EJ	0	TX- 2222- 8
Y	RM 2243	Travis Co. Line - CR 268	MAU 2	MAD 4	This cost is only for the US 183 to CR 268 segment.	TxDOT	EA, EJ	15,000,000	TX- 2243- 1
Y	RM 2243	CR 268/Parmer - Sam Bass Rd.	MAU 2	MAD 4		TxDOT	EA	9,350,000	TX- 2243- 2
Y	RM 2243	Sam Bass Rd. - Norwood Dr.	MNR 2	MAD 4		TxDOT	EA	27,500,000	TX 2243 3
Y	RM 2243	Norwood Dr. - BR IH 35 (Georgetown)	MAD 4	MAD 6		TxDOT	EA, EJ	9,576,000	TX 2243 4
Y	RM 2244 (Travis)	SH 71 - Cuernavaca	MAD 4	MAD 6		TxDOT	EA	30,800,000	TX- 2244- 1
Y	RM 2244 (Travis)	Cuernavaca Dr. - Crystal Creek Dr.	MAD 4	MAD 6		TxDOT	EA	3,192,000	TX- 2244- 2
Y	RM 2244 (Travis)	Crystal Creek Dr. - Barton Creek Blvd.	MAD 4	MAD 6		TxDOT/Travis Co	EA	15,960,000	TX- 2244- 3
Y	RM 2244 (Travis)	Barton Creek Blvd. - Loop 360	MAD 4	MAD 6		TxDOT	EA	7,980,000	TX- 2244- 4
Y	RM 2244 (Travis)	Loop 360 - Westwood Ter	MAU 4	MAD 6		TxDOT	EA	16,200,000	TX- 2244- 5
Y	RM 2244 (Travis)	Westwood Ter. - Loop 1	MAD 4	MAD 6		TxDOT	EA	17,100,000	TX- 2244- 6
	RM 2325 (Hays)	Blanco County Line - RM 12	MNR 2	MNR 2		TxDOT	EA	0	TX 2325 1
Y	RM 2338	FM 970 - FM 3405	MAU 2	MAD 6		TxDOT	EA	60,720,000	TX 2338 1
Y	RM 2338	FM 3405 - Sun City Rd.	MAU 2	MAD 6		TxDOT	EA	12,000,000	TX 2338 2
Y	RM 2338	Sun City Rd. - Shell Rd	MAD 4	MAD 6		TxDOT	EA	11,970,000	TX 2338 3
Y	RM 2338	Shell Rd - Lakeway Dr.	MAD 4	MAD 6		TxDOT	EA	17,600,000	TX 2338 4
Y	RM 2338	Lakeway Dr - IH 35	MAD 4	MAD 6		TxDOT	EA	9,600,000	TX 2338 5
Y	RM 2769 (Travis)	Lime Creek Rd. - Bullick Hollow Rd.	MNR 2	MAD 2		TxDOT		15,750,000	TX- 2769- 1

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
Y	RM 2769 (Travis)	Bullick Hollow Rd. - Cypress Creek Rd. (Dies Ranch Rd.)	MNR 2	MAD 2		TxDOT		10,350,000	TX- 2769- 2			
Y	RM 2769 (Travis)	Cypress Creek Rd. (Dies Ranch Rd) - Anderson Mill Rd.(new)	MAU 2	MAD 6		TxDOT		1,330,000	TX- 2769- 3			
Y	RM 2769 (Travis)	Anderson Mill Rd. (new) - RM 620	MAU 2	MAD 6		TxDOT	EA	11,970,000	TX- 2769- 4			
Y	RM 3237 (Hays)	FM 150 - RM 12	MNR 2	MAD 4		TxDOT	EA,EJ	42,780,000	TX 3237 1			
Y	RM 3238	RM 12 - Cueva Dr	MNR 2	MAD 4		TxDOT	EA,N	29,150,000	TX- 3238- 2			
Y	RM 3238	Cueva Dr - .4 mile S of SH 71 (W)	MNR 2	MAD 4		TxDOT	EA,N	4,950,000	TX- 3238- 3			
Y	RM 3238	.4 mile S of SH 71 (W) - SH 71 (W)	MAD 2	MAD 4		TxDOT	EA	2,200,000	TX- 3238- 4			
	CR 100 (Williamson)	SH 29 - FM 1660	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 100 1			
	CR 101 (Williamson)	FM 1660 - US 79	MNR 2	MNR 2		Williamson Co		0	WCR 101 1			
Y	CR 102 (Williamson County)	SH 29 - CR 104	MNR 2	Frontage	Being converted to 1 way frontage road for SH 130. Project Cost Included in SH 130.	Williamson Co	EA	0	WCR 102 1			
	CR 102 (Williamson County)	CR 104 - CR 110	MNR 2	MNR 2		Williamson Co	EA	0	WCR 102 2			
	CR 104 (Williamson)	SH 130 - CR 105	MNR 2	MNR 2		Williamson Co		0	WCR 104 1			
Y	CR 105/Turnersville Rd.	IH 35 (S) - FM 1625	MNR 2/0	MAD 4		Travis Co		31,200,000	TCR- 105- 1			
Y	CR 105/Turnersville Rd.	FM 1625 - SH 21	MNR 2	MAD 4		Travis Co		14,640,000	TCR- 105 2			
	CR 105 (Williamson)	CR 110 - CR 100	MNR 2	MNR 2		Williamson Co		0	WCR 105 1			
	CR 106 (Williamson)	SH 29 - SE1	MNR 2	MNR 2		Williamson Co		0	WCR 106 1			
	CR 110/Southwestern Blvd.	SH 29 - Raintree Dr.	MAD 4	MAD 4		Georgetown	EA	0	WCR 110 1			
Y	CR 110/Southwestern Blvd.	Raintree Dr. - Inner Loop/Carlson Cove	MNR 2	MAD 4		Georgetown	EA	2,080,000	WCR 110 2			
Y	CR 110/Southwestern Blvd.	Inner Loop/Carlson Cove - CR 111/Westinghouse	MNR 2	MAD 4	Overlaps with CR 111/Westinghouse	Williamson Co	EA	10,920,000	WCR 110 3			
Y	CR 110/Southwestern Blvd.	CR111/Westinghouse Rd. - US 79	MNR 4	MAD 4		Williamson Co / Georgetown		21,624,000	WCR- 110- 4			
Y	CR 111/Westinghouse Rd	IH 35 - Arterial A (Georgetown/Round Rock)	MNR 2	MAD 2		Williamson Co / Georgetown	EA	7,860,000	WCR 111 1			
	CR 111/Westinghouse Rd	Arterial A - CR 110			See CR 110/Southwestern							

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	CR 111/Westinghouse Rd	CR 110 - SH 130	MNR 2	MNR 2		Williamson Co / Georgetown	EA	0	WCR 111 2
Y	CR 112	FM 1460 - Arterial A	MNR 2	MAD 4		Round Rock		6,200,000	WCR- 112- 1
Y	CR 112	Arterial A - CR 110	MNR 2	MAD 4		Round Rock		6,200,000	WCR- 112- 2
	CR 113/Kiphen Rd	FM 1460 - CR 122	MAD 4	MAD 4		Williamson Co		0	WCR- 113- 1
Y	CR 114/Chandler Rd.	IH 35 (N) - CR 115/Sunrise Rd.	MAD 4	MAD 6		Round Rock	EA	5,592,000	WCR- 114- 1
Y	CR 114/Chandler Rd.	CR 115/Sunrise Rd. - FM 1460	MAD 4	MAD 6		Round Rock	EA	7,273,000	WCR- 114- 2
Y	CR 114/Chandler Rd.	FM 1460 - CR 110	---	MAD 4	Preserve right of way for MAD 6	Round Rock		9,320,000	WCR- 114- 3
Y	CR 114/Chandler Rd. (CR 107)	CR 110 - SH 130 (N)	---	MAD 4		Round Rock		7,660,000	WCR- 114- 4
Y	CR 114/Chandler Rd. (CR 107)	SH 130 (N) - FM 1660	MNR 2	MAD 6		Williamson Co		20,580,000	WCR 114 5
Y	CR 114/Chandler Rd.	FM 1660 - SH 95	---	MAD 4		Williamson Co		43,260,000	WCR 114 6
Y	CR 114/Chandler Rd.(CR 408)	SH 95 - FM 619	MNR 2	MAD 4		Williamson Co	EJ	7,000,000	WCR 114 7
	CR 114/Chandler Rd.(CR 408)	FM 619 - CR 417	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 114 8
	CR 115/Sunrise Rd.	CR 114/Chandler Rd. - CR 113/Old Settler's Blvd.	MAD 4	MAD 4		Round Rock	EA	0	WCR- 115- 1
	CR 115/ Sunrise Rd	CR 113/Old Settler's Blvd- US 79	MAU 4	MAU 4		Round Rock	EA,EJ	0	WCR- 115- 2
	CR 117 (Williamson Co.)	CR 112 - CR 122	MNR 2	MNR 2		Williamson Co		0	WCR 117 1
Y	CR 119 (Williamson)	CR 164 - US 79	---	MAD 4		Williamson Co	N	4,760,000	WCR 119 1
	CR 120	FM 971 - SH 29	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 120 1
Y	CR 122	CR 110 - US 79	MNR 2/0	MAD 4		Williamson Co		8,600,000	WCR- 122- 1
Y	CR 122/ Red Bud Lane	US 79 - CR 168/Gattis School Rd.	MNR 2	MAD 4		Round Rock		6,600,000	WCR- 122- 2
	CR 122	CR 168/Gattis School Rd. - SH 45 (N)			See Heatherwilde				
	CR 124 (Williamson)	CR 127 - SH 95	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 124 1

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	CR 127/CR 191/CR 126 (Williamson)	CR 124 - SH 29	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 127 1
	CR 132 (Williamson)	US 79 - FM 3349	MNR 2	MNR 2		Williamson Co		0	WCR 132 1
	CR 134 (Williamson)	CR 132 - FM 1660	MNR 2	MNR 2		Williamson Co		0	WCR 134 1
	CR 140 (Williamson)	CR 150 - CR 194	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 140 1
	CR 141 (Williamson)	FM 972 - CR 150	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 141 1
Y	CR 143	SH 195 - IH 35	MNR 2	MAD 4		Williamson Co	EA,EJ	7,760,000	WCR 143 1
	CR 144 (Williamson)	IH 35 - FM 1105	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 144 1
	CR 146 (Williamson)	CR 234 - IH 35	MNR 2	MNR 2		Williamson Co	EA,EJ	0	WCR 146 1
	CR 149 (Williamson)	CR 140 - FM 1105	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 149 1
	CR 150 (Williamson)	IH 35 - CR 141	MNR 2	MNR 2		Williamson Co	EA,EJ	0	WCR 150 1
	CR 153 (Williamson)	FM 1105 - FM 1105	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 153 1
	CR 156 (Williamson)	CR 153 - CR 124	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 156 1
Y	CR 164 (Williamson)/ Hutto Bypass	CR 110-CR 109	COL	MAD 4		Williamson Co		11,720,000	WCR 164 1
Y	CR 164 (Williamson)/ Hutto Bypass	CR 109 - US 79	---	MAD 4		Williamson Co		15,280,000	WCR 164 2
Y	CR 168/Gattis School Rd.	BR IH 35 - Greenlawn Blvd.	MAU 4	MAD 4		Round Rock	EA	6,552,000	WCR- 168- 1
Y	CR 168/Gattis School Rd.	Greenlawn Blvd. - A.W. Grimes	MAU 4	MAD 4		Round Rock	EA	2,500,000	WCR- 168- 2
Y	CR 168/Gattis School Rd.	A.W. Grimes - CR 122	MAU 4	MAD 4		Round Rock	EA	11,466,176	WCR- 168- 3
Y	CR 168/Gattis School Rd.	CR 122 - Priem Lane	MAU 2	MAD 4		Travis Co		4,920,000	WCR- 168- 4
Y	CR 168/Gattis School Rd.	Priem Lane - SH130/ FM 685	MAU 2/ MNR 4	MNR 4		Williamson Co		1,680,000	WCR- 168 5
Y	CR 172/Quick Hill Rd.	McNeil Rd. - SH 45 (N)	MAU 4	MAD 4		Williamson Co /Round Rock	EA,EJ	3,101,000	WCR- 172- 1
	CR 172/Quick Hill Rd.	SH 45 - 1325	MAU 4	MAU 4		Williamson Co	EA,EJ	0	WCR- 172 2
	CR 176 (Williamson)	Sam Bass Rd. - FM 2243	MNR 2	MNR 2		Williamson Co	EA	0	WCR 176 1
	CR 185 (Williamson)	New Hope Dr. - FM 1431	MNR 2	MNR 2		Williamson Co	EA	0	WCR 178 1

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
	CR 179 (Williamson)	Parmer Ln. - Sam Bass Rd.	MNR 2	MNR 2		Williamson Co		0	WCR 179 1			
Y	CR 190/Airport Rd.	IH 35 - SH 195	MAU 2	MAD 2		Williamson Co	EA	6,860,000	WCR 190 1			
	CR 192 (Williamson)	CR 124 - SH 29	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 192 1			
	CR 194	CR 140 - FM 971	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 194 1			
	CR 200	CR 202 - SH 29	MNR 2	MNR 2		Williamson Co	EA	0	WCR 200 1			
Y	CR 214	Rolling Hills Rd. - SH 29	MNR 2	MNR 2/MNR 4		Williamson Co		2,340,000	WCR 214 1			
	CR 215 (Williamson)	US 183 N - CR 223	MNR 2	MNR 2		Williamson Co		0	WCR 215 1			
	CR 217 (Williamson)	US 183 N - CR 223	MNR 2	MNR 2		Williamson Co		0	WCR 217 1			
	CR 219 (Williamson)	CR 223 - FM 970	MNR 2	MNR 2		Williamson Co		0	WCR 219 1			
	CR 222 (Hays)	Riverbend Blvd - CR 225/Lime Kiln			See Hillard Rd.							
	CR 223 (Williamson)	SH 138 - FM 970	MNR 2	MNR 2		Williamson Co	EA	0	WCR 223 1			
	CR 226 (Williamson)	SH 138 - SH 195	MNR 2	MNR 2		Williamson Co		0	WCR 226 1			
	CR 229 (Williamson)	SH 195 - FM 2843	MNR 2	MNR 2		Williamson Co		0	WCR 229 1			
	CR 233 (Williamson)	SH 195 - FM 487	MNR 2	MNR 2		Williamson Co	EA	0	WCR 233 1			
	CR 234/Centerpoint Rd	FM 2439 - IH 35			See Centerpoint Rd							
	CR 234/Centerpoint Rd	IH 35 - Old Bastrop Hwy			See Centerpoint Rd							
	CR 234(Williamson)	FM 487 - CR 143	MNR 2	MNR 2		Williamson Co	EA	0	WCR 234 1			
	CR 238/ CR 310 (Williamson)	CR 234 - IH 35	MNR 2	MNR 2		Williamson Co		0	WCR 238 1			
	CR 239 (Williamson)	SH 195 - CR 234	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 239 1			
	CR 241 (Williamson)	FM 2338 - SH 195	MNR 2	MNR 2		Williamson Co	EA	0	WCR 241 1			
	CR 245 (Williamson)	FM 970 - FM 2338	MNR 2	MNR 2		Williamson Co		0	WCR 245 1			
Y	CR 254 (Williamson)	US 183 - FM 2338	MAU 2	MAD 6		Williamson Co		12,480,000	WCR 254 1			
	CR 255 (Williamson)	CR 254 - FM 3405	MNR 2	MNR 2		Williamson Co		0	WCR 255 1			
	CR 258 (Williamson)	US 183 - Parmer Ln.	MNR 2	MNR 2		Williamson Co	EA	0	WCR 258 1			
	CR 258 (Williamson)	Parmer Ln. - FM 3405	MNR 2	MNR 2		Williamson Co	EA	0	WCR 258 2			
	CR 260/CR 266 (Williamson)	CR 258 - CR 270	MNR 2	MNR 2		Williamson Co		0	WCR 260 1			
	CR 267 (Williamson)	CR 268 - CR 266	MNR 2	MNR 2		Williamson Co		0	WCR 267 1			

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	CR 268 (Williamson)	SH 29 - FM 734	MNR 2	MNR 2		Williamson Co	EA	0	WCR 268 1
Y	CR 269 (Williamson)	FM 2243 - Parmer	MAU 2	MAD 4		Williamson Co	EA,EJ	6,800,000	WCR 269 1
	CR 270 (Williamson)	US 183 N - CR 269	MNR 2	MNR 2		Williamson Co		0	WCR 270 1
	CR 273 (Williamson)	FM 2243 - CR 272	MNR 2	MNR 2		Williamson Co		0	WCR 273 1
	CR 276 (Williamson)	Bagdad Rd/CR 279 -FM 734	---	---	Deleted from plan per jurisdiction request.	Williamson Co		0	WCR 276 1
Y	CR 274 (Williamson)	Bagdad Rd - Parmer Ln	---	MAD 4		Williamson Co	EA,EJ	16,190,000	WCR 274 1
	CR 278/Bagdad Rd.	FM 2243 - Crystal Falls Pkwy	MAD 4	MAD 4		Williamson Co	EA,EJ	0	WCR- 278- 1
	CR 278/Bagdad Rd.	Crystal Falls Pkwy - Cedar Park City Limits	MAD 4	MAD 4		Williamson Co	EA	0	WCR- 278- 2
	CR 278/Bagdad Rd.	Cedar Park City Limits - New Hope Rd.	MAD 4	MAD 4		Cedar Park	EA	0	WCR- 278- 3
	CR 278/Bagdad Rd.	New Hope Rd. - FM 1431	MAD 4	MAD 4		Cedar Park	EA	0	WCR- 278- 4
	CR 279 (Williamson)	FM 1869 - FM 2243	MNR 2	MNR 2		Williamson Co	EA,EJ	0	WCR 279 1
	CR 282/CR 281 (Williamson)	FM 1869 - CR 279	MNR 2	MNR 2		Williamson Co		0	WCR 282 1
	CR 285/CR 284 (Williamson)	FM 1869 - CR 282	MNR 2	MNR 2		Williamson Co		0	WCR 285 1
	CR 289 / Indian Springs Rd.	CR 255 - FM 2338	MNR 2	MNR 2		Williamson Co	EA	0	WCR 289 1
	CR 300 (Williamson)	FM 972 - SH 95	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 300 1
	CR 301/CR 327 (Williamson)	FM 487 - CR 326	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 301 1
	CR 302 (Williamson)	FM 1105 - FM 972	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 302 1
	CR 303 (Williamson)	FM 487 - FM 1105	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 303 1
	CR 305 (Williamson)	IH 35 - FM 487	MNR 2	MNR 2		Williamson Co	EA,EJ	0	WCR 305 1
	CR 311 (Williamson)	IH 35 - FM 1105	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 311 1
	CR 314 (Williamson)	IH 35 - CR 375	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 314 1
	CR 320 (Williamson)	FM 972 - FM 971	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 320 1
	CR 322 (Williamson)	FM 487 - CR 302	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 322 1
	CR 324 (Williamson)	CR 342 - CR 301	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 324 1
	CR 325 (Williamson)	CR 300 - SH 95	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 325 1
	CR 326 (Williamson)	CR 301/CR 327 - CR 300	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 326 1
	CR 327(Williamson)	CR 156 - CR 301/CR 327	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 327 1

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	CR 328 (Williamson)	CR 329 - CR 327	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 328 1
	CR 329 (Williamson)	CR 331 - CR 320	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 329 1
	CR 331 (Williamson)	FM 972 - CR 329	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 331 1
	CR 335 (Williamson)	CR 326 - FM 971	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 335 1
	CR 339 (Williamson)	FM 971 - CR 124	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 339 1
	CR 341 (Williamson)	CR 124 - SH 29	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 341 1
	CR 342 (Williamson)	CR 320 - CR 324	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 342 1
	CR 347 (Williamson)	CR 346 - SH 95	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 347 1
	CR 348/CR 346 (Williamson)	FM 971 - SH 95	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 348 1
	CR 355 (Williamson)	SH 95 - FM 971	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 355 1
	CR 360 (Williamson)	William Cty Ln - FM 971	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 360 1
	CR 361/CR428 (Williamson)	FM 971 -FM 1331	MAU 2	MAU 2		Williamson Co	EJ	0	WCR 361 1
	CR 366 (Williamson)	SH 29 - FM 397	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 366 1
	CR 368	CR 101 - CR 369	MNR 2	MNR 2		Williamson Co		0	WCR 368 1
	CR 369 (Williamson)	CR 101 - CR 366	MNR 2	MNR 2		Williamson Co		0	WCR 369 1
	CR 375 (Williamson)	CR 314 - CR 311	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 375 1
	CR 382/CR 319 (Williamson)	CR 302 - FM 972	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 382 1
	CR 392 (Williamson)	Williamson Co. Ln - FM 487	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 392 1
	CR 394 (Williamson)	FM 1660 - CR 101	MNR 2	MNR 2		Williamson Co		0	WCR 394 1
	CR 395 / CR 398 (Williamson)	CR 101 - FM 397	MNR 2	MNR 2		Williamson Co		0	WCR 395 1
	CR 404 (Williamson)	FM 3349 - US 79	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 404 2
	CR 406 (Williamson)	CR 404 - FM 1660	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 406 1
	CR 407 (Williamson)	CR 406 - SH 95	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 407 1
	CR 409 (Williamson)	CR 114 - CR 411	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 409 1
	CR 411 (Williamson)	CR 409 - FM 619	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 411 1
	CR 412	FM 619 - CR 421	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 412 1

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	CR 414 (Williamson)	FM 619 - CR 419	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 414 1
	CR 416 / CR 417	FM 1331 - CR 412	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 416 1
	CR 419 (Williamson)	FM 1331 - CR 414	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 419 1
	CR 420 (Williamson)	CR 421 - FM 1063	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 420 1
	CR 421 (Williamson)	CR 414 - US 79	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 421 1
	CR 422 (Williamson)	CR 419 - CR 424	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 422 1
	CR 425/CR 424 (Williamson)	FM 1063 - US 79	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 425 1
	CR 425/CR 424 (Williamson)	US 79 - CR 433	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 425 2
	CR 426/CR 427 (Williamson)	FM 1063 - US 79	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 426 1
	CR 432 (Williamson)	US 79 - FM 112	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 432 1
	CR 433(Williamson)	CR 432 - CR424	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 433 1
	CR 436/CR 434/CR 438 (Williamson)	US 79 - FM 112	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 436 1
	CR 450 (Williamson)	FM 112 - CR 472	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 450 1
	CR 453/CR 448 (Williamson)	SH 95 - FM 112	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 453 1
	CR 455 (Williamson)	FM 619 - FM 1466	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 455 1
	CR 456 (Williamson)	CR 453 - FM 1466	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 456 1
	CR 461/CR 462 (Williamson)	SH 95 - CR 463	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 461 1
	CR 463/CR 466 (Williamson)	FM 1466 - FM 619	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 463 1
	CR 472/CR 479/CR 473 (Williamson)	FM 612 - FM 112	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 472 1
	CR 474/CR 476/CR 475/CR 481 (Williamson)	CR 472 - FM 112	MNR 2	MNR 2		Williamson Co	EJ	0	WCR 474 1
Y	Academy (San Marcos)	Sessoms Dr - Holland St	MNR 2	MNR 4	Split from Holland St	San Marcos	EA,EJ	1,000,000	ACA 01- 1
Y	Airport Blvd.	N. Lamar Blvd. - RM 2222	MAD 4	MAD 6		Austin	EJ	2,620,000	AIR- 01- 1
Y	Airport Blvd.	RM 2222 - 51st St.	MAD 4	MAD 6		Austin	EJ	1,220,000	AIR- 01- 2
Y	Airport Blvd.	51st St. - IH 35 (N)	MAD 4	MAD 6		Austin	EJ	1,480,000	AIR- 01- 3

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	Airport Blvd.	IH 35 (N) - Manor Rd.	MAD 6	MAD 6		Austin	EJ	0	AIR- 01- 4
Y	Airport Blvd.	Manor Rd. - MLK Blvd.	MAD 4	MAD 6		Austin	EJ	2,394,000	AIR- 01- 5
Y	Airport Blvd.	MLK Blvd. - E. 12th St.	MAD 4	MAD 6		Austin	EJ	3,990,000	AIR- 01- 6
Y	Airport Blvd.	E. 12th St. - Oak Springs Dr.	MAD 4	MAD 6		Austin	EJ	2,394,000	AIR- 01- 7
Y	Airport Blvd.	Oak Springs Dr. - US 183 (N)	MAD 4	MAD 6		Austin	EJ	26,866,000	AIR- 01- 8
Y	Anderson Ln.	Loop 1 - Burnet Rd.	MAD 4	MAD 6		Austin		980,000	AND- 01- 1
Y	Anderson Ln.	Burnet Rd. - Woodrow Ave.	MAD 4	MAD 6		Austin	EJ	1,080,000	AND- 01- 2
Y	Anderson Ln.	Woodrow Ave. - N. Lamar Blvd.	MAD 4	MAD 6		Austin	EJ	1,260,000	AND- 01- 3
Y	Anderson Mill Rd.	FM 1431 - Lime Creek Rd.	MAD 4	MAD 6		Cedar Park	EA	5,437,000	AND- 02- 1
Y	Anderson Mill Rd.	Lime Creek Rd. - Zeppelin Dr.	---	MAD 6		Williamson Co	EA	4,740,000	AND- 02- 2
Y	Anderson Mill Rd.	Zeppelin Dr - Cypress Creek Rd.	MNR 2	MAD 6		Travis Co	EA	8,700,000	AND- 02- 3
Y	Anderson Mill Rd.	Cypress Creek Rd. - FM 2769	---	MAD 6		Cedar Park/ Travis Co	EA	4,468,000	AND- 02- 4
Y	Anderson Mill Rd.	FM 2769 - RM 620	---	MAD 6	See RM 2769.	TxDOT	EA	4,920,000	AND- 02- 10
Y	Anderson Mill Rd.	RM 620 - Spicewood Pkwy.	MAU 2	MAD 4		Travis Co	EA	5,400,000	AND- 02- 5
Y	Anderson Mill Rd.	Spicewood Pkwy. - US 183 (N)	MAU 4	MAD 4		Austin	EA	4,040,000	AND- 02- 6
	Anderson Mill Rd.	US 183 (N) - Parmer Ln.	MAD 4	MAD 4		Williamson Co	EA,EJ	0	AND- 02- 7
Y	Anderson Mill Rd.	Parmer Ln. - Howard Ln.	MAU 2	MAD 4		Austin	EA	4,360,000	AND- 02- 8
Y	Anderson Mill Rd.	Howard Ln. - Loop 1 (N)	MAU 2	MAD 4		Austin/ Williamson Co/ Travis Co	EA,EJ	7,840,000	AND- 02- 9
	Arrowpoint (Cedar Park Arterial A)				See North Lake Creek Parkway.				
Y	Arterial A (Bee Cave)	SH 71 W - RM 620	---	MAD 4		Bee Cave	EA	4,840,000	BC A 1
Y	Arterial A (Bee Cave)	RM 620 - RM 2244	---	MAD 4		Bee Cave	EA	4,320,000	BC A 2
Y	Arterial A (Pflugerville)	FM 1660 - Rowe Lane	---	MAD 4		Williamson Co /Pflugerville		9,880,000	PFL- A- 0
Y	Arterial A (Pflugerville)	Rowe Lane - Pflugerville Rd East	---	MAD 4		Pflugerville		17,920,000	PFL- A- 1
Y	Arterial A (Travis County)	Parmer Lane - US 290(E)	---	MAD 4		Travis Co		14,600,000	TC A 1

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9
Y	Arterial A (Round Rock)	Westinghouse Rd - US 79	---	MAD 4		Round Rock		19,144,000	RR A 1
Y	Arterial A (Round Rock)	US 79 - Forest Creek	---	MAD 6		Round Rock		6,588,000	RR A 2
Y	Arterial A (Round Rock)	Forest Creek - Louis Henna/Meister	---	MAD 6		Round Rock		7,688,000	RR A 3
Y	Arterial B (Travis Co.)	SH 71 - Hamilton Pool Rd.	---	MNR 2		Travis Co		8,280,000	TC B 1
Y	Arterial C/Deepwood Dr.	Sam Bass Rd. - RM 620	---	MAD 4		Round Rock	EA	1,480,000	RR- C- 1
Y	Arterial C/Deepwood Dr.	RM 620 - SH 45 (N)	MAD 0/4	MAD 4		Austin/ Round Rock/ Williamson Co	EA	10,600,000	RR- C- 2
Y	Arterial C/Four Daughters Rd. (Travis Co.)	SH 71 E - Pearce Ln.	---	MNR 4		Travis Co	EJ	10,320,000	FOU 01- 1
Y	Arterial C/Four Daughters Rd. (Travis Co.)	Pearce Ln. FM 812	---	MNR 4		Travis Co	EJ	14,440,000	FOU 01- 2
Y	Arterial S (Round Rock)	Westinghouse - Chandler	---	MAD 4		Round Rock	EA	4,640,000	RR S 1
Y	Arterial 6 (Hays County)	SH 45(S) - FM 967	---	MAD 4		Hays Co	EA	4,960,000	HC- 6- 1
Y	A.W. Grimes (Arterial B)	US 79 - Gattis School Rd.	MAD 0/6	MAD 6		Round Rock	EA,EJ	23,550,000	TX- 1460- 3
	A.W. Grimes (Arterial B)	Gattis School Rd - SH 45 (N)	MAD 6	MAD 6		Round Rock	EA	0	TX- 1460- 4
Y	Ballerstedt Rd.	US 290 E - Littig Rd.	MNR 2	MAD 4		Travis Co	EA,EJ	9,160,000	BAL 01- 1
Y	Barton Springs Rd.	Loop 1 - Robert E. Lee Rd.	MNR 4	MAD 4	Add shoulders for bicycling.	Austin	EA	3,040,000	BAR- 01- 1
Y	Barton Springs Rd.	Robert E. Lee Rd. - S. Lamar Blvd.	MNR 4	MAD 4		Austin	EA	1,920,000	BAR- 01- 2
	Barton Springs Rd.	S. Lamar Blvd. - S. 1st. St.	MAD 4	MAD 4		Austin	EA,EJ	0	BAR- 01- 3
Y	Barton Springs Rd.	S. 1st St. - S. Congress Ave.	MNR 4	MAU 4		Austin	EJ	960,000	BAR- 01- 4
	Beckett Rd.	William Cannon Dr. - Kiva Dr.	MNR 4	MNR 4		Austin	EA	0	BEC- 01- 1
Y	Beckett Rd.	Kiva Dr. - Davis Ln.	MNR 4/0	MNR 4		Austin	EA	1,420,000	BEC- 01- 2
Y	Beckett Rd.	Davis Ln. - Slaughter Ln.	---	MNR 4		Austin	EA	2,520,000	BEC- 01- 3
Y	Bee Creek Rd.	SH 71 - FM 2322	MNR 2	MAD 4		Travis Co		28,320,000	BEE 01- 1
	Beebee Rd (Hays)	IH 35 - Fountain Grove Dr	MAU 2	MAU 2		Hays Co	EJ	0	BEE 02- 1
	Beebee Rd (Hays)	Fountain Grove Dr - Goforth Rd	MNR 2	MNR 2		Hays Co	EJ	0	BEE 02- 2
	Bell Spings Rd/Oak Forest Dr (Hays)	FM 3238 - Fitzhugh Rd	MNR 2	MNR 2		Hays Co	EA	0	BEL 01- 1

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	Berkman Dr.	St Johns Ave - 51st	MAD 2	MAD 2		Austin	EJ	0	BER- 01- 1
Y	Berkman Dr.	51st St. - Pershing	---	MAD 2		Austin	EJ	1,880,000	BER- 01- 2
	Bishop St. (San Marcos)	RM 12 - FM 2439 / Hopkins St	MNR 2	MNR 2		San Marcos	EA,EJ	0	BIS 01 1
Y	Bitting School Rd.	Littig Rd. - Blake Manor Rd.	MNR 2	MAD 4		Travis Co	EJ	19,440,000	BIT 01- 1
Y	Blake Manor Rd.	FM 973 - Taylor Ln.	MNR 2	MAD 4		Travis Co	EJ	11,800,000	BLA- 01- 1
Y	Blake Manor Rd.	Taylor Ln. - Bittng School Rd	MNR 2	MAD 4		Travis Co	EJ	26,720,000	BLA- 01- 2
Y	Blake Manor Rd.	Bitting School Rd - FM 969	MNR 2	MAD 4		Travis Co	EJ	12,960,000	BLA- 01- 3
Y	Bluff Springs Rd.	William Cannon Dr. - Slaughter Ln	MNR 2	MAD 4		Travis Co	EJ	6,800,000	BLU- 01- 1
Y	Bluff Springs Rd.	Slaughter Ln - Pleasant Valley Rd	MNR 2	MAD 4		Travis Co		560,000	BLU- 01- 2
Y	Bluff Springs Rd. / Old Lockhart Hwy	Pleasant Valley Rd. - FM 1625	MNR 2/0	MAD 4		Travis Co	EJ	17,480,000	BLU- 01- 4
Y	Bluff Springs Rd.	FM 1625 - US 183 (S)	---	MAD 4		Travis Co	EJ	8,800,000	BLU- 01- 5
Y	Bluff Springs Rd.	US 183 S- SH 130	MNR 2	MAD 4		Travis Co	EJ	5,040,000	BLU- 01- 6
Y	Bluff Springs Rd.	SH 130 - Bastrop County Line	MNR 2	MAD 4		Travis Co	EJ	8,720,000	BLU- 01- 7
	Bowman Rd	IH 35 N - CR 115	MNR 2	MNR 2		Round Rock	EA,EJ	0	BOW 01- 1
	Bowman Rd	CR 115 - FM 1460	MNR 2	MNR 2		Round Rock	EA	0	BOW 01- 1
Y	Braker Ln.	Jollyville Rd. - US 183 (N)	MAD 4	MAD 6		Austin	EA	1,080,000	BRA- 01- 1
	Braker Ln.	US 183 (N) - FM 1325	MAD 6	MAD 6		Austin	EA	0	BRA- 01- 2
	Braker Ln.	FM 1325 - Metric Blvd.	MAD 6	MAD 6		Austin	EA,EJ	0	BRA- 01- 3
	Braker Ln.	Metric Blvd. - Parkfield Dr.	MAD 6	MAD 6		Austin	EA	0	BRA- 01- 4
	Braker Ln.	Parkfield Dr. - N. Lamar Blvd.	MAD 6	MAD 6		Austin	EA	0	BRA- 01- 5
Y	Braker Ln.	N. Lamar Blvd. - IH 35 (N)	MAD 4	MAD 6		Austin	EJ	4,260,000	BRA- 01- 6
Y	Braker Ln.	IH 35 (N) - Dessau Rd.	MAD 4	MAD 6		Austin	EJ	4,140,000	BRA- 01- 7
Y	Braker Ln.	Dessau Rd. - Arterial A (Travis Co.)	---	MAD 6		Austin		15,420,000	BRA- 01- 8
Y	Braker Ln.	Arterial A (Travis Co.) - Harris Branch Plkwy	MNR 2/0	MAD 4		Austin		8,000,000	BRA- 01- 9
Y	Braker Ln./Blue Goose Rd.	US 290 - Parmer Lane	---	MAD 4		Travis Co	EJ	8,960,000	BRA- 01- 10
	Braker Ln./Blue Goose Rd.	Parmer Ln - FM 973			See Parmer Ln.				

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
Y	Braker Ln./Blue Goose Rd.	FM 973 - Taylor Ln.	---	MAD 4		Travis Co	EJ	8,400,000	BRA- 01- 12			
Y	Braker Ln./Blue Goose Rd.	Taylor Ln - Blake Manor	---	MAD 4		Travis Co	EJ	3,160,000	BRA- 01- 13			
	Brazos St.	11th St. - Cesar Chavez	MAU 4	MAU 4		Austin	EJ	0	BRA- 02- 1			
	Broadmeade Ave.	SH 45 - Chester Forest St	MNR 2	MNR 2		Williamson Co	EA	0	BRO- 02- 1			
	Broadmeade Ave.	Chester Forest St - Anderson Mill Rd	MNR 4/MAU 2	MNR 4/MAU 2		Williamson Co	EA	0	BRO- 02- 2			
	Brodie Ln.	US 290 (W) - William Cannon Dr.	MAD 4	MAD 4		Austin	EA,EJ	0	BRO- 01- 1			
	Brodie Ln.	William Cannon Dr. - Davis Ln.	MAD 4	MAD 4		Austin	EA,EJ	0	BRO- 01- 2			
	Brodie Ln.	Davis Ln. - Slaughter Ln.	MAD 4	MAD 4		Austin	EA,EJ	0	BRO- 01- 3			
Y	Brodie Ln.	Slaughter Ln. - Squirrel Hollow	MNR 2	MAU 2		Austin	EA,EJ	1,260,000	BRO- 01- 4			
Y	Brodie Ln.	Squirrel Hollow - Frate Barker Rd.	MNR 2	MAU 2		Travis Co	EA,EJ	4,080,000	BRO- 01- 5			
Y	Brodie Ln.	Frate Barker Rd. - FM 1626	MNR 2	MAU 2		Travis Co	EA,EJ	1,420,000	BRO- 01- 6			
Y	Brush Country Rd./Latta Dr.	Monterrey Oaks Blvd. - William Cannon Dr.	MNR 0/2	MNR 4		Austin	EA	1,500,000	BRU- 01- 1			
Y	Brush Country Rd./Latta Dr.	William Cannon Dr. - Alta Loma	MNR 2	MNR 4		Austin	EA	3,620,000	BRU- 01- 2			
Y	Brush Country Rd./Latta Dr.	Alta Loma - Davis Ln.	---	MNR 4		Austin	EA	960,000	BRU- 01- 3			
	Brushy Creek Rd	US 183 (N) - 183 A	MAD 4	MAD 4		Cedar Park	EA	0	BRU- 02- 1			
Y	Brushy Creek Rd	183 A - Parmer Ln.	MNR 2	MAD 4	Overlaps with Cypress Creek Rd.	Cedar Park	EA	5,963,000	BRU- 02- 2			
Y	Brushy Creek Rd	Parmer - Ranch Trails	MNR 2	MAD 2		Cedar Park	EA	2,360,000	BRU- 02- 3			
	Brushy Creek Rd	Ranch Trails - Great Oaks	MNR 2	MNR 2		Cedar Park	EA	0	BRU- 02- 4			
	Bullick Hollow Rd.	RM 620 - Oasis Bluff	MNR 2	MNR 2		Travis Co	EA	1,920,000	BUL- 01- 1			
	Bullick Hollow Rd.	Oasis Bluff - FM 2769	MNR 2	MNR 2	CAMPO will explore provision of additional capacity at this location through a regional arterial study.	Travis Co		0	BUL- 01- 2			
	Burleson Rd.	Oltorf St. - SH 71 (E)	MNR 2	MNR 2		Austin	EJ	0	BUR- 01- 1			
	Burleson Rd.	SH 71 (E) - Montopolis Dr.	MAD 4	MAD 4		Austin	EJ,N	0	BUR- 01- 2			
Y	Burleson Rd.	Montopolis Dr. - McKinney Falls Pkwy.	MAD 4	MAD 6		Austin	EJ	2,800,000	BUR- 01- 3			
Y	Burleson Rd.	McKinney Falls Pkwy. - US 183 (S)	MAD 4	MAD 6		Austin	EJ	1,920,000	BUR- 01- 4			
Y	Burleson Rd.	US 183 (S) - FM 973	MAU 4	MAD 4		Austin	EJ	8,560,000	BUR- 01- 5			

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
Y	Burleson Rd./Elroy Rd.	FM 973 - Ross Rd.	MNR 2	MAD 4		Travis Co	EJ	2,200,000	BUR- 01- 6			
Y	Burleson Rd./Elroy Rd.	Ross Rd. - Maha Loop	MNR 2	MAD 4		Travis Co	EJ	4,080,000	BUR- 01- 7			
Y	Burleson Rd./Elroy Rd./Fagerquist Rd.	Maha Loop - Peterson Rd./Four Daughters	MNR 2	MAU 4		Travis Co	EJ	11,560,000	BUR- 01- 8			
Y	Burleson Manor Rd	Blake Manor Rd. - FM 969	MNR 2	MAD 4		Travis Co	EJ	9,480,000	BUR 02- 1			
Y	Burleson Manor Rd	FM 969 - SH 71	---	MAD 4	Includes bridge over the Colorado River	Travis Co	EJ	20,440,000	BUR 02- 2			
Y	Burleson Manor Rd	SH 71 - Pearce Ln	MNR 2	MAD 4		Travis Co	EJ	13,240,000	BUR 02- 3			
	Burnet Rd.	SH 45 N -US 183 (N)			See FM 1325							
	Burnet Rd.	US 183 (N) - Anderson Ln.	MAD 4	MAD 4		Austin	EJ	0	BUR- 03- 1			
	Burnet Rd.	Anderson Ln. - RM 2222	MAD 4	MAD 4		Austin	EJ	0	BUR- 03- 2			
Y	Burnet Rd.	RM 2222 - 45th St.	MAU 4	MAD 4		Austin	EJ	5,120,000	BUR- 03- 3			
	Buttercup Creek Blvd.	Lakeline Blvd. - US 183 (N)	MAD 4	MAD 4		Cedar Park	EA	0	BUT- 01- 1			
	Buttercup Creek Blvd.	US 183 (N) - 183 A			See Brushy Creek Rd.							
Y	Cape St (San Marcos)	SH 123 - River Rd	COL	MAU 2		San Marcos	EJ,N	7,160,000	CAP 01- 1			
Y	Cedar Breaks Rd/DB Woods	FM 2338 -DB Woods	MAU 2	MAD 4		Georgetown	EA	8,920,000	CED 01- 1			
	Cement Plant Rd (Hay)	FM 2770 - IH 35	MNR 2	MNR 2		Hays Co	EA	0	CEM 01- 1			
Y	Centerpoint Rd (Hays)	FM 2439 - IH 35	MNR 2	MAD 4	Overlaps with CR 234	Hays Co	EA,EJ	2,440,000	CEN 01- 1			
Y	Centerpoint Rd (Hays)	IH 35 - Old Bastrop Rd	MAU 2	MAD 4	Overlaps with CR 234	Hays Co	EJ	5,760,000	CEN 01- 2			
	Centerpoint Rd (Hays)	Old Bastrop Rd - Beback Inn Rd	MNR 2	MNR 2		Hays Co	EJ	0	CEN 01- 3			
	Cesar Chavez/W./E. First St.	Loop 1 - N. Lamar Blvd.	MAU 4	MAU 4		Austin	EA	0	CES- 01- 1			
	Cesar Chavez/W./E. First St.	N. Lamar Blvd. - San Antonio St.	MAU 4	MAU 4		Austin	EJ	0	CES- 01- 2			
	Cesar Chavez/W./E. First St.	San Antonio St. - Trinity St.	MAU 3/4	MAU 3/4	2-way conversion under study by City of Austin; possible future amendment request.	Austin	EJ	0	CES- 01- 3			
	Cesar Chavez/W./E. First St.	Trinity St. - IH 35 (N)	MAU 4	MAU 4		Austin	EJ	0	CES- 01- 4			
	Cesar Chavez/W./E. First St.	IH 35 (N) - Pleasant Valley Rd.	MNR 2	MNR 2		Austin	EJ	0	CES- 01- 5			
Y	Cesar Chavez/W./E. First St.	Pleasant Valley Rd. - E. 7th St.	MNR 2/4	MNR 4		Austin	EJ	1,120,000	CES- 01- 6			
Y	Charles Austin	Loop 80 - RM 12/Hopkins	COL	MAU 4		San Marcos	EA,EJ	1,520,000	CHA- 01- 1			

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	Chicon St.	E. 26th St. - Rosewood Ave.	MNR 2	MNR 2		Austin	EJ	0	CHI- 01- 1
	Chicon St.	Rosewood Ave. - Haskell St.	MNR 2	MNR 2		Austin	EJ	0	CHI- 01- 2
Y	Chisholm Trail Rd	FM 1431 - Existing Chisholm Trail	---	MAD 4		Williamson Co/Round	EA	3,240,000	CHI- 02- 1
Y	Chisholm Trail Rd	Existing Chisholm Trail - Sam Bass Rd	MAU 2/MAD 4	MAD 4		Round Rock	EA	2,800,000	CHI- 02- 2
	Chisholm Trail Rd	Sam Bass Rd - RM 620	MNR 2	MNR 2		Round Rock	EA	0	CHI- 02- 3
	Church St. (Old FM 1460)	SH 29 - Quail Valley Dr.	MNR 2	MNR 2		Georgetown	EA	0	Ch 1 1
	City Park Rd.	Emma Long Metropolitan Park - RM 2222	MNR 2	MNR 2	CAMPO will explore provision of additional capacity at this location through a Regional Arterial Study.	Austin/Travis Co		0	CIT- 01- 1
	College St. (Williamson)	FM 971 - SH 29	MNR 2	MNR 2		Williamson Co	EA,EJ	0	COL 01- 1
Y	Colonial Parkway (Arterial C-Cedar Park)	Arterial B - Parmer	---	MAD 4		Cedar Park	EA,EJ	2,080,000	CP- C- 1
	Colorado St	11th St - 10th St	MAU 4	MAU 4		Austin	EJ		COL 1 1
	Colorado St	10th St - Cesar Chavez	MAU 4	MAU 4		Austin	EJ		COL 1 2
Y	Comanche St (San Marcos)	Sessom - RM12/Hopkins	COL	MNR 4		San Marcos	EA,EJ	2,440,000	COM- 01- 1
	Congress Ave.	11th St. - Cesar Chavez	MAU 6	MAU 6		Austin	EJ	0	CON- 01- 1
	Congress Ave.	Cesar Chavez - Oltorf St.	MAD 6	MAD 6		Austin	EJ	0	CON- 01- 2
Y	Congress Ave.	Oltorf St. - US 290 (W)	MAU 4	MAD 6		Austin	EJ	7,620,000	CON- 01- 3
	Congress Ave.	US 290 (W) - Williamson Creek	MAD 4	MAD 4		Austin	EJ	0	CON- 01- 4
Y	Congress Ave.	Williamson Creek - Eberhart Ln.	MAU 4	MAD 4		Austin	EJ	3,200,000	CON- 01- 5
Y	Congress Ave.	Eberhart Ln. - Slaughter Ln.	MAU 2/MAD 4	MAD 4		Austin	EJ	4,000,000	CON- 01- 6
Y	Cottonwood Creek Pkwy	IH 35 - Leah	---	MAD 4		San Marcos	EJ	3,600,000	COT 01- 1
Y	County Line Rd.	SH 95 - Lund Carlson Rd.	MNR 2	MAD 4		Travis Co	EA	3,400,000	COU 01- 1
Y	County Line Rd.	Lund Carlson - FM 1100	MNR 2	MAD 4		Travis Co, Elgin	EA	11,760,000	COU 01- 2
	County Line Rd.	FM 1100 - US 290 E	MNR 2	MNR 2		Travis Co, Elgin	EA	0	COU 01- 3
Y	County Line Rd.	US 290 E - Littig Rd.	MNR 2	MAD 4		Travis Co, Elgin	EJ	9,760,000	COU 01- 4

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
Y	Craddock (San Marcos)	RM 12 - Lime Kiln Rd	COL/---	MAU 4		San Marcos	EA,EJ	9,680,000	CRA- 01-	1		
Y	Creek Bend Blvd./ Bright Water	FM 1431 - FM 3406	---/MAU 2/ MAD 4	MAD 4		Williamson Co/ Round Rock	EA	6,800,000	CRE- 01-	1		
Y	Creek Bend Blvd./ Bright Water	FM 3406 - Wyoming Springs Dr.	MAD 4/0	MAD 4		Williamson Co/ Round Rock	EA	2,480,000	CRE- 01-	2		
	Creek Bend Blvd./ Bright Water	Wyoming Springs Dr. - Great Oaks Dr.	MAD 4	MAD 4		Williamson Co/ Round Rock	EA	0	CRE- 01-	3		
	Creek Rd (Hays)	FM 165 - Pursley Rd	MNR 2	MNR 2		Hays Co	EA	0	CRE- 02-	1		
Y	Crystal Falls Pkwy/CR 275	FM 1431 - Lakeline Blvd.	MNR 2/0	MNR 4		Williamson Co	EA	1,200,000	WCR- 177-	1		
Y	Crystal Falls Pkwy/CR 275	Lakeline Blvd. - CR 278/Bagdad Rd.	MNR 2	MNR 4		Williamson Co	EA	1,560,000	WCR- 177-	2		
Y	Crystal Falls Pkwy/CR 275	CR 278/Bagdad Rd. - US 183 (N)	MAU 2	MAD 4		Williamson Co	EA,EJ	2,840,000	WCR- 177-	3		
Y	Crystal Falls Pkwy/CR 275(CR 272/CR 177)	US 183 (N) - 183 A	MAU 2	MAD 4		Williamson Co	EA	6,440,000	WCR- 177-	4		
Y	Crystal Falls Pkwy/CR 275(CR 272/CR 177)	183 A - Sam Bass Rd.	MAU 2	MAU 4		Williamson Co	EA	5,140,000	WCR- 177-	5		
	Cypress Creek Rd.	Anderson Mill Rd. - US 183 (N)	MAD 4	MAD 4		Williamson Co	EA	0	CYP- 01-	1		
	Cypress Creek Rd.	US 183 (N) - 183 A/Brushy Creek Rd.			See Brushy Creek Rd.							
Y	D B Wood Rd	Southwest Bypass - SH 29 W	MNR 2	MNR 4		Georgetown	EA	6,880,000	DBW 01	2		
Y	D B Wood Rd	29 W - Southwest Bypass	---	MNR 4		Georgetown	EA	15,120,000	DBW 01	1		
	Darden Hill (Hays)	FM 150 - FM 1826	MNR 2	MNR 2		Hays Co	EA	0	DAR- 01-	1		
	Davis Ln./Deer Ln./	Loop 1 - Brodie Ln.	MAD 4	MAD 4		Austin	EA	0	DAV- 01-	2		
Y	Davis Ln./Deer Ln./ Dittmar Rd.	Brodie Ln. - Huebinger Pass	MNR 2	MAD 2		Austin	EA	2,060,000	DAV- 01-	3		
Y	Davis Ln./Deer Ln./ Dittmar Rd.	Huebinger Pass - S. 1st St.	MNR 4	MAD 2		Austin	EA,EJ	4,500,000	DAV- 01-	4		
Y	Davis Ln./Deer Ln./ Dittmar Rd.	S. Congress Ave. - IH 35 (S)	MNR 2/0	MAD 4		Austin	EJ	1,600,000	DAV- 01-	5		
	Davis St. (Taylor)	Mallard Ln - 2nd St.	MNR 2	MNR 2		Taylor	EJ	0	DAV- 03-	1		
Y	Davis Springs Rd./ O'Conner Dr.	US 183 (N) - 183 A	---	MAD 4		Williamson Co	EA	920,000	DAV- 02-	1		

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	Davis Springs Rd./ O'Conner Dr.	183 A - Parmer Ln.	MAD 4	MAD 4		Williamson Co	EA	0	DAV- 02- 2
	Davis Springs Rd./ O'Conner Dr.	Parmer Ln. - Howard Ln.	MAD 4	MAD 4		Williamson Co	EA	0	DAV- 02- 3
	Davis Springs Rd./ O'Conner Dr.	Howard Ln. - Great Oaks Dr.	MAD 4	MAD 4		Williamson Co	EA	0	DAV- 02- 4
	Davis Springs Rd./ O'Conner Dr.	Great Oaks Dr. - RM 620	MAD 4	MAD 4		Williamson Co	EA	0	DAV- 02- 5
Y	Davis Springs Rd./ O'Conner Dr.	RM 620 - Arterial C	---	MAD 4		Williamson Co	EA	2,160,000	DAV- 02- 6
	Davis Springs Rd./ O'Conner Dr.	Arterial C - McNeil Dr	MAD 4	MAD 4		Williamson Co	EA	0	DAV- 02- 7
Y	Decker Ln.	FM 1660 - Pflugerville East Rd.	MNR 2	MAD 4		Travis Co		16,920,000	DEC- 01- 1
Y	Decker Ln.	Pflugerville East Rd. - Wells Branch Pkwy.	MNR 2	MAD 4		Travis Co		10,240,000	DEC- 01- 2
Y	Decker Ln.	Wells Branch Pkwy. - US 290 (E)	MNR 2/0	MAD 4		Travis Co		24,240,000	DEC- 01- 3
Y	Dessau Rd./Cameron Rd.	FM 1825 - Wells Branch Pkwy.	MAD 4	MAD 6		Travis Co		12,000,000	DES- 01- 1
Y	Dessau Rd./Cameron Rd.	Wells Branch Pkwy. - Howard Ln.	MAD 4	MAD 6		Travis Co	EJ	8,640,000	DES- 01- 2
Y	Dessau Rd./Cameron Rd.	Howard Ln. - Parmer Ln.	MAD 4	MAD 6		Austin	EJ	7,980,000	DES- 01- 3
	Dessau Rd./Cameron Rd.	Parmer Ln. - Rundberg Ln.	MAD 6	MAD 6		Austin	EJ	0	DES- 01- 4
	Dessau Rd./Cameron Rd.	Rundberg Ln. - US 183 (N)	MAD 6	MAD 6		Austin	EJ	0	CAM- 01- 1
	Dessau Rd./Cameron Rd.	US 183 (N) - US 290 (E)	MAD 6	MAD 6		Austin	EJ	0	CAM- 01- 2
Y	Dessau Rd./Cameron Rd.	US 290 (E) - 52nd St.	MAU 4	MAD 4		Austin	EJ	8,280,000	CAM- 01- 3
Y	Double Creek Dr.	FM 1460 - US 79	---	MAD 4		Round Rock		14,190,000	DOU- 01- 3
Y	Double Creek Dr.	US 79 - Gattis School Rd	---/MAD 4	MAD 4		Round Rock	EA	12,197,000	DOU- 01- 2
	Double Creek Dr.	Gattis School Rd - SH 45 (N)	MAD 4	MAD 4		Round Rock	EA	0	DOU- 01- 1
Y	Doyle Overton/Bock Rd / Laws Rd	FM 812 - Maha Loop Rd.	MNR 2/0	MAD 4		Travis Co	EJ	12,800,000	DOY- 01- 1
Y	Doyle Overton/Bock Rd / Laws Rd	Maha Loop Rd. - US 183 S	MNR 2/0	MAD 4		Travis Co	EJ	10,920,000	DOY- 01- 2
Y	Doyle Overton/Bock Rd / Laws Rd	US 183 S - Williamson Rd.	MNR 2/0	MAD 4		Travis Co	EJ	6,400,000	DOY- 01- 3
	Duval Rd.	US 183 (N) - Whispering Valley Dr.	MAD 2	MAD 2		Austin	EA	0	DUV- 01- 1

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	Duval Rd.	Whispering Valley Dr. - Loop 1	MAU 4/MAD 4	MAU 4/MAD 4		Austin	EA	0	DUV- 01- 2
	Elder Hill Rd. (Hays)	RM 12 - FM 150	MNR 2	MNR 2		Hays	EA	0	ELD- 01- 1
	Elroy Rd. (Travis)	FM 973 - Ross Rd.			See Burleson Rd				
	Enfield Rd./15th St.	Lake Austin Blvd. - Exposition Blvd.	MNR 2	MNR 2		Austin	EA	0	ENF- 01- 1
	Enfield Rd./15th St.	Exposition Blvd. - Loop 1	MNR 4	MNR 4		Austin	EA	0	ENF- 01- 2
	Enfield Rd./15th St.	Loop 1 - N. Lamar Blvd.	MNR 4	MNR 4		Austin	EA	0	ENF- 01- 3
	Enfield Rd./15th St.	N. Lamar Blvd. - West Ave.	MAD 6	MAD 6		Austin		0	ENF- 01- 4
	Enfield Rd./15th St.	West Ave. - Red River St.	MAD 6	MAD 6		Austin		0	ENF- 01- 5
	Enfield Rd./15th St.	Red River St. - IH 35 (N)	MAD 6	MAD 6		Austin		0	ENF- 01- 6
	Escarpment Blvd.	William Cannon Dr. - Slaughter Ln	MAD 4	MAD 4		Austin	EA	0	ESC- 01- 1
	Escarpment Blvd.	Slaughter Ln. - SH 45 (S)	MAD 2/MAU 2	MAD 2/MAU 2		Austin	EA	0	ESC- 01- 2
Y	Escarpment Blvd.	SH-45(S) - FM 967	---	---	There is a need for additional connectivity at this location, however, existing development and natural areas may prevent extension of Escarpment Blvd into Hays County. CAMPO will explore provision of additional connectivity at this location through a Regional Arterial Study.	Austin/Travis Co/Hays Co	EA	0	ESC- 01- 3
	Exposition Blvd.	W. 35th St. - Westover Rd.	MNR 4	MNR 4		Austin	EA	0	EXP- 01- 1
	Exposition Blvd.	Westover Rd. - Enfield Rd.	MNR 2	MNR 2		Austin	EA	0	EXP- 01- 2
	Exposition Blvd.	Enfield Rd. - Lake Austin Blvd.	MNR 2	MNR 2		Austin	EA,EJ	0	EXP- 01- 3
	Far West Blvd.	Mesa Dr. - Hart Ln.	MNR 4	MNR 4		Austin	EA	0	FAR- 01- 1
	Far West Blvd.	Hart Ln. - Loop 1	MAD 6	MAD 6		Austin	EA,EJ	0	FAR- 01- 2
	Fisher Store Rd (Hays)	FM 2325 - Hays Co. Line	MNR 2	MNR 2		Hays Co	EA	0	FIS- 01- 1
Y	Fitzhugh Rd.	US 290 W - Travis County Line	MNR 2	MAD 4		Travis Co	EA	11,840,000	FIT- 01- 1
Y	Fitzhugh Rd.	Travis County Line - Blanco County Line	MNR 2	MAD 4		Hays Co	EA	58,720,000	FIT- 01- 2
	Forest Creek	Double Creek Blvd - Arterial A (Round Rock)	MAD 4	MAD 4		Round Rock	EA	0	FOR- 01- 1
	Forest Creek	Arterial A (Round Rock) - CR 122	MAD 4	MAD 4		Round Rock		0	FOR- 01- 2
	Frances Harris Ln (Hays)	Old Bastrop Hwy - Centerpoint Rd	MNR 2	MNR 2		Hays Co	EJ	0	FRA 02- 1
Y	Frate Barker Rd.	Brodie - Manchaca Rd.	MNR 2	MNR 4		Travis Co/Austin	EA	5,640,000	FRA- 01- 2

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	Georgetown Inner Loop Rd	IH 35 - SH 29 (E)	MAU 2	MAD 4		Georgetown	EA	0	GEO- 01- 1
	Georgetown Inner Loop Rd	SH 29 (E) - Southwest Bypass	MAU 2	MAD 4		Georgetown	EA	0	GEO- 01- 2
	Giles Rd.	US 290 (E) - Harris Branch Pkwy.	MNR 2	MNR 2		Austin		0	GIL- 01- 1
	Goforth Rd W (Hays)	Loop 4 - IH 35	MAU 2	MAU 2		Hays Co		0	GOF 01- 1
	Goforth Rd (Hays)	FM 2001 - Beebee Rd	MNR 2	MNR 2		Hays Co	EJ	0	GOF)2- 1
	Grand Avenue Pkwy.	Loop 1 (N) - IH 35	MAD 6	MAD 6		Travis Co	EA	0	GRA- 01- 1
	Grand Avenue Pkwy.	IH 35 (N) - Ivy Bridge	MAD 4	MAD 4		Travis Co	EA	0	GRA- 01- 2
Y	Grand Avenue Pkwy.	Ivy Bridge - Pflugger Ln./Pflugerville Loop Rd.	MNR 2	MAD 4	Realign intersection with Pflugerville Loop	Travis Co	EA	5,040,000	GRA- 01- 3
Y	Grand Avenue Pkwy.	Pflugger Ln./Pflugerville Loop Rd. - SH 45 (N)	MNR 2	MAD 4		Travis Co	EA	5,958,000	GRA- 01- 4
	Granger Dam Rd	FM 971 - FM 1331	MAU 2	MAU 2		Williamson Co	EJ	0	GRA- 02- 1
	Great Hills Tr.	Loop 360 - US 183 (N)	MAD 4	MAD 4		Austin	EA	0	GRE- 01- 1
	Great Hills Tr.	US 183 (N) - Stonelake Blvd.	MAD 4	MAD 4		Austin	EA	0	GRE- 01- 2
	Great Oaks Dr.	Brushy Creek Rd. - RM 620	MAD 4	MAD 4		Cedar Park	EA	0	GRE- 02- 1
Y	Great Oaks Dr.	RM 620 - Arterial C	---	MAD 4		Cedar Park	EA	2,440,000	GRE- 02- 2
	Greenlawn Blvd.	CR 168/Gattis School Rd - SH 45 (N)	MAD 4	MAD 4		Round Rock	EA	0	GRE- 03- 1
Y	Greenlawn Blvd.	SH 45 (N) - IH 35 (N)	MAD 4	MAD 6		Round Rock	EA	7,800,000	GRE- 03- 2
Y	Greenlawn Blvd.	IH 35 (N) - Grand Avenue Parkway	MNR 2/0	MAD 4		Travis Co/ Williamson Co/ Round Rock	EA	3,680,000	GRE- 03- 3
Y	Gregg Manor Rd.	Fuchs Grove Rd. - US 290(E)	MNR 2	MAD 4		Travis Co		5,360,000	GRE- 04- 1
	Grove Blvd.	US 183 (S) - Fairway St.	MNR 0/4	MNR 0/4		Austin	EJ	0	GRO- 01- 1
	Grove Blvd.	Fairway St. - Montopolis Dr.	MAD 4	MAD 4		Austin	EJ	0	GRO- 01- 2
	Grove (San Marcos)	Guadalupe - Lyndon B. Johnson Dr	MAU 3 (1-way E)	MAU 3 (1-way E)		San Marcos		0	GRO 02 1
	Guadalupe St.	N. Lamar Blvd. - 45th St.	MAU 4	MAU 4		Austin	EJ	0	GUA- 01- 1
	Guadalupe St.	45th St. - 38th St.	MAD 4	MAD 4		Austin	EJ	0	GUA- 01- 2

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	Guadalupe St.	38th St. - 29th St.	MAD 4	MAD 4		Austin	EJ	0	GUA- 01- 3
	Guadalupe St.	29th St. - 26th St.	MAU 4	MAU 4		Austin	EJ	0	GUA- 01- 4
	Guadalupe St.	26th St. - 24th St.	MAU 4	MAU 4		Austin	EJ	0	GUA- 01- 5
	Guadalupe St.	24th St. - MLK Blvd.	MAU 4	MAU 4		Austin	EJ	0	GUA- 01- 6
	Guadalupe St.	MLK Blvd. - Cesar Chavez	MAU 2/4	MAU 2/4		Austin	EJ	0	GUA- 01- 7
	Guadalupe St (San Marcos)	Loop 82 - IH 35	MAU 4	MAU 4		San Marcos	EA,EJ	0	GUA- 02- 1
Y	Hamilton Pool Rd. (FM 3238)	Blanco Co. Line - RM 12	MNR 2	MAD 4		Travis Co.	EA	37,840,000	TX- 3238 1
	Harris Branch Pkwy./ Cameron Rd./ CR 137	FM 1660 - Rowe Ln.	MNR 2	MNR 2		Austin		0	HAR- 01- 0
Y	Harris Branch Pkwy./ Cameron Rd./ CR 137	Rowe Ln - Kelly Ln.	MNR 2	MAD 4		Austin		7,680,000	HAR- 01- 1
Y	Harris Branch Pkwy./ Cameron Rd./ CR 137	Kelly Ln. - Pflugerville East Rd.	MNR 2	MAD 6		Austin		16,620,000	HAR- 01- 2
Y	Harris Branch Pkwy./ Cameron Rd./ CR 137	Pflugerville East Rd. - SH 130	MNR 2	MAD 6		Austin		6,360,000	HAR- 01- 3
Y	Harris Branch Pkwy./ Cameron Rd./ CR 137	SH 130 - Wells Branch Pkwy	MNR 2	MAD 6		Austin		4,980,000	HAR- 01- 6
Y	Harris Branch Pkwy./ Cameron Rd./ CR 137	Wells Branch Pkwy. - Braker Ln.	MNR 2/MAD 4	MAD 6		Austin		13,620,000	HAR- 01- 4
Y	Harris Branch Pkwy./ Cameron Rd./ CR 137	Braker Ln. - US 290 (E)	MAD 4	MAD 6		Austin		1,520,000	HAR- 01- 5
Y	Harris Hill Rd (San Marcos)	R-40 - SH 21	COL	MAD 4		San Marcos	EJ	4,240,000	HAR- 03- 1
Y	Harris Ridge Blvd.	Howard Ln. - IH 35 (N)	---	MAD 6		Austin	EJ	11,520,000	HAR- 02- 1
Y	Heatherwilde Blvd.	CR 168/Gattis School Rd. - SH 45 (N)	MNR 2	MAD 4	Overlaps with CR 122	Williamson Co		2,600,000	HEA- 01- 0
Y	Heatherwilde Blvd.	SH 45 (N) - Pflugerville Loop	MNR 2	MAD 4		Pflugerville		12,240,000	HEA- 01- 1

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	Heatherwilde Blvd.	Pflugerville Loop - FM 1825	MAD 4	MAD 4		Pflugerville		0	HEA- 01- 3
Y	Heatherwilde Blvd.	FM 1825 - Wells Branch Pkwy.	MAD 4/MNR 2	MAD 4		Pflugerville	EJ	1,280,000	HEA- 01- 4
Y	Heatherwilde Blvd.	Wells Branch Pkwy. - Parmer Ln.	MAD 4/0	MAD 4		Travis Co/Austin	EJ	5,500,000	HEA- 01- 5
	Hesters Crossing	CR 172 - IH 35/S. May	MAD 4	MAD 4		Round Rock	EA,EJ	0	HES 01 1
	High Road (Hays)	Goforth Rd -Caldwell Co. Line	MNR 2	MNR 2		Hays Co	EJ	0	HIG- 01- 1
	Hillside Terrace (Hays)	IH 35 - FM 2001	MNR 2	MNR 2		Hays Co	EJ	0	HIL- 01- 1
	Hillard Rd/CR 222 (Hays)	Lost River Rd. - Lime Klin Rd	MNR 2	MNR 2		Hays Co	EA,EJ	0	HIL- 02- 1
	Holland St (San Marcos)	LBJ Dr - RM 12	MAU 4	MAU 4		San Marcos	EA,EJ	0	HOL- 01- 1
	Hopkins	CM Allen Pkwy - IH 35			See RM 12				
Y	Howard Ln./CR 175	RM 620 - McNeil Rd.	---	MAD 4		Williamson Co	EA	8,760,000	HOW- 01- 4
Y	Howard Ln./CR 175	McNeil Rd. - Loop 1	MNR 2	MAD 6		Williamson Co/Travis Co	EA,EJ	10,860,000	HOW- 01- 5
	Howard Ln./CR 175	Loop 1 - IH 35 (N)			See Scofield Ridge Pkwy.				
	Howard Ln./CR 175	IH 35 (N) - Greinert Dr./Heatherwilde	MAD 4	MAD 4		Travis Co	EJ	0	HOW- 01- 7
	Howard Ln./CR 175	Heatherwilde - Dessau Rd.	MAD 4	MAD 4		Travis Co	EJ	0	HOW- 01- 8
Y	Howard Ln./CR 175	Dessau Rd. - Harris Branch Pkwy	MNR 2/0	MAD 4		Travis Co	EJ	10,360,000	HOW- 01- 9
Y	Howard Ln./CR 175	Harris Branch - SH 130	---	MAD 4		Travis Co		6,720,000	HOW- 01- 10
Y	Howard Ln./CR 175	SH 130 - FM 973	0/MNR 2	MAD 4		Travis Co		12,360,000	HOW- 01- 11
	Howard St. (Taylor)	Lake Dr W - 2nd St.	MNR 2	MNR 2		Taylor	EJ	0	HOW- 02- 1
Y	Hutchinson (San Marcos)	RM 12 - CM Allen Parkway	---	MAD 2		San Marcos	EA,EJ	1,180,000	HUT- 01- 1
	Jacob's Well Rd. (Hays)	RM 12 - FM 2325	MNR 2	MNR 2		Hays Co	EA,EJ	0	JAC- 01- 1
Y	Johnny Morris Rd.	US 290 (E) - Loyola Ln.	MNR 4/MNR 2	MAD 4		Austin	EJ	11,040,000	JOH- 01- 1
Y	Johnny Morris Rd.	Loyola Ln. - FM 969	MNR 2	MAU 4		Austin	EJ	5,320,000	JOH- 01- 2
	Justin Ln.	Burnet Rd. - Woodrow Ave.	MNR 2	MNR 2		Austin	EJ	0	JUS- 01- 1
	Justin Ln.	Woodrow Ave. - N. Lamar Blvd.	MNR 2	MNR 2		Austin	EJ	0	JUS- 01- 2
	LBJ Dr (San Marcos)	Holland St - Sessoms Dr	MAU 4	MAU 4		San Marcos	EA,EJ	0	LBJ 01- 1

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	LBJ Dr (San Marcos)	Roanoke Dr - University Dr	MAU 4	MAU 4		San Marcos	EA,EJ	0	LBJ 01- 2
Y	Lake Austin Blvd.	Enfield Rd. - Red Bud Tr.	MNR 2	MNR 4		Austin	EA,EJ	700,000	LAK- 01- 1
	Lake Austin Blvd.	Red Bud Tr. -Exposition Blvd.	MNR 4	MNR 4		Austin	EA,EJ	0	LAK- 01- 2
	Lake Austin Blvd.	Exposition Blvd. - Loop 1	MNR 4	MNR 4		Austin	EA,EJ	0	LAK- 01- 3
Y	Lake Creek Pkwy	SH 45 N - US 183 N	MAD 0/4	MAD 4		Williamson Co	EA,EJ	3,400,000	LAK- 06- 1
	Lake Dr. W (Taylor)	US 79 - SH 95	MNR 2	MNR 2		Taylor	EJ	0	LAK- 07- 1
Y	Lakeline Blvd.	FM 2243 - CR 275	MAD 2	MAD 4		Leander	EA,EJ	4,740,000	LAK- 02- 1
Y	Lakeline Blvd.	CR 275 - New Hope Rd.	MAD 2	MAD 4		Leander/Cedar Park	EA	2,960,000	LAK- 02- 2
	Lakeline Blvd.	New Hope Dr. - FM 1431	MAD 4	MAD 4		Leander	EA	0	LAK- 02- 3
	Lakeline Blvd.	FM 1431 - Buttercup Creek Blvd.	MAD 4	MAD 4		Leander/Cedar Park	EA	0	LAK- 02- 4
	Lakeline Blvd.	Buttercup Creek Blvd. - US 183 (N)	MAD 4	MAD 4		Cedar Park	EA	0	LAK- 02- 5
Y	Lakeline Blvd.	US 183 (N) - Howard Ln.	MAD 0/4	MAD 4		Austin	EA	5,840,000	LAK- 02- 6
Y	Lakeline Blvd.	Howard Ln. - Great Oaks Dr.	---	MAU 4		Austin	EA	1,640,000	LAK- 02- 7
	Lakeline Mall Dr.	Pecan Park Blvd. - Lake Creek Parkway	MAD 6	MAD 6		Austin	EA	0	LAK- 03- 1
	Lakeline Mall Dr.	Lake Creek Parkway - Parmer Lane	MAD 4	MAD 4		Austin	EA	0	LAK- 03- 2
Y	S. Lakeshore Blvd.	Riverside Dr. - Pleasant Valley Rd.	MNR 2	MNR 4		Austin	EJ	1,640,000	LAK- 04- 1
	Lakeway Blvd.	Lakeway City Limits (W) - Lohman's Crossing Rd.	MAD 4	MAD 4		Lakeway		0	LAK- 05- 1
	Lakeway Blvd.	Lohman's Crossing Rd. - RM 620	MAD 4	MAD 4		Lakeway		0	LAK- 05- 2
Y	Lamar Blvd.	IH 35 (N) - Parmer Ln.	MAD 4	MAD 6	Make interim safety and capacity improvements by expanding facility to a 6 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	Austin/TxDOT	EA	6,060,000	TX- 275- 1
Y	Lamar Blvd.	Parmer Ln. - Rundberg Ln.	MAD 4	MAD 6	Make interim safety and capacity improvements by expanding facility to a 6 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	Austin/TxDOT	EA,EJ	19,860,000	TX- 275- 2

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

Y	Lamar Blvd.	Rundberg Ln. - US 183 (N)	MAD 4	MAD 6	Make interim safety and capacity improvements by expanding facility to a 6 lane divided roadway. Corridor Study planned at this location. See "D. Corridor Studies", below. Cost reflects interim improvement.	Austin/TxDOT	EJ	8,520,000	TX- 275- 3
	Lamar Blvd.	US 183 (N) - Airport Blvd.	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	Austin	EJ	0	TX- 275- 4
	Lamar Blvd.	Airport Blvd. - Justin Ln.	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	Austin	EJ	0	TX- 275- 5
	Lamar Blvd.	Justin Ln. - Guadalupe St.	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	Austin	EJ	0	TX- 275- 6
	Lamar Blvd.	Guadalupe St. - 34th St.	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	Austin	EJ	0	TX- 275- 7
	Lamar Blvd.	34th St. - 29th St.	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	Austin		0	TX- 275- 8
	Lamar Blvd.	29th St. - MLK Blvd.	MAU 4	MAU 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	Austin	EJ	0	TX- 275- 9
	Lamar Blvd.	MLK Blvd. - Enfield Rd.	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	Austin	EJ	0	TX- 275- 10
	Lamar Blvd.	Enfield Rd. - W. 5th St.	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	Austin	EJ	0	TX- 275- 11
	Lamar Blvd.	W. 5th St. - Riverside Dr.	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	Austin		0	TX- 275- 12
	Lamar Blvd.	Riverside Dr. - Barton Springs Rd.	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	Austin	EA	0	TX- 275- 13
	Lamar Blvd.	Barton Springs Rd. - Manchaca Rd.	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	Austin	EA,EJ	0	TX- 275- 14
	Lamar Blvd.	Manchaca Rd. - US 290 (W)	MAD 4	MAD 4	Corridor Study planned at this location. See "D. Corridor Studies", below.	Austin	EA,EJ	0	TX- 275- 15
	Lavaca St.	MLK Blvd. - 11th St.	MAU 4	MAU 4		Austin	EJ	0	LAV- 01- 1
	Lavaca St.	11th St. - Cesar Chavez	MAU 4	MAU 4		Austin	EJ	0	LAV- 01- 2

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	Ledgerock Rd (Hays)	Mount Gainor Rd - FM 2325	MNR 2	MNR 2		Hays Co	EA	0	LED- 01- 1
	Lexington St.	Blake Manor (Brenham St E) - FM 973 (West Parsons St)	MNR 2	MNR 2		Travis Co		0	LEX- 01- 1
	Lime Creek Rd.	Anderson Mill Rd. - FM 2769	MNR 2	MNR 2		Travis Co	EA	0	LIM- 01- 1
Y	Lime Kiln Rd (San Marcos)	FM 110 - Craddock St	COL/MNR2	MAD 4		San Marcos	EA,EJ	3,720,000	LIM 02- 1
Y	Lime Kiln Rd (San Marcos)	Craddock St - Old Post Rd	MNR 2	MAD 4		San Marcos	EA,EJ	7,040,000	LIM 02- 2
Y	Littig Road	FM 973 - Kimbro Road	MNR 2	MAD 4		Travis Co	EJ	8,080,000	LIT- 01- 1
Y	Littig Road	Kimbro - Ballerstedt Rd.	MNR 2	MAD 4		Travis Co	EJ	10,440,000	LIT- 01- 2
Y	Littig Road	Ballerstedt Rd. - Bastrop County Line	MNR 2	MAD 4		Travis Co	EJ	10,960,000	LIT- 01- 3
Y	Little Elm Trail	Arterial A - 183 A	---	MAD 4		Cedar Park	EA	2,115,000	LIT- 02- 1
Y	Little Elm Trail	183 A - US 183 (N)	---	MAD 4		Cedar Park	EA	2,115,000	LIT- 02- 2
Y	Little Elm Trail	US 183 (N) - Lakeline	---	MAD 4		Cedar Park	EA	10,700,000	LIT- 02- 3
	Lohman's Crossing Rd.	Hurst Creek Rd. - RM 620	MAD 4	MAD 4		Travis Co		0	LOH- 01- 1
Y	Lohman Ford Rd.	FM 1431 - Sylvester Ford Rd.	MNR 2	MAD 4		Travis Co		17,640,000	LOH- 02- 1
Y	Lohman Ford Rd.	Sylvester Ford Rd. - Lake Travis	MNR 2	MNR 4		Travis Co		4,700,000	LOH- 02- 2
	Lone Man Mountain Rd (Hays)	RM 12 - FM 3237	MNR 2	MNR 2		Hays Co	EA	0	LON- 01- 1
	Loyola Ln.	Springdale Rd. - US 183 (N)	MAU 4	MAU 4		Austin	EJ	0	LOY- 01- 1
Y	Loyola Ln.	US 183 (N) - Johnny Morris Rd.	MNR 2	MAD 4		Austin	EJ	6,000,000	LOY- 01- 2
Y	Loyola Ln.	Johnny Morris Rd. - FM 3177	MNR 2	MAD 4		Austin	EJ	2,760,000	LOY- 01- 3
Y	Loyola Ln.	FM 3177 - FM 973	MNR 2	MAD 4		Austin	EJ	8,000,000	LOY- 01- 4
Y	Loyola Ln.	FM 973 - Gilbert Rd.	---	MAD 4		Austin	EJ	6,680,000	LOY- 01- 5
Y	Loyola Ln.	Gilbert Rd. - Taylor Ln.	MNR 2	MAD 4		Austin	EJ	7,840,000	LOY- 01- 6
Y	Lund Carlson Rd.	Manda Carlson Rd. - Werchan Ln.	MNR 2	MAD 4		Travis Co		12,480,000	LUN- 01- 1
Y	Lund Carlson Rd.	Werchan Ln - County Line Rd.	MNR 2	MAD 4		Travis Co		120,000	LUN- 01- 2

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

Y	Maha Loop Rd.	Elroy Rd. - FM 812	---	MAD 4		Travis Co	EJ	7,040,000	MAH- 01- 1
Y	Maha Loop Rd.	FM 812 - Slaughter Ln. (Moore Rd.)	MNR 2	MAD 4		Travis Co	EJ	4,160,000	MAH- 01- 2
Y	Maha Loop Rd.	Slaughter Ln. (Moore Rd.) - Maha Loop Rd.	MNR 2/0	MAD 4		Travis Co	EJ	9,400,000	MAH- 01- 3
	Mallard Ln. (Taylor)	FM 397 - SH 95	MNR 2	MNR 2		Taylor	EJ	0	MAL- 01- 1
	Manda Carlson Rd.	FM 1660 - Pfluger Berkman Ln.	MNR 2	MAD 4		Travis Co	EJ	7,400,000	MAN- 02- 1
	Manda Carlson Rd.	Pfluger Berkman - Lund Carlson Rd.	MNR 2	MAD 4		Travis Co		6,480,000	MAN- 02- 2
	Manda Carlson Rd.	Lund Carlson Rd. - FM 1100	MNR 2	MAD 4		Travis Co		11,840,000	MAN- 02- 3
	Manor Rd.	Airport Rd. - 51st St.	MAU 4	MAU 4		Austin	EJ	0	MAN- 01- 3
	Manor Rd.	51st St. - Springdale Rd.	MAU 4	MAU 4		Austin	EJ	0	MAN- 01- 4
	McCarty Lane (San Marcos)	FM 110 - IH 35	MNR 2	MNR 2		San Marcos	EA,EJ	0	MCC 01 1
	McCarty Lane (San Marcos)	IH 35 - Old Bastrop Hwy	MNR 2	MNR 2		San Marcos	EJ	0	MCC 01- 2
	McGregor Ln (Hays)	Hays Co. Ln - US 290	MNR 2	MNR 2		Hays Co	EA,EJ	0	MCG 01- 1
	McKinney Falls Pkwy.	US 183 (S) - Burleson Rd.	MAD 4	MAD 4		Austin	EJ	0	MCK- 01- 1
	McKinney Falls Pkwy.	Burleson Rd. - Onion Creek	MAD 4	MAD 4		Travis Co	EJ	0	MCK- 01- 2
	McKinney Falls Pkwy.	Onion Creek - William Cannon Dr.	MAD 4	MAD 4		Travis Co	EJ,N	0	MCK- 01- 3
Y	McKinney Falls Pkwy.	William Cannon Dr. - Colton Bluff Springs Rd.	---	MAD 4		Travis Co	EJ	1,360,000	MCK- 01- 4
Y	McKinney Falls Pkwy.	Colton Bluff Springs Rd. - Slaughter Ln.	MNR 2/0	MAD 4		Travis Co	EJ	3,200,000	MCK- 01- 5
Y	McKinney Falls Pkwy.	Slaughter Ln. - FM 1327	MNR 2	MAD 4		Travis Co	EJ	13,480,000	MCK- 01- 6
Y	McKinney Falls Pkwy.	FM 1327 - CR 105	MNR 2	MAD 4		Travis Co	EJ	7,360,000	MCK- 01- 7
Y	McKinney Falls Pkwy.	CR 105 - FM 2001	0/ MNR 2	MAD 4		Travis Co	EJ	8,000,000	MCK- 01- 8
	McNeil Rd./McNeil Cutoff	BR IH 35 - IH 35 (N)	MAU 4/ MAU 2	MAU 4/MAU 2		Round Rock	EA,EJ	0	MCN- 01- 7
Y	McNeil Rd./McNeil Cutoff	IH 35 (N) - CR 172/Quick Hill Rd	MAU 4	MAD 4		Round Rock	EA,EJ	6,256,000	MCN- 01- 6
Y	McNeil Rd./McNeil Cutoff	CR 172/Quick Hill Rd. - Howard Ln	MAU 4	MAD 6		Williamson Co./Travis Co	EA,EJ	3,908,000	MCN- 01- 5
Y	McNeil Rd./McNeil Cutoff	Howard Ln. - Parmer Ln.	MAD 4	MAD 6		Travis Co	EA,EJ	9,540,000	MCN- 01- 4
Y	McNeil Rd./McNeil Cutoff	Parmer Ln. - US 183 (N)	MAD 4	MAD 6		Williamson Co./Travis Co	EA,EJ	10,320,000	MCN- 01- 3
Y	McNeil Rd./McNeil Cutoff	US 183 (N) - Yaupon Dr.	MAD 4	MAD 6		Travis Co	EA,EJ	5,520,000	MCN- 01- 2

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9
Y	McNeil Rd./McNeil Cutoff	Yaupon Dr. - Old Lampassas Tr.	MAD 4	MAD 6		Travis Co		5,820,000	MCN- 01- 1
	Meadow Ln.	Lake Dr - 2nd St (A)	MNR 2	MNR 2		Taylor	EJ	0	MEA- 01- 1
Y	Metric Blvd./Thermal Dr.	Wells Branch Pkwy. - Scofield Ridge Pkwy.	MAU 4	MAD 6		Austin	EA,EJ	3,780,000	MET- 01- 1
Y	Metric Blvd./Thermal Dr.	Scofield Ridge Pkwy. - FM 734/Parmer Ln.	MAD 4	MAD 6		Austin	EA,EJ	7,980,000	MET- 01- 2
Y	Metric Blvd./Thermal Dr.	FM 734/Parmer Ln. - Braker Ln.	MAD 4	MAD 6		Austin	EA,EJ	11,340,000	MET- 01- 3
Y	Metric Blvd./Thermal Dr.	Braker Ln. - Rutland Dr.	MAD 4	MAD 6		Austin	EA,EJ	5,580,000	MET- 01- 4
	Metric Blvd./Thermal Dr.	Rutland Dr. - Rundberg Ln.	MAD 4	MAD 4		Austin	EA,EJ	0	MET- 01- 5
	Metric Blvd./Thermal Dr.	Rundberg Ln. - US 183 (N)	MAD 4	MAD 4		Austin	EA,EJ	0	MET- 01- 6
	Monterrey Oaks Blvd.	US 290 (W) - Loop 1	MAD 4	MAD 4		Austin	EA,EJ	0	MON- 01- 1
	Montopolis Dr.	US 183 (S) - SH 71 (E)	MAD 4	MAD 4			EJ		
	Montopolis Dr.	SH 71 (E) - Burseson Rd.	MAD 4	MAD 4		Austin	EJ	0	MON- 02- 2
	Mount Gainor Rd (Hays)	Gatlin Creek Rd - Mount Sharp Rd	MNR 2	MNR 2		Hays Co	EA,EJ	0	MOU- 01- 1
	Mount Sharp Rd (Hays)	FM 2325 - Mount Gainor Rd	MNR 2	MNR 2		Hays Co	EA,EJ	0	MOU- 02- 1
Y	Nameless Rd./RM 2243	Travis County line - FM 1431	MAU 2	MAD 4		Travis Co	EJ	28,320,000	NAM- 01- 1
Y	New Hope Dr./CR 181	FM 1431 - E. Gann Hill Dr.	MAD 2	MAD 4		Cedar Park	EA,EJ	1,160,000	NEW- 01- 1
Y	New Hope Dr./CR 181	E. Gann Hill Dr. - CR 278/Bagdad Rd.	MAD 2	MAD 4		Cedar Park	EA,EJ	7,497,000	NEW- 01- 2
Y	New Hope Dr./CR 181	CR 278/Bagdad Rd. - US 183 (N)	MAD 2	MAD 4		Cedar Park	EA,EJ	4,572,000	NEW- 01- 3
Y	New Hope Dr./CR 181	US 183 (N) - 183 A	MAD 2	MAD 6		Cedar Park	EA,EJ	3,780,000	NEW- 01- 4
Y	New Hope Dr./CR 181	183 A - CR 185	MAD 2	MAD 4		Cedar Park	EA,EJ	8,521,000	NEW- 01- 5
Y	New Hope Dr./CR 181	CR 185 - Parmer Ln.	MAD 2	MAD 4		Cedar Park	EA,EJ	6,097,000	NEW- 01- 6
Y	New Hope Dr./CR 181	Parmer Ln. - CR 175/Sam Bass Rd.	---	MAD 4		Cedar Park	EA,EJ	7,389,000	NEW- 01- 7
	North Dr. (Taylor)	FM 397 - W Lake Dr.	MNR 2	MNR 2		Taylor		0	NOR- 03- 1
Y	North Lake Creek Parkway / Arrow Point (Cedar Park Arterial A)	Park St - Brushy Creek/Little Elm	---	MAD 4		Cedar Park	EA, N	1,440,000	NOR- 02- 1

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
Y	North Lake Creek Parkway	Brushy Creek/Little Elm - Lakeline	---	MAD 4	Include in Regional Arterial Study and analyze alternate facilities that could meet future travel demand in the area including possible provision of frontage roads along 183 A.	City of Austin/Williamson Co	EA, N	8,840,000	NOR -02 2			
	North Lake Creek Parkway	Lakeline - SH 45/ RM 620	MAD 6	MAD 6		City of Austin/Williamson Co	EA	0	NOR -02 3			
	North Loop Blvd.	Balcones Dr. - Loop 1	MNR 4	MNR 4		Austin	EA,EJ	0	NOR- 01- 0			
	North Loop Blvd.	Loop 1 - Burnet Rd.	MAD 2	MAD 2		Austin	EA,EJ	0	NOR- 01- 1			
	North Loop Blvd.	Burnet Rd. - N. Lamar Blvd.	MAD 2	MAD 2		Austin	EJ	0	NOR- 01- 2			
	North Loop Blvd.	N. Lamar Blvd. - Airport Blvd.	MAD 2	MAD 2		Austin	EJ	0	NOR- 01- 3			
	Nutty Brown Rd/CR 163 (Hays)	US 290 W - FM 1826	MNR 2	MNR 2		Hays Co	EA	0	NUT- 01- 1			
	O'Connor Dr.	Howard Ln. - RM 620			See Davis Springs Rd.							
	Oak Grove Rd	Oak Grove Rd - US 183	MNR 2	MNR 2		Williamson Co	EA,EJ	0	OAK- 01- 1			
Y	Old Bastrop Hwy (Hays)	FM 621 - IH 35	MNR 2/MAU 2	MAD 4		Hays Co	EJ	4,320,000	OLD- 02- 1			
	Old Goforth Rd (Hays)	FM 2001 - Hillside Terrace	MNR 2	MNR 2		Hays Co	EJ	0	OLD- 03- 1			
Y	Old Lockhart Rd	FM 1625 - US 183 S	MNR 2	MAD 4		Travis Co	EJ	8,240,000	OLD- 04- 1			
Y	Old Lockhart Rd	US 183 S - SH 21	MNR 2	MAD 4		Travis Co	EJ	13,920,000	OLD- 04- 2			
Y	Old Post Rd (San Marcos)	FM 110 - Aquarena Springs Rd	MNR 2	MAU 4		San Marcos	EA,EJ	20,240,000	OLD- 05- 1			
	Old Settlers Blvd/FM 3406	Sam Bass Rd. - I 35			See FM 3406							
Y	Old Settlers Blvd	IH 35 - Greenhill Dr. East	MAD 4	MAD 6		Round Rock	EA,EJ	2,913,000	OLD- 01- 1			
Y	Old Settlers Blvd	Greenhill Dr. East - FM 1460	---	MAD 6		Round Rock	EA,EJ	7,687,424	OLD- 01- 2			
	Old Thorndale Rd. (Taylor)	SH 95 - FM 619	MNR 2	MNR 2		Taylor	EJ	0	OLD- 06- 1			
	Oltorf St.	S. Lamar Blvd. - IH 35 (S)	MAU 4	MAU 4		Austin	EA,EJ	0	OLT- 01- 1			
	Oltorf St.	IH 35 (S) - Pleasant Valley Rd.	MAU/MAD 4	MAU/MAD 4		Austin	EJ	0	OLT- 01- 2			
	Oltorf St.	Pleasant Valley Rd. - Montopolis Dr.	MAD 4	MAD 4		Austin	EJ	0	OLT- 01- 3			
Y	Paleface Ranch Rd.	Burnet County Line - SH 71 (W)	MNR 2	MAD 4		Travis Co		16,440,000	PAL- 01- 1			
Y	Park St.	Lakeline Blvd. - US 183 (N)	MNR 2	MAU 4		Cedar Park	EA	4,986,000	PAR- 01- 1			

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9
Y	Park St.	US 183 (N) - 183 A	MNR 2	MAU 4		Cedar Park	EA	1,300,000	PAR- 01- 2
Y	Park St.	183 A - North Lake Creek Pkwy.(Arterial A)	---	MAD 2		Cedar Park	EA	2,320,000	PAR- 01- 3
Y	Park St.	North Lake Creek Pkwy.(Arterial A) - Arterial B	---	MAD 2		Cedar Park	EA	2,534,000	PAR- 01- 4
	Parkfield Dr.	Braker Ln. - Rundberg Ln.	MNR 2/4	MNR 2/4		Austin	EA,EJ	0	PAR- 02- 1
Y	Parkfield Dr.	Rundberg Ln. - Peyton Gin Rd.	MNR 4	MAD 4		Austin	EJ	1,800,000	PAR- 02- 2
	Parmer Ln.				See FM 734/Parmer				
Y	Pat Garrison (San Marcos)	Comanche St - Guadalupe St	COL	MNR 4		San Marcos	EA,EJ	600,000	PAT- 01- 1
	Payton Gin Rd.	US 183 (N) - N. Lamar Blvd.	MNR 4	MNR 4		Austin	EJ	0	PEY- 01- 1
	Pecan Creek Pkwy	Lake Creek Pkwy - Anderson Mill Rd	MNR 4	MNR 4		Williamson Co	EA,EJ	0	PEC- 01- 1
Y	Pearce Ln.	FM 973 - Ross Rd.	MNR 2	MAD 4		Travis Co	EJ	6,720,000	PEA- 01- 1
Y	Pearce Ln.	Ross Rd. - Bastrop County Line	MNR 2	MAD 4		Travis Co	EJ	15,240,000	PEA- 01- 2
	Pershing Dr.	Gaston Rd - Manor Rd.	MNR 2	MNR 2		Austin	EJ	0	PER- 01- 1
Y	Pflugler Ln./ Pflugerville Loop	Greenlawn Blvd. - FM 685	MNR 0/2	MAD 4		Pflugerville	EA,EJ	15,520,000	PFL- 01- 1
Y	Pflugler Ln./ Pflugerville Loop	FM 685 - Harris Branch Pkwy.	MNR 2	MAD 4		Pflugerville		9,760,000	PFL- 01- 2
Y	Pflugler Ln./ Pflugerville Loop	Harris Branch Pkwy. - FM 973	MNR 0/2	MAD 4		Pflugerville		6,840,000	PFL- 01- 3
Y	Pflugerville East Rd.	FM 685 - Pfennig Ln	MNR 2	MAD 4		Travis Co		7,040,000	PFL- 02- 6
Y	Pflugerville East Rd.	Pfennig Ln - SH 130 (N)	MNR 2	MAD 6		Travis Co		4,920,000	PFL- 02- 1
Y	Pflugerville East Rd.	SH 130 (N) - Cameron Rd	MNR 2	MAD 6		Travis Co		24,780,000	PFL- 02- 2
Y	Pflugerville East Rd.	Cameron Rd. - Decker Lane	MNR 2/0	MAD 6		Travis Co		12,840,000	PFL- 02- 3
Y	Pflugerville East Rd.	Decker Lane - FM 973	MNR 2/0	MAD 6		Travis Co		10,260,000	PFL- 02- 4
Y	Pflugerville East Rd./Johnson Rd	FM 973 - FM 1100	MNR 2/0	MAD 4		Travis Co		12,280,000	PFL- 02- 5
	Pleasant Valley Rd.	7th St. - Cesar Chavez	MAU 4	MAU 4		Austin	EJ	0	PLE- 01- 1
	Pleasant Valley Rd.	Cesar Chavez - Colorado River	MAU 4	MAU 4		Austin	EJ	0	PLE- 01- 2
Y	Pleasant Valley Rd.	Colorado River - Riverside Dr.	MAU 4	MAD 4		Austin	EJ	5,280,000	PLE- 01- 3

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	Pleasant Valley Rd.	Riverside Dr. - Oltorf St.	MAD 4	MAD 4		Austin	EJ	0	PLE- 01- 4
Y	Pleasant Valley Rd.	Oltorf St. - SH 71 (E)	---	MAD 4		Austin	EJ	3,400,000	PLE- 01- 5
Y	Pleasant Valley Rd.	SH 71 (E) - St. Elmo Rd.	MAD 0/4	MAD 4		Austin	EJ	1,420,000	PLE- 01- 6
	Pleasant Valley Rd.	St. Elmo Rd. - William Cannon Dr.	MAD 4	MAD 4		Austin	EJ	0	PLE- 01- 7
	Pleasant Valley Rd.	William Cannon Dr. - Onion Creek Dr.	MAD 4	MAD 4		Austin	EJ	0	PLE- 01- 8
Y	Pleasant Valley Rd.	Onion Creek Dr. - Slaughter Ln.	MNR 2/0	MAD 4		Austin		10,360,000	PLE- 01- 9
Y	Pleasant Valley Rd.	Slaughter Ln. - FM 1327	MNR 2/0	MAD 4		Austin		10,920,000	PLE- 01- 10
Y	Pleasant Valley Rd.	FM 1327 - SH 45 SE	---	MAD 4		Travis Co	EJ	3,920,000	PLE- 01- 11
Y	Pleasant Valley Rd.	SH 45 SE- Turnersville Rd..	---	MAD 4		Travis Co	EJ	1,760,000	PLE- 01- 12
Y	Pond Springs Rd./ Jollyville Rd	US 183 (N) - McNeil Rd.	MNR 2	MNR 2	Provide safety and mobility improvements including a center left turn lane and sidewalks.	Austin	EA,EJ	0	JOL- 01- 1
	Pond Springs Rd./ Jollyville Rd	McNeil Rd. - Great Hills Tr.	MAD 4	MAD 4		Austin	EA,EJ	0	JOL- 01- 2
	Posey Rd. (Hays)	FM 2439 - IH 35	MAU 2	MAU 2		Hays Co	EA,EJ	0	POS- 01- 1
	Posey Rd. (Hays)	IH 35 - Old Bastrop Hwy	MNR 2	MNR 2		Hays Co	EJ	0	POS- 01- 2
Y	Purgatory Pkwy (San Marcos)	Bishop St - Stagecoach Trl	---	MAU 2		San Marcos	EA,EJ	2,580,000	PUR- 01- 1
	Pursley Rd / Creek Rd (Hays)	FM 165 - Mount Gainor Rd	MNR 2	MNR 2		Hays Co	EA,EJ	0	PUR- 02- 1
Y	Quinlan Park Rd.	RM 620 - Selma Hughes Rd.	MAD 4/MNR 2	MAD 4		Travis Co		3,560,000	QUI- 01- 1
Y	Quinlan Park Rd.	Selma Hughes Rd. - Lakeline Pk.	MNR 2	MAD 4		Austin		14,760,000	QUI- 01- 2
Y	R-20 (San Marcos)	FM 110 - IH 35	---	MAD 4		San Marcos	EA,EJ	17,400,000	SM R20 1
Y	R-30 (San Marcos)	SH 80 - Posey Rd	---	MAD 4		San Marcos	EJ,N	27,440,000	SM R30 1
Y	R-40 (San Marcos)	IH 35 - Harris Hill Rd	---	MAD 4		San Marcos	EJ	1,800,000	SM R40 1
	Red Bud Tr.	FM 2244 - Westlake Dr.	MNR 2	MNR 2		West Lake/Austin	EA	0	RED- 01- 1
	Red Bud Tr.	Westlake Dr. - Lake Austin Blvd.	MNR 2	MNR 2		West Lake/Austin	EA,EJ	0	RED- 01- 2
	Red River St.	51st St. - 45th St.	MAU 2	MAU 2		Austin	EJ	0	RED- 02- 0

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	Red River St.	45th St. - MLK Blvd.	MAU 4	MAU 4		Austin	EJ	0	RED- 02- 1
	Red River St.	MLK Blvd. - E. 5th St.	MAU 2/4	MAU 2/4		Austin	EJ	0	RED- 02- 2
	Red River St.	E. 5th St. - Cesar Chavez	MAU 2	MAU 2		Austin	EJ	0	RED- 02- 3
	Rio Grande St (Taylor)	SH 95 - US 79	MNR 2	MNR 2		Taylor	EJ	0	RIO- 01- 1
Y	River Ridge Pkwy	IH 35 - SH 21	---	MAD 4		San Marcos	EJ	6,760,000	RIV- 04- 3
Y	River Road (San Marcos)	IH35/Cheatham underpass	COL	MAD 2		San Marcos	EJ	380,000	RIV- 05- 2
Y	River Road (San Marcos)	IH35/Cheatham underpass - SH80	COL	MAD 2		San Marcos	EJ	3,500,000	RIV- 05- 3
Y	Riverplace Blvd.	Four Points Dr. - RM 2222	MAU 2/4	MAD 4		Austin	EJ	1,400,000	RIV- 01- 1
	Riverplace Blvd.	RM 2222- Bonaventure	MAU 4	MAU 4		Austin	EA	0	RIV- 01- 2
	Riverplace Blvd.	Bonaventure-Lovebird Ln.	MAU 2	MAU 2		Austin	EA	0	RIV- 01- 3
	Rivery Blvd.	FM 2338 - IH 35	MAD 4	MAD 4		Georgetown	EA	0	RIV 03 1
	Riverside Dr.	S. Lamar Blvd. - S. 1st St.	MAD 4	MAD 4		Austin	EA,EJ	0	RIV- 02- 1
	Riverside Dr.	S. 1st St. - S. Congress Ave.	MAU 4	MAU 4		Austin	EJ	0	RIV- 02- 2
	Riverside Dr.	S. Congress Ave. - Newning Ave.	MAD 4	MAD 4		Austin		0	RIV- 02- 3
	Riverside Dr.	Newning Ave. - IH 35 (S)	MAD 4	MAD 4		Austin		0	RIV- 02- 4
	Riverside Dr.	IH 35 (S) - Lakeshore Dr.	MAD 6	MAD 6		Austin	EJ	0	RIV- 02- 5
	Riverside Dr.	Lakeshore Dr. - SH 71 (E)	MAD 6	MAD 6		Austin	EJ	0	RIV- 02- 6
	Rohde Rd (Hays)	Goforth Rd - Calwell Co. Ln	MNR 2	MNR 2		Hays Co	EJ	0	ROH- 01- 1
	Rosewood Ave.	IH 35 (N) - Airport Blvd.	MNR 2	MNR 2		Austin	EJ	0	ROS- 01- 1
	Rosewood Ave.	Airport Blvd. - Springdale Rd.	MNR 2	MNR 2		Austin	EJ	0	ROS- 01- 2
Y	Ross Rd.	SH 71 - Pearce Ln.	MAU 2	MAD 4		Travis Co	EJ	5,200,000	ROS- 02- 1
Y	Ross Rd.	Pearce Ln. - Bureleson	MAU 2/0	MAD 4		Travis Co	EJ	6,600,000	ROS- 02- 2
Y	Rowe Ln.	FM 685 - Arterial A	MNR 2	MAD 4		Williamson Co		7,760,000	ROW- 01- 1
Y	Rowe Ln.	Arterial A - Decker Ln.	MNR 2	MAD 4		Williamson Co		12,160,000	ROW- 01- 2
Y	Rowe Ln.	Decker Ln. - FM 973	0/MNR 2	MAD 4		Travis Co		8,520,000	ROW- 01- 3
Y	Rowe Ln.	FM 973 - Manda Carlson Rd.	MNR 2	MAD 4		Travis Co		6,880,000	ROW- 01- 4
Y	Rowe Ln.	Manda Carlson Rd. - SH 95	MNR 2	MAD 4		Travis Co		12,200,000	ROW- 01- 5

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
Y	Rundberg Ln.	FM 1325 - Metric Blvd.	---	MAD 4		Austin	EA,EJ	2,000,000	RUN- 01- 1			
	Rundberg Ln.	Metric Blvd. - N. Lamar Blvd.	MAD 4	MAD 4		Austin	EJ	0	RUN- 01- 2			
	Rundberg Ln.	N. Lamar Blvd. - IH 35 (N)	MAD 4	MAD 4		Austin	EJ	0	RUN- 01- 3			
	Rundberg Ln.	IH 35 (N) - Cameron Rd./Dessau Rd.	MAD 4	MAD 4		Austin	EJ	0	RUN- 01- 4			
Y	Rundberg Ln.	Cameron Rd./Dessau Rd. - Art. A(T.C.)	MNR 2/0	MAD 4		Austin		9,520,000	RUN- 01- 5			
Y	SW1 (Georgetown)	Parmer Ln - CR 177	---	MAD 4		Georgetown	EA	44,880,000	GEO- SW1 1			
Y	Sam Bass Rd./CR 175	FM 2243 - New Hope Dr.	MNR 2/0	MAD 4		Williamson Co	EA	12,800,000	SAM- 01- 1			
Y	Sam Bass Rd./CR 175	New Hope Dr. - FM 1431	MAU 4	MAD 4		Williamson Co	EA	3,000,000	SAM- 01- 2			
Y	Sam Bass Rd./CR 175	FM 1431 - FM 3406	MAU 2	MAD 4		Williamson Co	EA	11,080,000	SAM- 01- 3			
Y	Sam Bass Rd./CR 175	FM 3406 - IH 35 (N)	MAU 2/ MAD 2	MAD 4		Round Rock	EA	8,680,000	SAM- 01- 4			
	San Jacinto Blvd.	30th St. - 26th St.	MNR 4	MNR 4		Austin	EJ	0	SAN- 01- 2			
	San Jacinto Blvd.	MLK Blvd. - Cesar Chavez	MAD 3/4	MAD 3/4		Austin	EJ	0	SAN- 01- 1			
	Satterwhite Rd (Hays)	FM 2001 - Carl Rd	MNR 2	MNR 2		Hays Co	EJ	0	SAT- 01- 1			
	Sawer Ranch Rd (Hays)	US 290 - Darden Hill Rd	MNR 2	MNR 2		Hays Co	EA	0	SAW- 01- 1			
	Schriber Rd.	Maha Loop Rd. - Evelyn Rd.	MNR 2	MNR 2		Travis Co	EJ	0	SCH- 01- 1			
	Schultz Ln.	SH 45 N - Pfluger Ln.			See Grand Avenue Parkway							
Y	Scofield Ridge Pkwy.	FM 1325 - IH 35 (N)	MAD 4/MNR 2	MAD 4		Austin	EA,EJ	3,620,000	SCO- 01- 1			
	Sessoms Dr (San Marcos)	Aquarena Springs - LBJ Dr	MAU 4	MAU 4		San Marcos	EA,EJ,N	0	SES- 01- 1			
	Sessoms Dr (San Marcos)	LBJ Dr - Comanche St	MAU 2	MAU 2		San Marcos	EA,EJ,N	0	SES- 01- 2			
	Sessoms Dr (San Marcos)	Comanche St - Academy St	MAU 4	MAU 4		San Marcos	EA,EJ	0	SES- 01- 3			
Y	Shell Rd	SH 195 - FM 2338	MAU 2	MAD 4		Williamson Co	EA	4,520,000	SHE 01 1			
	Slaughter Ln./Riddle Rd.	FM 1826 - Brodie Ln.	MAD 4	MAD 4		Austin	EA	0	SLA- 01- 1			
	Slaughter Ln./Riddle Rd.	Brodie Ln. - Manchaca Rd.	MAD 4	MAD 4		Austin	EA	0	SLA- 01- 2			
	Slaughter Ln./Riddle Rd.	Manchaca Rd. - IH 35 (S)	MAD 6	MAD 6		Austin	EA	0	SLA- 01- 3			
	Slaughter Ln./Riddle Rd.	IH 35 (S) - Onion Creek	MAD 6	MAD 6		Austin	EJ	0	SLA- 01- 4			
Y	Slaughter Ln./Riddle Rd.	Onion Creek - Bluff Springs Rd.	MAD 4	MAD 6		Austin		3,060,000	SLA- 01- 5			
Y	Slaughter Ln./Riddle Rd.	Bluff Springs Rd. - US 183 (S)	---	MAD 6		Austin	EJ	32,040,000	SLA- 01- 6			

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
Y	Slaughter Ln./Riddle Rd.	US 183 (S) - FM 973	---	MAD 6		Austin	EJ	1,500,000	SLA- 01- 7			
Y	Slaughter Ln./Riddle Rd.	FM 973 - SH 130	MNR 2	MAD 6		Austin	EJ	7,500,000	SLA- 01- 8			
Y	Slaughter Ln./Riddle Rd.	SH 130 - Maha Loop Rd.	MNR 2	MAD 6		Travis Co	EJ	6,720,000	SLA- 01- 9			
Y	Southwest Bypass/Cedar Breaks Road	FM 2338-DB Woods	MAU 2	MAD 4	Preserve right of way for FWY 4.	Georgetown	EA, N	8,240,000	SOU- 02- 1			
Y	Southwest Bypass	DB Woods - SH 29 W	---	MAD 4	Preserve right of way for FWY 4.	Georgetown	EA, N	6,560,000	SOU- 02- 2			
Y	Southwest Bypass	SH 29 W - RM 2243	---	MAD 4	Preserve right of way for FWY 4.	Georgetown	EA	8,480,000	SOU- 02- 3			
Y	Southwest Bypass	RM 2243 - IH 35	---	MAD 4	Preserve right of way for FWY 4.	Georgetown	EA	5,640,000	SOU- 02- 4			
Y	Southwest Bypass	IH 35 - CR 110	MAU 2	MAD 4	Preserve right of way for FWY 4.	Georgetown	EA	9,920,000				
Y	Southwest Bypass	CR 110-SH 130	---	MAD 4	Preserve right of way for FWY 4.	Georgetown	EA	6,640,000				
Y	Southwest Bypass	SH 130 - SH 29 E	---	MAD 4	Preserve right of way for FWY 4.	Georgetown	EJ	13,200,000				
	Southwest Pkwy.	SH 71(W) - William Cannon	MAD 6	MAD 6		Austin	EA	0	SOU- 01- 1			
	Southwest Pkwy.	William Cannon - US 290 (W)	MAD 6	MAD 6		Austin	EA	0	SOU- 01- 2			
	Spicewood Springs Rd.	US 183 (N) - Old Lampassas Tr.			See McNeil Road							
Y	Spicewood Springs Rd.	Loop 360 - Neeley Dr.	MAU 2	MAD 4		Austin	EA	2,080,000	SPI- 01- 1			
	Spicewood Springs Rd.	Neeley Dr. - Mesa Dr.	MAD 4	MAD 4		Austin	EA	0	SPI- 01- 2			
Y	Spicewood Springs Rd.	Mesa Dr. - Hart Ln.	MAD 4	MAD 6		Austin	EA	3,240,000	SPI- 01- 3			
Y	Spicewood Springs Rd.	Hart Ln. - Loop 1	MAD 4	MAD 6		Austin	EA,EJ	3,240,000	SPI- 01- 4			
	Springdale Rd.	US 290 (E) - US 183 (N)	MAD 4	MAD 4		Austin	EJ	0	SPR- 01- 1			
Y	Springdale Rd	US183 N - Manor	MAU 4	MAD 4		Austin	EJ	2,600,000	SPR- 01- 2			
	Springdale Rd.	Manor Rd. - Cesar Chavez	MAU 4	MAU 4		Austin	EJ	0	SPR- 01- 3			
	St. Johns Ave.	N. Lamar Blvd. - IH 35 (N)	MNR 4	MNR 4		Austin	EJ	0	STJ- 01- 1			
	St. Johns Ave.	IH 35 (N) - Cameron Rd.	MNR 4	MNR 4		Austin	EJ	0	STJ- 01- 2			
Y	St. Johns Ave.	Cameron Rd. - Berkman Dr.	MNR 2	MNR 4		Austin	EJ	800,000	STJ- 01- 3			
	Stassney Ln.	West Gate Blvd. - S. Congress Ave.	MAD 4	MAD 4		Austin	EA,EJ	0	STA- 01- 1			
	Stassney Ln.	S. Congress Ave. - IH 35 (S)	MAD 6	MAD 6		Austin	EJ	0	STA- 01- 2			
	Stassney Ln.	IH 35 (S) - Pleasant Valley Rd.	MAD 4	MAD 4		Austin	EJ	0	STA- 01- 3			

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	Stassney Ln.	Pleasant Valley Rd. - Nuckols Crossing Rd.	MAD 6	MAD 6		Austin	EJ	0	STA- 01- 4
Y	Stassney Ln.	Nuckols Crossing Rd. - Burseson Rd.	---	MAD 4		Austin	EJ,N	2,920,000	STA- 01- 5
	Steck Ave.	Mesa Dr. - Loop 1	MNR 4	MNR 4		Austin	EA	0	STE- 01- 1
	Steck Ave.	Loop 1 - Burnet Rd.	MNR 4	MNR 4		Austin		0	STE- 01- 2
Y	Taylor Ln./Old Kimbro Rd.	US 290 (E) - Littig Rd.	MNR 2	MAD 4		Travis Co	EJ	4,880,000	TAY- 01- 1
Y	Taylor Ln./Old Kimbro Rd.	Littig Rd. - Blake Manor Rd.	0/MNR 2	MAD 4		Travis Co	EJ	11,160,000	TAY- 01- 2
Y	Taylor Ln./Old Kimbro Rd.	Blake Manor Rd. - FM 969	MNR 2	MAD 4		Travis Co	EJ	14,240,000	TAY- 01- 3
Y	Thorpe Lane (San Marcos)	Aquarena Springs - Hopkins St	MNR 4	MAD 4		San Marcos	EJ	2,880,000	THO- 01- 1
Y	Travis Cook Rd./Old Bee Cave Rd./Thomas Springs Rd	Southwest Pkwy. - Circle Dr.	MNR 2	MAD 4		Travis Co	EA	12,840,000	THO- 02- 1
	Toro Canyon Rd.	Westlake Dr. (N) - Westlake Dr. (S)	MNR 2	MNR 2		Travis Co	EA	0	TOR- 01- 1
Y	Tuscany Way	Rundberg Rd./Ferguson - Springdale Rd.	0/MNR 2	MAD 4		Austin	EJ	7,120,000	TUS- 01- 1
Y	Uhland (San Marcos)	Post Rd - IH 35	MNR 2	MAD 2		San Marcos	EA,EJ	1,000,000	UHL- 01- 1
Y	University Dr (San Marcos)	Comanche - RM 12	--	MNR 4		San Marcos	EA,EJ	960,000	UNI 01- 1
	Vine St. (Pegram St.)	Shoal Creek Blvd - Ardath St.	MNR 2	MNR 2		Austin		0	VIN- 01- 1
	Vine St. (Pegram St.)	Ardath St - Burnet Rd	MNR 2	MNR 2		Austin		0	VIN- 01- 2
Y	Vista Ridge Dr (Arterial B - Cedar Park)	FM 1431 - Brushy Creek Road	---	MNR 4		Cedar Park	EA	5,258,000	CP- B- 1
Y	Von Quintus Rd./Blocker Ln.	Pearce Ln. - Elroy	MNR 2/0	MNR 2		Travis Co	EJ	4,610,000	VON- 01- 1
	Walsh Tarlton Ln.	RM 2244 - Tamarron Blvd.	MNR 4	MNR 4		Austin	EA	0	WAL- 01- 1
	Walsh Tarlton Ln.	Tamarron Blvd. - Loop 360	MAD 4	MAD 4		Austin	EA	0	WAL- 01- 2
	Wells Branch Pkwy.	FM 1325 - IH 35 (N)	MAD 4	MAD 4		Travis Co	EA,EJ	0	WEL- 01- 1
Y	Wells Branch Pkwy.	FM 1825 - Heatherwilde Blvd.	MAD 4/MAU 2	MAD 6		Austin	EJ	7,560,000	WEL- 01- 2
Y	Wells Branch Pkwy.	Heatherwilde Blvd. - Dessau Rd.	---	MAD 6		Pflugerville	EJ	10,920,000	WEL- 01- 3
Y	Wells Branch Pkwy.	Dessau Rd. - Cameron Rd.	MNR 2/0	MAD 6		Travis Co		18,360,000	WEL- 01- 4
Y	Wells Branch Pkwy.	Cameron Rd. - SH 130 (N)	---	MAD 6		Travis Co	EA	3,480,000	WEL- 01- 5

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
Y	Wells Branch Pkwy.	SH 130 (N) - Decker Lane	---	MAD 6		Travis Co	EA	10,440,000	WEL- 01- 6			
Y	Wells Branch Pkwy.	Decker Lane - FM 973	MNR 2	MAD 6		Travis Co	EA	10,080,000	WEL- 01- 7			
Y	Wells Rd./Werchan Ln.	Pflugger Berkman Ln. - Lund Carlson Rd.	MNR 2	MAD 4		Travis Co	EJ	9,160,000	WEL- 02- 1			
Y	Wells Rd./Werchan Ln.	Lund Carlson Rd. - FM 1100	MNR 2/0	MAD 4		Travis Co		6,340,000	WEL- 02- 2			
Y	West Gate Blvd.	Loop 360 - US 290 (W)	MAD 0/4	MAD 4		Austin	EA,N	1,020,000	WES- 01- 1			
Y	West Gate Blvd.	US 290 (W) - Stassney Ln.	MAU 4	MAD 4		Austin	EA,EJ	4,120,000	WES- 01- 2			
	West Gate Blvd.	Stassney Ln. - Cameron Loop	MAD 4	MAD 4		Austin	EA	0	WES- 01- 3			
Y	West Gate Blvd.	Cameron Loop - Slaughter Ln.	MNR 2	MAD 4		Austin	EA	5,000,000	WES- 01- 4			
Y	West Bank Dr	FM 2244 - Camp Craft	MAU 2	MAD 4		West Lake/Austin	EA	3,080,000	WES- 03- 1			
Y	West Bank Dr	Camp Craft - Loop 360	MAD 2	MAD 4		West Lake/Austin	EA	1,040,000	WES- 03- 2			
	Westlake Dr.	Loop 360 - Toro Canyon Rd.	MAD/MNR 4	MAD/MNR 4		West Lake/Austin		0	WES- 02- 1			
	Westlake Dr.	Toro Canyon Rd. - Red Bud Tr.	MNR 2	MNR 2		West Lake/Austin	EA	0	WES- 02- 2			
	Westlake Dr.	Red Bud Tr. - FM 2244	MNR 2	MNR 2		West Lake/Austin	EA	0	WES- 02- 3			
	Westlake Dr.	FM 2244 - Camp Craft	MAU 2	MAU 2		West Lake/Austin	EA	0	WES- 02- 4			
	Westlake Dr.	Camp Craft - Loop 360	MAD 2	MAD 2		West Lake/Austin	EA	0	WES- 02- 5			
Y	Wilke Ln./Kelly Ln.	SH 45 N - FM 973	MNR 2/0	MAD 4		Travis Co		25,000,000	WIL- 01- 1			
Y	Wilke Ln./Kelly Ln.	FM 973 - Manda Carlson Rd.	0/MNR 2	MAD 4		Travis Co		10,080,000	WIL- 01- 2			
Y	Wilke Ln./Kelly Ln.	Manda Carlson Rd. - Wells Rd.	---	MAD 4		Travis Co		8,600,000	WIL- 01- 3			
Y	Wilke Ln./Kelly Ln.	Wells Rd. - County Line Rd.	0/MNR 2	MAD 4		Travis Co		9,880,000	WIL- 01- 4			
	William Cannon Dr.	Southwest Pkwy. - US 290 (W)	MAD 6	MAD 6		Austin	EA	0	WIL- 02- 1			
	William Cannon Dr.	US 290 (W) - Brodie Ln.	MAD 6	MAD 6		Austin	EA	0	WIL- 02- 2			
Y	William Cannon Dr.	Brodie Ln. - Manchaca Rd.	MAD 4	MAD 6		Austin	EA	9,600,000	WIL- 02- 3			

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	William Cannon Dr.	Manchaca Rd. - Pleasant Valley Rd.	MAD 6	MAD 6		Austin	EA,EJ	0	WIL- 02- 4
Y	William Cannon Dr.	Pleasant Valley Rd.- Running Water Dr.	MAD 6/MAU 2	MAD 6		Austin	EJ	3,280,000	WIL- 02- 5
Y	William Cannon Dr.	Running Water Dr. - McKinney Falls Pkwy.	---	MAD 6		Austin	EJ	2,940,000	WIL- 02- 6
Y	William Cannon Dr.	McKinney Falls Pkwy. - FM 812	MNR 2/0	MAD 6	Realignment to be set by Austin & Travis Co.	Travis Co	EJ	12,180,000	WIL- 02- 7
Y	Williamson Rd.	FM 1327 - SH 45 SE	MAU 2	MAD 4		Travis Co	EJ	4,960,000	TX- 1625- 2
Y	Williamson Rd.	SH 45 SE - Turnersville Rd	MNR 2/0	MAD 4		Travis Co	EJ	3,560,000	TX- 1625- 4
Y	Williamson Rd.	Turnersville Rd. - FM 2001	MNR 2	MAD 4		Travis Co	EJ	12,960,000	TX- 1625- 3
Y	Wimberly Loop (Hays)	RM 12 - FM 3237	---	MAU 2		Hays Co	EA	4,160,000	WIM 01 1
	Windsor Rd./W. 24th St.	Exposition Blvd. - Loop 1	MNR 4	MNR 4		Austin	EA	0	WIN- 01- 1
	Windsor Rd./W. 24th St.	Loop 1 - N. Lamar Blvd.	MNR 4	MNR 4		Austin	EA,EJ	0	WIN- 01- 2
	Windsor Rd./W. 24th St.	N. Lamar Blvd. - Guadalupe St.	MNR 4	MNR 4		Austin	EJ	0	WIN- 01- 3
	Windy Hill Rd/Mathis Ln (Hays)	IH 35 - Goforth Rd	MNR 2	MNR 2		Hays Co	EJ	0	WIN- 02- 1
	Woodward St./Lightsey Rd.	S. Congress Ave. - IH 35 (S)	MNR 2	MNR 2		Austin	EJ	0	WOO- 01- 1
	Woodward St./Lightsey Rd.	IH 35 (S) - SH 71 (E)	MNR 4	MNR 4		Austin	EJ	0	WOO- 01- 2
Y	Wyoming Springs Dr.	Arterial H - FM 1431	---	MAD 4		Williamson Co/Round Rock	EA	4,640,000	WYO- 01- 1
Y	Wyoming Springs Dr.	FM 1431 - FM 3406	0/MAD 4	MAD 4		Williamson Co/Round Rock	EA	6,842,000	WYO- 01- 2
Y	Wyoming Springs Dr.	FM 3406 - RM 620	MAD 4/0	MAD 4		Williamson Co/Round Rock	EA	12,847,000	WYO- 01- 3
Y	Wyoming Springs Dr.	RM 620 - Arterial C (Round Rock)	---	MAD 4		Williamson Co	EA	2,151,000	WYO- 01- 4
Y	Yarrington Rd (Hays)	SH 21 - IH 35	COL	MNR 4		Hays Co	EJ	18,000,000	YAR- 01- 1
	S. First St.	Cesar Chavez - Barton Springs Rd.	MAU 6	MAU 6		Austin	EJ	0	SFI- 01- 1
	S. First St.	Barton Springs Rd. - US 290 (W)	MNR 4	MNR 4		Austin	EJ	0	SFI- 01- 2
	S. First St.	US 290 (W) - Stassney Ln.	MNR 4	MNR 4		Austin	EJ	0	SFI- 01- 3
	S. First St.	Stassney Ln. - William Cannon Dr.	MNR 4	MNR 4		Austin	EJ	0	SFI- 01- 4

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	S. First St.	William Cannon Dr. - Slaughter Ln.	MNR 4	MNR 4		Austin	EJ	0	SFI- 01- 5
Y	S. First St.	Slaughter Ln. - FM 1626	---	MNR 4		Austin		6,440,000	SFI- 01- 6
	Fifth St.	Loop 1 - N. Lamar Blvd.	MAU 4	MAU 4		Austin	EA	0	FIF- 01- 1
	Fifth St.	N. Lamar Blvd. - Trinity St.	MAU 4	MAU 4		Austin	EJ	0	FIF- 01- 2
	Fifth St.	Trinity St. - IH 35 (N)	MAU 4	MAU 4		Austin	EJ	0	FIF- 01- 3
Y	Fifth St.	IH 35 (N) - Chicon St.	MNR 2	MAU 2	Cross section subject to design determination.	Austin	EJ	1,680,000	FIF- 01- 4
	Sixth St.	Loop 1 - N. Lamar Blvd.	MAU 4	MAU 4		Austin	EA	0	SIX- 01- 1
	Sixth St.	N. Lamar Blvd. - Colorado St.	MAU 4	MAU 4		Austin	EJ	0	SIX- 01- 2
	Sixth St.	Colorado St. - IH 35 (N)	MAU 4	MAU 4		Austin	EJ	0	SIX- 01- 3
	Seventh St.	Guadalupe St. - IH 35 (N)	MAU 4	MAU 4		Austin	EJ	0	SEV- 01- 1
Y	Seventh St.	IH 35 (N) - Pleasant Valley Rd.	MAU 4	MAD 4		Austin	EJ	6,240,000	SEV- 01- 2
Y	Seventh St.	Pleasant Valley Rd. - Airport Blvd.	MAU 4	MAD 4		Austin	EJ	5,200,000	SEV- 01- 3
	Seventh St.(Taylor)	Davis St - SH 95	MNR 2	MNR 2		Taylor	EJ	0	SEV- 02- 1
	Eighth St.	Guadalupe St. - IH 35 (N)	MAU 4	MAU 4		Austin	EJ	0	EIG- 01- 1
	Eleventh St.	Guadalupe St. - IH 35 (N)	MAU 4	MAU 4		Austin	EJ	0	ELE- 01- 1
	Twelfth St.	N. Lamar Blvd. - West Ave.	MNR 4	MNR 4		Austin	EJ	0	TWE- 01- 1
	Twelfth St.	West Ave. - Colorado St.	MAD 4	MAD 4		Austin	EJ	0	TWE- 01- 2
	Twelfth St.	San Jacinto Blvd. - IH 35 (N)	MAD 4	MAD 4		Austin	EJ	0	TWE- 01- 3
	Twelfth St.	IH 35 (N) - Springdale Rd.	MNR 4	MNR 4		Austin	EJ	0	TWE- 01- 4
	Twenty-sixth St.	Guadalupe St. - Whitis Ave.	MAD 4	MAD 4		Austin	EJ	0	TWE- 02- 1
	Twenty-sixth St.	Whitis Ave. - San Jacinto Blvd.	MAU 4	MAU 4		Austin	EJ	0	TWE- 02- 2
	Twenty-sixth St.	San Jacinto Blvd. - IH 35 (N)	MAD 6	MAD 6		Austin	EJ	0	TWE- 02- 3
	Twenty-sixth St.	IH 35 (N) - Lafayette Ave.	MAD 4	MAD 4		Austin	EJ	0	TWE- 02- 4
	Twenty-sixth St.	Lafayette Ave. - Manor Rd.	MAD 4	MAD 4		Austin	EJ	0	TWE- 02- 5
	Thirty-fifth St.	Balcones Dr. - Exposition Blvd.	MNR 4	MNR 4		Austin	EA	0	THI- 01- 1
	Thirty-eighth St.	Exposition Blvd. - Loop 1	MAU 4	MAU 4		Austin		0	THI- 01- 2
	Thirty-eighth 1/2 St.	Loop 1 - Jefferson St.	MAU 4	MAU 4		Austin		0	THI- 01- 3

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

	Thirty-eighth 1/2 St.	Jefferson St. - N. Lamar Blvd.	MAD 4	MAD 4		Austin	EJ	0	THI- 01- 4
	Thirty-eighth 1/2 St.	N. Lamar Blvd. - Guadalupe St.	MAD 4	MAD 4		Austin	EJ	0	THI- 01- 5
	Thirty-eighth 1/2 St.	Guadalupe St. - Duval St.	MNR 2	MNR 2		Austin	EJ	0	THI- 01- 6
	Thirty-eighth 1/2 St.	Duval St. - Red River St.	MNR 2	MNR 2		Austin	EJ	0	THI- 01- 7
	Thirty-eighth 1/2 St.	Red River St. - IH 35 (N)	MNR 2	MNR 2		Austin	EJ	0	THI- 01- 8
	Forty-fifth St.	Loop 1 - Burnet Rd.	MNR 4	MNR 4		Austin	EJ	0	FOR- 02- 1
	Forty-fifth St.	Burnet Rd. - N. Lamar Blvd.	MNR 4	MNR 4		Austin	EA,EJ	0	FOR- 02- 2
	Forty-fifth St.	N. Lamar Blvd. - Guadalupe St.	MAD 4	MAD 4		Austin	EJ	0	FOR- 02- 3
	Forty-fifth St.	Guadalupe St. - Airport Blvd.	MNR 4	MNR 4		Austin	EJ	0	FOR- 02- 4
Y	Fifty-first St.	N. Lamar Blvd. - Airport Blvd.	MNR 2	MNR 2/3		Austin	EJ	1,040,000	FIF- 02- 1
	Fifty-first St.	Airport Blvd. - IH 35 (N)	MNR 4	MNR 4		Austin	EJ	0	FIF- 02- 2
	Fifty-first St.	IH 35 (N) - Manor Rd.	MNR 4	MNR 4		Austin	EJ	0	FIF- 02- 3
	Fifty-first St.	Manor Rd. - Springdale Rd.	MNR 4	MNR 4		Austin	EJ	0	FIF- 02- 4
	Fifty-first St.	Springdale Rd. - US 183 (N)	MAD 4	MAD 4		Austin	EJ	0	FIF- 02- 5

Roadways--Planning Cost Estimate Total (millions of dollars)

State System Project Costs (Non-tolled)	\$5,541
State System Project Costs (Tolled)	\$3,207
Non-State System Project Costs	\$2,881
Total Costs for all Roadway Projects	\$11,628

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

B. Transit Improvements (May include a Bike-Ped Component)

Y	Austin-San Antonio Commuter Rail	Georgetown to San Antonio			Construct 110 mile commuter rail system between Austin and San Antonio Metropolitan Areas.--Project cost reflects 63 mile portion of system within CAMPO area. Total project cost is \$551 million. Cost estimate is based on 1999 ICRD feasibility study updated to 2003 dollars. The 1999 study (Austin San Antonio Commuter Rail Study, Final Report, Carter Burgess, July 1999).	ASARD	EA,EJ,N	322,000,000	
Y	Leander -Downtown Commuter Rail Phase I	Leander to Downtown Austin			New urban commuter rail service using existing tracks between Leander and Downtown Austin.	Capital Metro	EA,EJ	60,000,000	
	Leander -Downtown Commuter Rail Phase II				Straighten curves in track alignment, develop additional stations, and increase service.	Capital Metro	EA,EJ	186,000,000	
Y	2222/620 Park and Ride				New facility for new express bus service.	Capital Metro		8,875,000	
Y	Great Hills Park and Ride				New leased facility for existing express bus and new rapid bus service.	Capital Metro		leased facility (included in O&M)	
Y	Harris Branch Park and Ride				New facility for expanded express bus and rapid bus service. Replaces leased facility.	Capital Metro		6,829,000	
Y	Howard Lane Park and Ride				New facility for Leander-Downtown commuter rail service.	Capital Metro		included in Leander Commuter Rail Project	
Y	Lago Vista Park and Ride				Existing facility for feeder bus service. Upgrade planned.	Capital Metro		83,000	
Y	Leander Park and Ride				New facility for existing express bus service. Will later support Leander-Downtown commuter rail service. Opens 2006. Replaces leased facility.	Capital Metro		7,485,000	
Y	North IH-35 Park and Ride				New facility for expanded express bus and new rapid bus service. Opens 2006. Replaces leased facility.	Capital Metro		7,443,000	

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)						1	2	3
Y	Oak Hill Park and Ride				New facility for new express bus and rapid bus service. Replaces leased facility.	Capital Metro		14,173,000				
Y	South IH-35 Park and Ride				New facility for new express bus and rapid bus service.	Capital Metro		16,014,000				
Y	South Loop 1 Park and Ride				New facility for new express bus service.	Capital Metro		10,268,000				
Y	Triangle Park and Ride				New facility for new rapid bus service. Opens 2005.	Capital Metro		leased facility (included in O&M)				
Y	Downtown Transit Center				New transit facility in Downtown Austin.	Capital Metro		8,250,000				
Y	East Transit Center				New transit facility in East Austin.	Capital Metro		2,266,000				
Y	North Lamar Transit Center/Park and Ride				Upgrade of existing transit facility in North Austin.	Capital Metro		925,000				
Y	Northeast Transit Center				New transit facility in Northeast Austin.	Capital Metro		1,000,000				
Y	South Transit Center				New transit facility in South Austin. Replaces on-street facility.	Capital Metro		4,000,000				
Y	Southwest Transit Center				New transit facility in Southwest Austin. Replaces on-street facility.	Capital Metro		751,000				
Y	Taylor Intermodal Station	City of Taylor			Construct an intermodal station and transfer center in Taylor.	CARTS		500,000				
Y	Georgetown Intermodal Station	City of Georgetown			Construct an intermodal station and transfer center in Georgetown.	CARTS		750,000				
Y	West Williamson County Intermodal Station	Western Williamson County			Construct an intermodal station and transfer center in Western Williamson County.	CARTS		500,000				
Y	South Williamson County Intermodal Station	Southern Williamson County			Construct an intermodal station and transfer center in Southern Williamson County.	CARTS		500,000				
Y	Expansion/Additional Intermodal Station, West Williamson County	Western Williamson County			Construct an intermodal station and transfer center in Western Williamson County.	CARTS		750,000				
Y	Expansion/Additional Intermodal Station, Hays County	Hays County			Expand existing intermodal station or construct a new intermodal station in Hays County.	CARTS		500,000				
Y	Various Intermodal Station Upgrades and Renovations	Throughout region			Make upgrades to intermodal stations throughout the region.	CARTS		5,000,000				

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	<i>(Existing)</i>	<i>(Adopted June 6, 2005)</i>						1	2	3

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

Y	Ed Bluestein Operations Facility				Existing facility for fixed-route operations. Future expansion planned.	Capital Metro		5,348,000	
Y	North Operations Facility				New facility for fixed-route and paratransit operations. Opens 2005. Phase 2 expansion planned after 2007.	Capital Metro		19,500,000	
Y	CARTS Transit Maintenance Facilities	Throughout region			Construct transit maintenance and operations facilities throughout the region.	CARTS		9,620,000	
Y	North Lamar-South Congress Rapid Bus				New rapid bus on North Lamar, Guadalupe, and South Congress. Future frequency improvements. Replaces existing limited service.	Capital Metro	EA,EJ	(total cost of implementing Capital Metro Rapid Bus and Express Bus service expansions, including vehicle replacement and passenger amenities, over the life of the plan. Refer to appendix G for more information.)	
Y	Oak Hill-South Lamar Rapid Bus				New rapid bus service on Southwest US 290 and South Lamar. Replaces existing flyer service.	Capital Metro	EA,EJ		
Y	Northeast-Robert Mueller Rapid Bus				New rapid bus service to Robert Mueller redevelopment and other Northeast Austin destinations.	Capital Metro	EJ		
Y	Rundberg-Northwest Rapid Bus				New crosstown rapid bus service in North and Northwest Austin.	Capital Metro	EA,EJ		
Y	Riverside-ABIA Rapid Bus				New rapid bus service on East Riverside, serving ABIA.	Capital Metro	EJ		
Y	51st-Pleasant Valley-Oltorf Rapid Bus				New crosstown rapid bus service connecting North, East, and South Austin.	Capital Metro	EA,EJ		
Y	East 7th-ABIA Rapid Bus				New rapid bus service on East 7th, serving ABIA. Replaces existing flyer service.	Capital Metro	EJ		
Y	Burnet Rapid Bus				New rapid bus service on Burnet to Gateway/Pickle area.	Capital Metro	EA,EJ		
Y	Ben White-ABIA Rapid Bus				New crosstown rapid bus service on Ben White, serving ABIA.	Capital Metro	EA,EJ,N		
Y	Parmer Rapid Bus				New crosstown rapid bus service on Parmer.	Capital Metro	EA,EJ		
Y	North IH-35 Express				Expanded peak hour express bus service to North IH-35 corridor. Coordinated with rapid bus service in corridor.	Capital Metro	EA,EJ		
Y	Northeast Express				Expanded peak hour express bus service to Northeast US 290 corridor and Manor. Coordinated with rapid bus service in corridor.	Capital Metro	EJ		

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

Y	South IH-35 Express				New peak hour express bus service to South IH-35 corridor. Coordinated with rapid bus service in corridor.	Capital Metro	EA,EJ	(Cost of these express bus projects included in express and rapid bus cost total on previous page.)	
Y	Oak Hill Express				New peak hour express bus service to Southwest US 290 corridor. Replaces existing flyer service. Coordinated with rapid bus service in corridor.	Capital Metro	EA,EJ		
Y	2222/620 Express				New express bus service to Four Points area.	Capital Metro	EA,EJ		
Y	South Loop 1 Express				New express bus service to South Loop 1 corridor.	Capital Metro	EA,EJ		
Y	SH 45 Express				New crosstown express bus service in North SH 45 corridor.	Capital Metro	EA,EJ		
Y	Misc. Local Public Transportation Service Improvements	Throughout region			Provide additional local bus service, vanpools, carpools, neighborhood transit centers, ITS, and route improvements to improve public transportation throughout the region.	Capital Metro		443,105,000	
Y	Hays County Intercity Express	Hays County, Travis County			Purchase buses and install passenger amenities in order to implement intercity express bus service within CARTS service area.	CARTS		44,202,600	
Y	Taylor Express	Williamson County, Travis County			Purchase buses and install passenger amenities in order to implement intercity express bus service within CARTS service area.	CARTS		(total cost of implementing CARTS service expansions, including vehicle replacement and passenger amenities, over the life of the plan. Refer to appendix G for more information.)	
Y	Williamson County Express	Williamson County, Travis County			Purchase buses and install passenger amenities in order to implement intercity express bus service within CARTS service area.	CARTS			
Y	CARTS Fixed Route Service	Taylor, San Marcos, Georgetown			Purchase buses and install passenger amenities in order to implement local fixed route service in Taylor, San Marcos, and Georgetown.	CARTS			
Y	Rural Paratransit Improvements	Throughout region			Provide additional rural paratransit and ADA paratransit throughout the CARTS service area.	CARTS			

Public Transportation--Planning Cost Estimate Total (millions of dollars)

<i>Commuter Rail</i>	\$568
<i>Rapid Bus/Express Bus</i>	\$36
<i>Transit Centers, Park&Rides, Ops Facilities</i>	\$131
<i>Other Transit Improvements</i>	\$487
Total Costs for all Transit Projects	\$1,223

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

C. Other Improvements

Y	Bicycle and Pedestrian Projects and Programs	Throughout region			Complete regional bike network, develop regional pedestrian facilities, make pedestrian and bicycle improvements along arterials, and make improvements to bicycle and pedestrian system to implement plan policies. (Does not include projects being constructed as part of roadway or transit improvements.)	Cities, Counties, TxDOT		237,067,375	
Y	Signal Synchronization	Throughout Austin			Synchronize traffic signals at various locations.	Cities, Counties, TxDOT		included in roadway, transit, and maintenance cost estimates	
Y	Grade Separation and Bridge Replacement	Througout region			Provide grade separations or replace or rehabilitate functionally obsolete or structureally deficient bridges. (does not include grade separations occuring as part of added capacity roadway projects)	Cities, Counties, TxDOT		included in roadway, transit, and maintenance cost estimates	
Y	Intelligent Transporation Systems	Througout region			Install Intelligent Transportation Systems at various locations. (Does not include projects being deployed as part of roadway or transit improvements.)	TxDOT, Capital Metro, CARTS, Cities and Counties		140,000,000	
Y	Safety Improvements	Througout region			Construct or replace guard rales, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, railroad/highway crossing warning devices, fencing, intersection improvements (e.g. turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program and Federal Railroad signal safety program.	Cities, Counties, TxDOT		included in roadway, transit, and maintenance cost estimates	
Y	Landscaping Improvements	Througout region			Install landscaping within right of way, make aesthetic improvements to roadways and transportation projects including associated erosion control and environmental mitigation activities.	Cities, Counties, TxDOT		included in roadway, transit, and maintenance cost estimates	

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

D. Studies

Y	Trans Texas Corridor Study (TTC-35)	Statewide			Study the feasibility and possible alignments for providing a new statewide system of rail, road, and utility lines that would provide an alternative to the existing interstate system for the movement of goods and people. Several potential corridors for an alternative to IH 35 are currently being studied through the CAMPO region. Refer to Chapter 5.5, Corridor Studies for more details on study scope.	Texas Turnpike Authority		n/a	
Y	Mo-Kan Rail Corridor Study	Georgetown to Downtown Austin			Study the alternatives for implementing regional passenger rail service or other mobility improvement along the Mo-Kan freight rail corridor. Refer to chapter 5.5, Corridor Studies, for more details on study scope.	Various		n/a	
Y	I-35 S Corridor Study	FM 1327-SH 82			Study IH 35 between FM 1327 and SH 82 to define needed improvements for mobility in the corridor. Refer to chapter 5.5, Corridor Studies, for more details on study scope.	Various		n/a	
Y	US 183 S Corridor Study	SH 71 - SH 130 S			Study US 183 between SH 71 and SH 130 (S) to define needed improvements for mobility in the corridor. Refer to chapter 5.5, Corridor Studies, for more details on study scope.	Various		n/a	
Y	US 290 E Corridor Study	IH 35 - Bastrop County Line			Study US 290 (E) between IH 35 and the Bastrop County Line to define additional needed improvements for mobility in the corridor. Refer to chapter 5.5, Corridor Studies, for more details on study scope.	Various		n/a	
Y	US 290 W Corridor Study	RM 12 - FM 1826			Study US 290 (W) between RM 12 and FM 1826 to define needed improvements for mobility in the corridor. Refer to chapter 5.5, Corridor Studies, for more details on study scope.	Various		n/a	
Y	SH 71 E Corridor Study	IH 35 - Bastrop County Line			Study SH 71 (E) between IH 35 and Bastrop County Line to define additional needed improvements for mobility in the corridor. Refer to chapter 5.5, Corridor Studies, for more details on study scope.	Various		n/a	

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #
	Roadway/Project	Segment/Location	(Existing)	(Adopted June 6, 2005)					
	1	2	3	4	5	6	7	8	9

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

Y	SH 71 W Corridor Study	Blanco County Line - US 290 W			Study SH 71 (W) between Blanco County Line and 1.1 mile west of US 290 (W) to define needed improvements for mobility in the corridor. Refer to chapter 5.5, Corridor Studies, for more details on study scope.	Various		n/a	
Y	FM 734/ Parmer Lane Corridor Study	FM 1431 - US 290 E			Study Parmer Lane between FM 1431 and US 290 (E) to define needed improvements for mobility in the corridor. Refer to chapter 5.5, Corridor Studies, for more details on study scope.	Various		n/a	
Y	RM 620 Corridor Study	SH 71 W - Anderson Mill Rd			Study RM 620 between SH 71 W and Anderson Mill Road to define needed improvements for mobility in the corridor. Refer to chapter 5.5, Corridor Studies, for more details on study scope.	Various		n/a	
Y	RM 2222 Corridor Study	RM 620 - Loop 1			Study RM 2222 between RM 620 and Loop 1 to define needed improvements for mobility in the corridor. Refer to chapter 5.5, Corridor Studies, for more details on study scope.	Various		n/a	
Y	Lamar Blvd Corridor Study	IH 35 - US 290 W			Study Lamar between IH 35 and US 290 W to define needed improvements for mobility in the corridor. Refer to chapter 5.5, Corridor Studies, for more details on study scope.	Various		n/a	
Y	Downtown/Capitol/UT Circulation Study				Study alternatives and define transit improvements to connect destinations in the area to the Northwest Urban Commuter Rail Line.	Capital Metro		n/a	
Y	RMMA Circulation Study				Study alternatives and define transit improvements to connect destinations in the area to the Northwest Urban Commuter Rail Line.	Capital Metro		n/a	
Y	Highland Mall Circlation Study				Study alternatives and define transit improvements to connect destinations in the area to the Northwest Urban Commuter Rail Line.	Capital Metro		n/a	

CAMPO Mobility 2030 Plan: Regional Roadway Table and Project List (As Adopted June 6, 2005)

Project or Study Planned?	CAMPO Mobility 2030 Plan Roadway Table and Project List (Three County Area)		2005	2030	Project Description/Remarks	Jurisdiction	Environmental Impacts	Planning Cost Estimate*	CAMPO Project ID #			
	Roadway/Project	Segment/Location	<i>(Existing)</i>	<i>(Adopted June 6, 2005)</i>						1	2	3

NOTE: Transportation planning cost estimates are rough figures based on an average cost per lane mile of roadway or other factors and are used only in the financial analysis of the 2030 Plan. Specific cost estimates developed through future engineering studies may vary considerably from the planning cost estimates used in this plan.

Y	Gateway/Pickle Research Center Circulation Study				Study alternatives and define transit improvements to connect destinations in the area to the Northwest Urban Commuter Rail Line.	Capital Metro		n/a	
Y	Regional Arterial Study	Throughout region			Convene a regional arterial streets working group and develop a study to identify steps that can be taken to improve regional arterial capacity and connectivity.	CAMPO		n/a	

Notes:
 Refer to beginning of this chapter for a description of how this table is organized and an explanation of environmental impact notations
 Refer to Chapter 4.1, Roadway Improvements for a detailed explanation of the roadway notations used in columns 3-4

Roadway Designation Notations:

- FWY = Freeway
- PKWY = Parkway
- TOLL PKWY/FWY = Toll Parkway/Freeway
- MAD = Major Divided Arterial
- MAU = Major Undivided Arterial
- MNR = Minor Arterial
- Coll= Collector (not regionally-significant, provided for information only)
- C/D = Collector-Distributor
- = No road facility present or not classified as an arterial.

5.2 Financial Analysis

Introduction

This chapter provides a financial plan for implementing the improvements called for in this plan. Federal requirements mandate that regional transportation plans be financially constrained (i.e. CAMPO must demonstrate that funding is “reasonably” expected over the life of the plan to cover the improvements called for by the plan). This chapter is organized as follows:

Revenue Sources and Forecast. This section defines traditional and expected sources of revenue available for transportation and forecasts the amount of revenue they will produce during the planning period of 2005 to 2030.

Projected Costs of the Financially Constrained Transportation System. This section defines several cost categories for constructing, operating, and maintaining the 2030 transportation system and estimates the costs of these categories through the year 2030.

Increasing Transportation Resources. This section describes actions that could be taken to increase the resources available for transportation projects in the region over time.

Revenue Sources and Forecast

This section describes the sources of revenue expected in the region over the next 25 years. Estimated revenues are detailed on Table 20 and illustrated in Figures 14 and 15. The final section of this chapter describes additional innovative revenue sources that could be explored to fully fund the transportation system that would be needed to serve future population growth. Additional information regarding the methodology used to estimate revenues can be found in Appendix G, Financial Analysis Technical Information.³³

³³ Revenue estimates for Austin-San Antonio Commuter Rail District are based on the Austin-San Antonio Commuter Rail Study, Final Report, Carter-Burgess, July 1999. Revised information will be incorporated into the *CAMPO Mobility 2030 Plan* through a future plan update, as appropriate.

Federal and State Sources

Surface Transportation Program-Metropolitan Mobility Funds (STP-MM). Funds from this FHWA program are administered in the three county region by CAMPO. The original source of these monies is primarily the federal gas tax and various truck taxes. Funds from this source are flexible and can be spent on various transportation projects including roads, bikeways, sidewalks, transit capital, transportation systems management, transportation demand management, and air quality programs. Based on current funding patterns, CAMPO and TxDOT estimate that \$390 million of STP-MM funds will be available in the region between 2005 and 2030.

Statewide Mobility Program Funds. Statewide Mobility Program funds are administered in the three county region by the Texas Department of Transportation. These monies come from various state and federal sources including:

- The Federal Highway Trust Fund;³⁴
- The General Revenue Fund;³⁵ and
- The State Highway Fund.³⁶

Statewide Mobility Program funds are primarily used for capital improvements to the transportation system. Some of these monies are limited by the FHWA or the State Constitution to a particular purpose, such as improvements to the Interstate Highway system. Statewide Mobility Program Funds are allocated under multiple funding categories. TxDOT estimates that \$3,835 million of Statewide Mobility Program Funds will be available in the region between 2005 and 2030.³⁷ This amount includes \$1,586 million of Statewide Mobility Program, Category 2 funding (available to pay for large metropolitan area corridor mobility projects) and \$2,249 million of funds from other Statewide Mobility Program categories.

³⁴ Federal Highway Trust Fund monies come to the state through multiple FHWA programs including the National Highway System Program, Surface Transportation Program-Enhancements, Interstate Maintenance Program). The original source of these monies is primarily the federal gas tax and various truck taxes.

³⁵ The state General Fund relies on revenues from the state sales tax, franchise tax, motor vehicle sales tax, alcohol and tobacco taxes, oil production tax, and natural gas tax, as well as other revenues. Monies from the non-dedicated portion of the fund typically make up less than one percent of the state's financial contribution to transportation projects and programs.

³⁶ Revenue in the State Highway Fund, also referred to as "Fund 6," is the primary source of revenue for state spending on transportation projects and programs. The State Highway Fund relies on several key sources of funding including a portion of the state gas tax, motor vehicle registration fees, and the sales tax on motor lubricants. State gas tax and motor vehicle registration fee revenues within the fund are dedicated by the Texas Constitution to be used for highway construction and maintenance, acquisition of rights-of-way, and law enforcement on public roads.

³⁷ This dollar figure excludes funds that have already been accounted for under "Surface Transportation Program-Metropolitan Mobility Funds" and excludes funds that have been accounted for under the "Texas Mobility Fund."

State Legislative Appropriations for Right of Way Acquisition. The Texas Legislature has historically granted special appropriations to the Texas Department of Transportation for acquisition of state system right of way. The Texas Department of Transportation estimates that \$692 million dollars would be granted for the purchase of right of way in the CAMPO area between 2005 and 2030. If not all of these monies are available in the region during the life of the plan, then additional funding sources would need to be identified to fund the state system right of way acquisition called for by this plan.

Public Transportation Account Fund. The Public Transportation Account Fund is administered by the Texas Department of Transportation and is available to support the development of public transportation around the state. A portion of this fund is allocated directly to state designated public transit providers. CAMPO estimates that approximately \$32 million of Public Transportation Account Fund revenues will be allocated to the three county region for transportation projects during the years 2005-2030.³⁸

Texas Mobility Fund. The Texas Mobility Fund was recently created by the Texas legislature to supplement the traditional pay-as-you-go method of financing transportation projects in the state. The fund will be used primarily as a revolving account to repay bonds issued for major transportation projects. The Texas Mobility Fund is not limited to highway construction, but can be used to finance a variety of transportation projects including publicly-owned toll roads and public transportation projects. CAMPO and the Texas Department of Transportation estimate that approximately \$342 million of Texas Mobility Fund monies will be provided to the region to implement various mobility projects throughout the region.

Statewide Preservation Program Funds. Statewide Preservation Program funds are administered in the three county region by the Texas Department of Transportation. These monies come from various state and federal sources including:

- The Federal Highway Trust Fund;
- The General Revenue Fund; and
- The State Highway Fund.

Statewide Preservation Program funds are primarily used for maintenance and operation of state roadways and transportation facilities. TxDOT estimates that \$1,730 million of Statewide Preservation Program Funds will be available in the region between 2005 and 2030.

³⁸ This dollar figure only includes those funds to be administered by CARTS in the region.

Transit Formula Funds. For transit-related projects, Congress provides these revenues to the three county region through the FTA, TxDOT, and area transit providers. Approximately 80 percent of these monies come from the Mass Transit Account of the Highway Trust Fund and rely on federal gas tax; approximately 20 percent of the funds come from the Federal General Fund. Transit formula grants are primarily for transit capital purchases such as buses and transit maintenance facilities. These funds may also be transferred to transportation projects other than transit and may be used for operations and maintenance under limited circumstances. CAMPO estimates that approximately \$667 million of federal transit formula grant funding will be allocated to the three county region during the years 2005-2030. This includes:

- \$613 million in urbanized area formula grant program money (Section 5307). These funds are apportioned to public transportation providers by the FTA based on the population and density of the urbanized area. This forecast assumes that the population and size of the urbanized area within the region will increase over the life of the plan.
- \$51 million in formula grants for other than urbanized areas (Section 5311). The FTA allocates these funds to the TxDOT based on the total population in non-urbanized areas, and TxDOT provides the funds to rural transportation providers throughout the state. CARTS is the designated recipient of these funds within the three county region.
- \$3 million in formula grants for Special Needs of Elderly Individuals and Individuals with Disabilities (Section 5310). The FTA allocates these funds to the TxDOT based on the total population of elderly individuals and individuals with disabilities, and TxDOT provides the funds to Capital Metro, CARTS, and other providers of specialized transportation services within the region.

Transit Discretionary Capital Funds (FTA 5309). These funds are available for major new transit capital projects. Transit service providers would apply directly to the Federal Transit Administration for transit discretionary capital funds to build a particular project. Capital Metro, the Austin-San Antonio Commuter Rail District, or another transit service provider could apply for these funds to construct bus rapid transit or passenger rail, or to fund other major capital investments in transit called for by this plan. CAMPO estimates that approximately \$483 million of transit discretionary fund monies will be needed to implement the financially constrained transportation system. This includes approximately:

- \$161 million for Austin-San Antonio passenger rail;
- \$30 million for Phase I of the Leander-Downtown Austin Urban Commuter Rail;
- \$93 million for Phase II of the Leander-Downtown Austin Urban Commuter Rail;

- \$185 million for miscellaneous Capital Metro capital improvements, including new rolling stock to implement rapid bus service;
- \$1 million for CARTS Intermodal Stations in Taylor and Georgetown; and
- \$14 million for miscellaneous CARTS capital improvements, including new rolling stock and construction of maintenance facilities.

If not all of these monies are available in the region during the life of the plan, then additional funding sources would need to be identified to fund construction of the public transportation projects called for by this plan.

Local Sources

Many of the cities and counties in the three county region, as well as area transportation providers, including Capital Metro and CARTS contribute other sources of revenue to the operation, maintenance and preservation and new construction of the regional transportation system. The amount of revenue applied to the system is controlled by each jurisdiction and is spent within their boundaries or service area. In many cases transportation-related projects compete with other public services for these revenues as part of the jurisdiction's budget process. Based on historical trends and expected future growth, CAMPO has worked with transportation providers to forecast how much revenue is expected to support the regional transportation system from the following local sources:

Fare Box Revenues. Passenger fare revenues from Capital Metro and CARTS support operation and maintenance of the regional transit system. Fares from additional operators, including the Austin-San Antonio Commuter Rail District, are also expected to support operation of the future regional transit system. Transit passenger fares are expected to generate approximately \$1,035 million that will be available for projects between 2005 and 2030 if the improvements called for by this plan are completed.

Capital Metro Sales Tax. A transit sales tax of 1 percent is collected within Capital Metro's Service Area. The revenues from the sales tax are administered by Capital Metro and support operation, maintenance, and capital expenditures on transit within the Capital Metro System, as well as some additional transportation and economic development activities. The Capital Metro Sales Tax is expected to generate approximately \$3,649 million that will be available for projects between 2005 and 2030.

Miscellaneous Public Transportation Funding. Area transit providers estimate that approximately \$738 million will be available from various local sources to support public transportation in the region between 2005 and 2030 if the improvements called for by this plan are completed. These sources include contract payments for specialized

service, interest on investments, advertising revenues, and other local funding sources. This includes:

- \$378 million in miscellaneous local funding to support Capital Metro;
- \$273 million in miscellaneous local funding to support Austin San Antonio Commuter Rail; and
- \$87 million in miscellaneous local funding to support CARTS.

City and County Transportation Funds and Private Sector Contributions. Local general funds, as well as dedicated road building funds within some jurisdictions, may be used by cities and counties to fund regional transportation improvements. These funds rely on revenues from various sources including local sales and property taxes, fees, fines, bond levies, and private sector contributions including right-of-way dedication. CAMPO estimates that approximately \$ 4,925 million of local funding from cities and counties will be available to pay for construction, operation, and maintenance the regional transportation system between 2005 and 2030. This includes:

- \$ 1,398 million from dedicated transportation funds and general funds;
- \$ 2,600 million from bond levies and other local sources; and
- \$ 928 million from private sector contributions.

Tolls

Tolls are an innovative way to provide additional revenue for roadway improvements and maintenance. Unlike other user fees, such as the gas tax, tolls are paid by the users of a particular facility, and can be used to pay for the construction and maintenance of that facility. Over time tolls can also be used to support maintenance of the facility, and can become a source of general transportation revenue for the region. With the passage of House Bill 3588, and with the establishment of the Central Texas Regional Mobility Authority, the region is poised to begin constructing toll-supported highway facilities. The roadway system called for by this plan will rely on toll revenue from several tolled roadway facilities. CAMPO estimates that approximately \$ 3,188 million in toll-supported revenue will be available to pay for construction, operation, and maintenance of the regional transportation system between 2005 and 2030.

Bonds and Improvement Loans. Additional transportation funding is available at the federal, state, and local level from sources that must be repaid. Funding from the sale of bonds and from federal and state loans will affect the overall timing of project delivery, can help to leverage revenues from other sources, and can allow some cost savings to be realized due to the effects of inflation. This money is not revenue per se and must be paid back from future revenues. The estimate for toll-supported revenue includes funding that is expected in the region through the sale of revenue bonds against the future earning potential of the planned toll roads. The estimate for local

funding includes funding expected in the region through the sale of local bonds against future sales tax receipts.

Gas Tax Increase. Currently, drivers in the state pay a federal gasoline tax of 18.4 cents per gallon and a state gasoline tax of 20 cents per gallon (of which approximately 15 cents per gallon is available for transportation projects). Since 1992, gas taxes have increased more slowly than inflation and have not kept pace with the growth in vehicle miles traveled. In the future, it is likely that gas tax collected per mile driven will continue to shrink as the overall vehicle fleet in the region becomes more fuel-efficient and as alternative fuels are introduced.³⁹

This plan assumes that the gas tax will be increased slightly in 2010, resulting in \$ 1,110 million in additional revenues by 2030. The increase could be accomplished through a 3.5 cent local option gas tax, a slightly greater increase in state or federal gas tax, or through reallocation of future state or federal resources into the CAMPO region.

³⁹ Martin Wachs, *Improving Efficiency and Equity in Transportation Finance*. Center on Urban and Metropolitan Policy, The Brookings Institution: Washington, DC. April 2003.

Figure 14
Summary of Revenues Available to the Central Texas Regional Transportation System
(By Funding Administrator)
FY 2005-2030, Three County Total

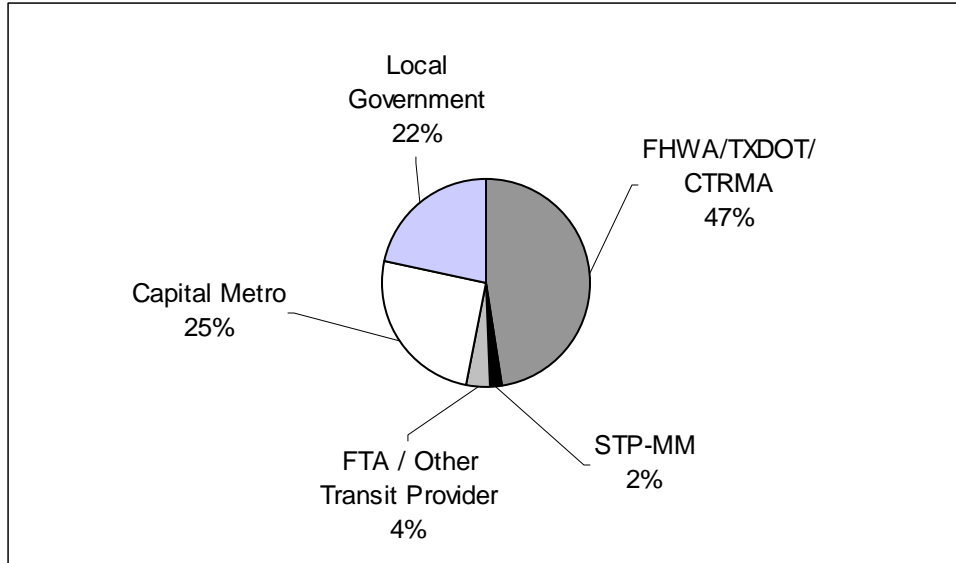


Figure 15
Summary of Revenues Available to the Central Texas Regional Transportation System
(By Funding Type)
FY 2005-2030, Three County Total
(Millions of Constant 2003 Dollars)

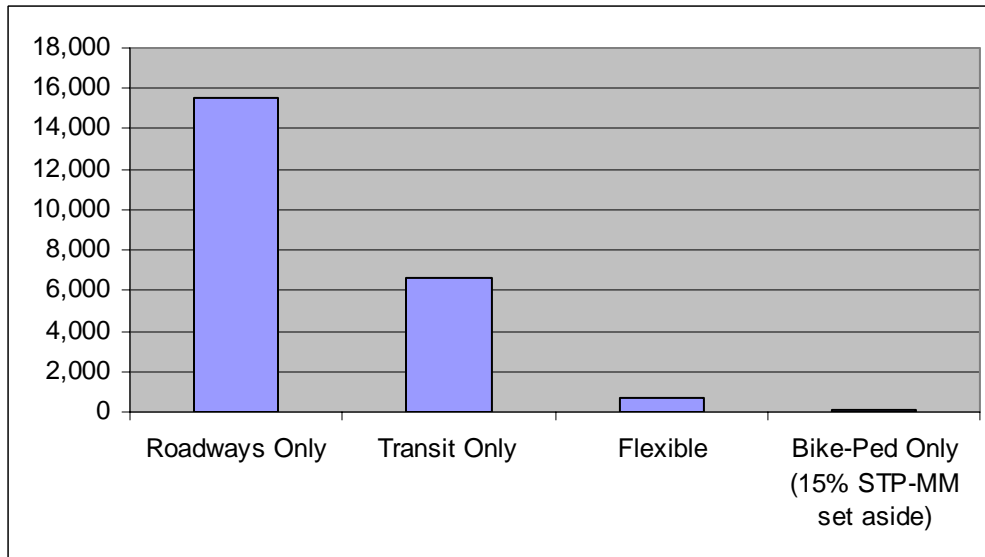


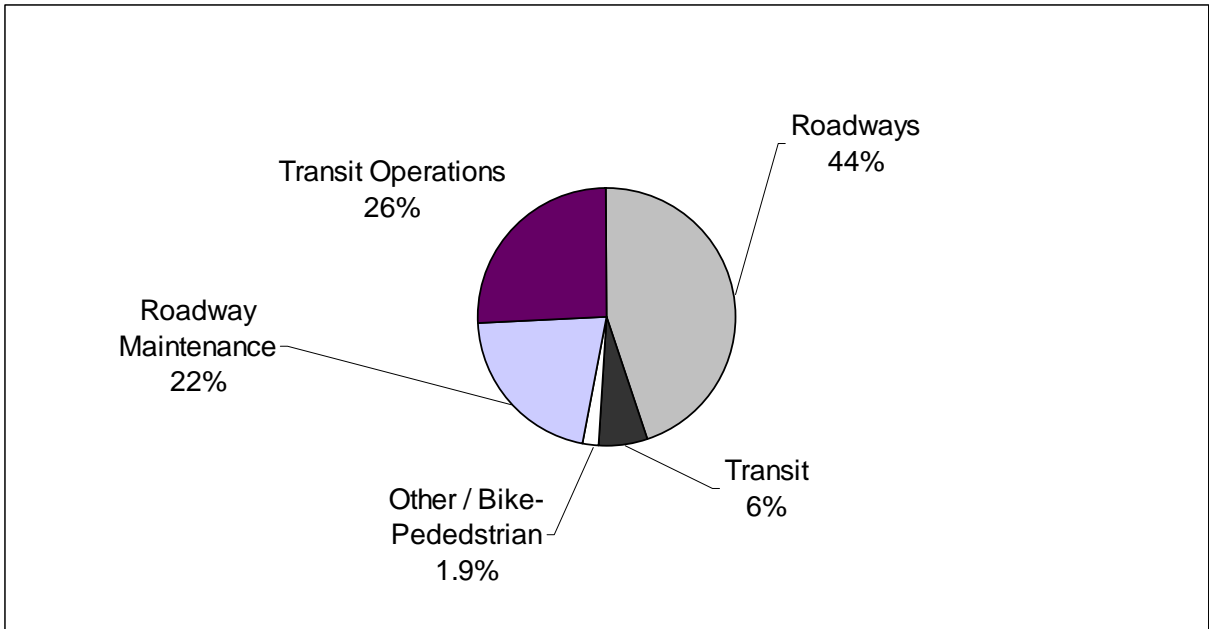
Table 20
Summary of Revenues Available to Central Texas Region
FY 2005-2030, Three County Total
(millions of constant 2003 Dollars)

Funding Source/Administrator	Revenues
<i>TxDOT/CAMPO/CTRMA Administered Funds</i>	
Statewide Mobility Program-Category 2 (Metro Area Corridor Mobility)	1,586 million
Statewide Mobility Program-Category 4,8,10,11, and 12	2,249 million
Texas Mobility Fund	342 million
Statewide Preservation Program	1,730 million
Public Transportation Account Fund	32 million
STP-MM (including 20% local match)	390 million
Toll-Supported Revenues	3,188 million
TxDOT Special Appropriations for Right of Way	692 million
Future Gas Tax Increase (.035)	1,110 million
<i>TxDOT/CAMPO/CTRMA Subtotal:</i>	<i>11,320 million</i>
<i>Capital Metro Administered Funds</i>	
Capital Metro Sales and Use Tax	3,649 million
Farebox revenues	843 million
FTA Capital (5307)	546 million
FTA Discretionary (5309)	307 million
Misc Local Transit Funding	378 million
<i>Capital Metro Subtotal:</i>	<i>5,724 million</i>
<i>CARTS Administered Funds</i>	
Farebox Revenues	16 million
FTA Capital (5307 and 5311)	86 million
FTA Discretionary (5309)	15 million
Misc Local Transit Funding	87 million
<i>CARTS Subtotal</i>	<i>203 million</i>
<i>Austin San Antonio Commuter Rail District Administered Funds</i>	
Farebox Revenues	176 million
FTA Capital (5307 and 5311)	32 million
FTA Discretionary (5309)	161 million
Misc Local Transit Funding	273 million
<i>ASARD Subtotal</i>	<i>642 million</i>
<i>Locally Administered Funds</i>	
Local Funds for Regional Projects, Operations, and Maintenance	3,999 million
Private Sector Contributions to Regional Projects	928 million
<i>Local Subtotal:</i>	<i>4,927 million</i>
<i>Miscellaneous Funds</i>	
Specialized Service Programs FTA 5310, JARC	3 million
<i>Miscellaneous Subtotal:</i>	<i>3 million</i>
<i>Grand Total:</i>	<i>22,819 million</i>

Projected Costs of the 2030 “Financially Constrained” Transportation System

This section describes the costs of implementing the transportation system recommended by this plan. Estimated costs are summarized on Table 21 and illustrated in Figure 16. Itemized cost estimates for roadway expansions, major regional transit projects, and other capital improvement costs associated with implementing this plan can be found on the *Project List* in the “Implementation” Section of this plan. Additional information regarding project costs, the costs of operation and maintenance, and the methodology used to estimate costs can be found in Appendix G, Financial Analysis Technical Information.

Figure 16
Summary of Expenditures on the Central Texas Regional Transportation System by Type
FY 2005-2030, Three County Total⁴⁰



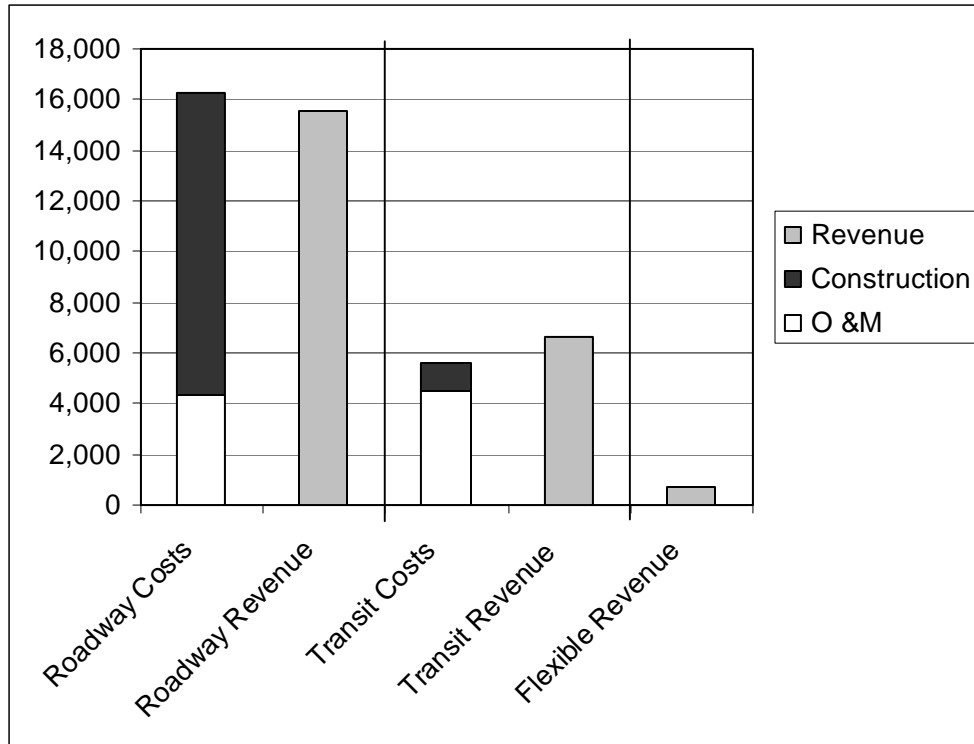
⁴⁰ Bike-Ped total reflects stand-alone projects and retrofits only. O&M total reflects costs of operation and maintenance of all elements of the regional transportation system.

Table 21
Summary of Expenditures on the Central Texas Regional Transportation System
FY 2005-2030, Three County Total
(millions of constant 2003 Dollars)⁴¹

Category	Expenditures
<i>Improvements to the Regional System</i>	
Commuter Rail	568 million
Rapid Bus and Express Bus	36 million
Park and Rides, Transit Centers, and Operation Facilities	131 million
Local Bus Service, Paratransit, and Other Public Transportation Improvements	487 million
Roadway Capacity/Capital Improvements--State System Arterials	
Tolled Capacity	3,207 million
Non-Tolled Capacity	5,541 million
Roadway Capacity/Capital Improvements--Other Arterials	2,881 million
Pedestrian and Bicycle Programs and Projects (Stand Alone)	237 million
Intelligent Transportation Systems (Stand Alone)	140 million
<i>Regional System Improvements Total:</i>	<i>13,228 million</i>
<i>Operations, Maintenance, and Management of the Regional Transportation System</i>	
Public Transit Operations and Maintenance	
Commuter Rail	682 million
Express Bus, Rapid Bus	875 million
Local Bus Service, Paratransit, Other	3,658 million
State System Transportation Facility Operations and Maintenance	
Tolled Capacity	1,705 million
Non-Tolled Capacity	1,730 million
Non-State System Operations and Maintenance	940 million
<i>Regional System O&M, Management Total:</i>	<i>9,591 million</i>
<i>Grand Total:</i>	<i>22,819 million</i>

⁴¹ Bicycle-Pedestrian project total reflects estimated costs of stand-alone projects and retrofits only. Roadway operations and maintenance totals exclude the cost of maintenance that will occur as part of roadway reconstruction over the life of the plan. The cost of roadway reconstruction is included in the cost of individual added capacity roadway projects. Approximately 10.2 billion dollars (or 87%) of the total cost of planned roadway projects results from reconstruction rather than construction of new roadways).

Figure 17
Summary of Costs and Revenues by Type
FY 2005-2030, Three County Total
(millions of constant 2003 Dollars)⁴²



⁴² Flexible revenue includes STP-MM funding, and expected revenue from the Texas Mobility Fund.

Increasing Transportation Resources

The projects and programs called for by this plan are affordable within the revenue reasonably expected in the region over the life of this plan. However, the projects and programs will not meet the full extent of future transportation need that has been identified through the planning process.

New Revenue Sources

The CAMPO region has an array of options that can be explored to implement projects and programs beyond those included in this plan.

Borrow Money

- ❑ Use debt financing to generate additional revenue earlier (will need to be repaid out of future revenue)

Develop New Ways to Charge People for Their Impact on Transportation Facilities

- ❑ Toll added roadway lanes
- ❑ Develop a new mechanism for taxing people based on their use of transportation facilities, such as a tax on vehicle miles traveled
- ❑ Assess transportation impact fees through system development charges and other mechanisms

Forge New Public Private Partnerships

- ❑ Create Local Improvement Districts, Tax Increment Finance Districts, and other special purpose areas that allow added value from development to be captured and used toward transportation projects
- ❑ Develop innovative collaborations with the private sector and development community that magnify the effects of transportation spending (for example spending flexible federal funding on transportation infrastructure that supports transit oriented development that reduces vehicle trip generation)

Raise Existing Taxes and Fees

- ❑ Raise the state or federal gas tax or impose a local option gas tax. An additional 7 cent per gallon flowing into the region between 2010 and 2030 would result in approximately 2 billion dollars in additional revenues. (This plan assumes a 3.5 cent per gallon increase in available gas tax revenues beginning in 2010)
- ❑ Develop new local revenue sources, such as local gas taxes or local sales taxes

Capture a Larger Portion of State and Federal Transportation Spending

- ❑ Pursue additional federal discretionary funding including FTA 5309 monies and congressional earmarks
- ❑ Work with Texas Transportation Commission to get a larger portion of state and district-wide transportation funding allocated within CAMPO's boundaries

5.3 Relationship with TIP

CAMPO's **Transportation Improvement Program (TIP)** is a federally required program designed to implement the *CAMPO 2030 Mobility Plan's* projects and programs. The TIP is used to allocate the limited federal dollars among the region's various transportation projects and programs. The TIP must:

- cover a minimum three-year period of investment;
- be updated at least every two years;
- be realistic (financially constrained) in terms of available funding (not just a "wish list" of projects);
- include a financial plan that demonstrates which projects can be implemented using current revenue sources;
- be published or otherwise made readily available for review and comment;
- be approved by the MPO and the Governor; and
- be incorporated into the Statewide Transportation Improvement Program (STIP).

For projects to be included in the TIP and receive federal funds they must be consistent with the long-range plan. Transit and roadway projects that are added to the TIP must generally fall within the scope of a project described by the *Project List* of this plan. Pedestrian and bicycle projects that are added to the TIP should implement the policies of the Bicycle and Pedestrian section of this plan.⁴³ All other projects added to the TIP should fall within the scope one of the categorical project listings identified on the *Project List*.

⁴³ Bicycle projects that are not shown on the 2030 Bicycle System Map are still considered consistent with this plan if they implement the policies of the Bicycle and Pedestrian Section.

5.4 Plan Amendments

Process for Considering Plan Amendments

Plan amendments can be considered in one of two ways:

- 1) As part of a major plan update. CAMPO is required by federal law to amend the Metropolitan Transportation Plan at least every five years. Plan amendments of all types can be considered by CAMPO in the context of this formal update process.
- 2) Between major plan updates. Under limited circumstances, described below, amendments to this plan can be considered outside of the context of a major plan update.

Amendments to programs, action items, and background narrative

Because these plan components are advisory or informational in nature, formal amendments to programs and action items are not necessary. Any change to a program or action item should be included in a subsequent plan update.

Amendments to the vision, strategies, policies, and projects

Amendments to the vision, strategies, policies, and projects identified in the plan can be considered by CAMPO outside of the context of a major plan update. Project cost estimates are used to determine the over-all financial constraint of the plan and may change over time. Amendments to project cost estimates are only required when the scope of a particular project is also being amended.

Process for requesting a project amendment:

Submit a request in writing to the CAMPO Executive Director. The request must include the following:

- 1) A complete description of the amendment. The description should identify the implementing jurisdiction, where the item appears in the CAMPO plan, and fully describe the change being proposed and why it is necessary.
- 2) Narrative documenting how the amendment meets the qualifying criteria, described below.
- 3) Detailed maps showing the location and effect of the amendment.
- 4) Any technical information needed to show that the amendment will not have an adverse impact on regional travel.

CAMPO staff will review the request and forward it to the Transportation Policy Board for their consideration if it meets all qualifying criteria. Amendment requests will be

forwarded to the Transportation Policy Board on a quarterly basis following the same timeline as that established for amending the Transportation Improvement Program.

Qualifying Criteria:

In order to be considered, the amendment must meet all of the following criteria:

- The amendment is being requested by a member jurisdiction or transportation service provider within the CAMPO region;
- The timing of the amendment is critical due to development pressure, federal funding timelines, or other reason;
- The amended project continues to implement the policies of the CAMPO Plan;
- The amendment would not have an adverse impact on regional travel. (If the amendment is increasing or decreasing roadway capacity, please provide technical documentation that the amendment would not noticeably increase vehicle congestion in the vicinity or have an adverse impact on safety); and
- Funding is available to support the project. (Please provide cost and revenue documentation that will allow CAMPO staff to amend the financial analysis element of this plan as appropriate.)

5.5 Corridor Studies

The Vision of the *CAMPO Mobility 2030 Plan* emphasizes development of a multimodal transportation system. Corridor studies allow for careful early consideration of improvements in multiple modes in a particular corridor before incorporating projects into the plan and moving into project development. Corridor studies allow CAMPO and the region's service providers to work together to develop a strategy for meeting future travel demand in the corridor through implementation of a coordinated set of improvements (for example adding roadway capacity, implementing new express bus service that takes advantage of the added roadway capacity, and enhancing access to intermodal stations along the corridor).

Scope and Responsibilities

This chapter identifies corridor studies that will be undertaken to determine specific projects in certain corridors. Corridor studies generally involve multiple local jurisdictions and facilities operated by multiple transportation providers. In most corridors, CAMPO or TxDOT will initiate and lead corridor studies in coordination with other affected local, regional, and state agencies. Depending on the potential scope, the corridor study may also be led by Capital Metro, CARTS, or a local jurisdiction.

Corridor studies will be multi-modal evaluations of possible transportation solutions in response to needs identified in the Plan. The options to be analyzed in a particular corridor study will be identified during initiation of the corridor study. Depending on the characteristics of the corridor, the study may include analysis of one or more of the following:

- The effects and feasibility of constructing additional roadway capacity including one or more managed lanes (if appropriate including a preliminary toll feasibility analysis)
- The effects and feasibility of providing additional transit service
- The effects and feasibility of constructing or adding capacity to parallel arterials
- The effects and feasibility of improving operations in the corridor
- The effects of controlling travel demand in the corridor through various means including land use planning

Implementing Corridor Studies

In each of the corridors described in this chapter, a transportation need has been established by the *CAMPO Mobility 2030 Plan*; however, a range of actions must be considered before specific projects can be identified. In some corridors, mode, function, general location or interim improvements may already be determined. In cases where interim improvements have been identified, these improvements are reflected in the project description and project cost in the *Project List*. Once a corridor study is complete, any additional improvements identified by the study will be incorporated into the plan through an amendment process. Corridor study locations are indicated on Map 5.3, Corridor Studies. Unless an interim project has been identified in the corridor, no future project has been included in the financially constrained CAMPO 2030 roadway network.

Corridor Studies

IH 35 (FM 1327 – SH 82)

The results of CAMPO travel demand modeling indicate that at least an 8 lane freeway would be required to adequately serve the expected increase in vehicle trips due to future population growth. Currently, the facility is improved as a 6 lane freeway with frontage roads. A corridor study will be conducted in order to evaluate the options for improving mobility in the corridor.

US 183 (SH 71 E – SH 130)

The results of CAMPO travel demand modeling indicate that at least a 6 lane limited access freeway would be required to adequately serve the expected increase in vehicle trips due to future population growth. Currently, the facility is improved as a 4 lane major arterial. A corridor study will be conducted in order to evaluate the options for improving mobility in the corridor.

Interim Projects. In addition to initiation of a corridor study for this corridor, this plan calls for an interim safety and performance improvement that would upgrade this facility to a divided arterial south of FM 812. (Refer to the project list for more information.)

US 290 E (IH 35 – Bastrop County Line)

The results of CAMPO travel demand modeling indicate that at least a 4 lane limited access freeway would be required to adequately serve the expected increase in vehicle trips due to future population growth. Currently, the facility is improved as a four lane

major arterial east of FM 973. Capital Metro has identified the corridor as a potential future express bus corridor in their All Systems Go Plan. A corridor study will be conducted in order to evaluate the options for improving mobility in the corridor.

Interim Projects. In addition to initiation of a corridor study for this corridor, this plan calls for constructing a 6 lane freeway east to the Bastrop County Line.

US 290 W (RM 12 – FM 1826)

The results of CAMPO travel demand modeling indicate that at least a 4-6 lane limited access freeway would be required to adequately serve the expected increase in vehicle trips due to future population growth. Currently, the facility is improved partially as a 4 lane divided arterial and partially as a 4 lane undivided arterial. TxDOT has held a concept design conference for a 6 lane freeway in this location and Capital Metro has identified this corridor as a potential future express bus corridor in their All Systems Go Plan. A corridor study will be conducted in order to evaluate the options for improving mobility in the corridor.

Interim Projects. In addition to initiation of a corridor study for this corridor, this plan calls for an interim safety and performance improvement that would upgrade this facility to a divided arterial between Loop 64 and Nutty Brown Road.

SH 71 E (IH 35 – Bastrop County Line)

The results of CAMPO travel demand modeling indicate that at least a 6 lane limited access freeway would be required to adequately serve the expected increase in vehicle trips due to future population growth. Currently, the facility is improved as a four lane divided arterial east of Avenue F. TxDOT received environmental approval for a 6 lane freeway west of FM 973 as part of a 1986 Environmental Impact Statement, and is currently developing a schematic for a 6 lane freeway east of FM 973. Capital Metro has identified this corridor as a potential future express bus corridor in their All Systems Go Plan. A corridor study will be conducted in order to evaluate the options for improving mobility in the corridor.

Interim Projects. In addition to initiation of a corridor study for this corridor, this plan calls for constructing a 6 lane freeway between Avenue F and SH 130.

SH 71 W (Blanco County Line – 1.1 mile west of US 290 W)

The results of CAMPO travel demand modeling indicate that at least a 6 lane expressway would be required west of RM 620 and at least a 6 lane limited access freeway would be required east of RM 620 to adequately serve the expected increase in vehicle trips due to future population growth. Currently, the facility is improved partially as a 4 lane divided arterial and partially as a 4 lane undivided arterial. Capital

Metro has identified this corridor as a potential future express bus corridor in their All Systems Go Plan.

Interim Projects. In addition to initiation of a corridor study for this corridor, this plan calls interim safety and performance improvements that would upgrade SH 71 W to a 4 lane divided arterial west of FM 3238, to a 6 lane divided arterial between RM 620 and RM 2244, and to a 4 lane divided arterial east of RM 2244. (Refer to the *Project List* for more information.)

FM 734/Parmer (FM 1431 – US 290 E)

The results of CAMPO travel demand modeling indicate that at least a 6 lane expressway would be required to adequately serve the expected increase in vehicle trips due to future population growth. Currently, the facility is improved partially as a four lane divided arterial and partially as a 6 lane divided arterial. Capital Metro plans to provide rapid bus service along this corridor as part of their All Systems Go Plan. A corridor study will be conducted in order to evaluate the options for improving mobility in the corridor.

Interim Projects. In addition to initiation of a corridor study for this corridor, this plan calls for interim safety and performance improvements that would upgrade the facility to a six lane divided arterial east of IH 35, and upgrade the interchange at IH 35. (Refer to the *Project List* for more information.)

RM 620 (SH 71 W – Anderson Mill Rd.)

The results of CAMPO travel demand modeling indicate that at least a 6 lane expressway would be required to adequately serve the expected increase in vehicle trips due to future population growth. Currently, the facility is improved partially as a four lane divided arterial and partially as a four lane undivided arterial. A corridor study will be conducted in order to evaluate the options for improving mobility in the corridor.

RM 2222 (RM 620-Loop 1)

The results of CAMPO travel demand modeling indicate that at least a 6 lane arterial would be required to adequately serve the expected increase in vehicle trips due to future population growth. Currently, the facility is improved partially as a four lane divided arterial and partially as a 4 lane undivided arterial. Capital Metro plans to provide express bus service along this corridor as part of their All Systems Go Plan. A corridor study will be conducted in order to evaluate the options for improving mobility in the corridor.

Interim Projects. In addition to initiation of a corridor study for this corridor, this plan calls interim safety and performance improvements that would upgrade this facility to a

6 lane divided arterial between RM 620 and Loop 360 and a 4 lane divided arterial between Loop 360 and Loop 1. (Refer to the *Project List* for more information.)

Lamar Boulevard (IH 35 – US 290 W)

The results of CAMPO travel demand modeling indicate that at least a 6 lane arterial would be required to adequately serve the expected increase in vehicle trips due to future population growth. Currently, the facility is improved partially as a four lane divided arterial and partially as a four lane undivided arterial. Capital Metro plans to provide rapid bus service along this corridor as part of their All Systems Go Plan. A corridor study will be conducted in order to evaluate the options for improving mobility in the corridor.

Interim Projects. In addition to initiation of a corridor study for this corridor, this plan calls interim safety and performance improvements that would upgrade the facility to a six lane divided arterial north of US 183. (Refer to the *Project List* for more information.)

Mo-Kan Rail Road Corridor (Georgetown – Downtown Austin)

Capital Metro's All Systems Go Plan has identified this vacated rail corridor as a possible location for a future commuter rail line in the region. This corridor may provide an opportunity for making regional transportation improvements that could include a future commuter rail line. Between Georgetown and Round Rock, the Mo-Kan Rail Road Corridor is included in the alignment for the future Austin-San Antonio Commuter Rail Line. The Austin San Antonio Commuter Rail District will continue to coordinate with Capital Metro and others on planning for rail service along the Mo-Kan Corridor between Georgetown and Round Rock. A corridor study will be conducted in order to evaluate the options for providing rail service and other mobility improvement along this corridor.

Trans Texas Corridor-35 (Oklahoma-Mexico/Gulf Coast)

TxDOT has developed a statewide Trans Texas Corridor Plan that calls for developing numerous high-capacity transportation facilities statewide that would provide a combination of toll lanes, truck lanes, heavy rail, and utility corridors parallel to congested Interstate facilities. A federal environmental study for the Oklahoma to Mexico/Gulf Coast (TTC-35) element of the Trans Texas Corridor Plan began in early 2004. This study covers broad expanses of land within which the route might be built. Several of the corridors being considered as part of the TTC-35 study fall within the CAMPO region east of IH-35. The environmental study will evaluate the potential effect of a route on

- cities
- water reservoirs, wildlife habitat, dedicated parkland, and other natural areas

- landmarks, cemeteries, archeological sites, and other historical sites
- military bases

TxDOT will follow a two-phase approach to complete the environmental study. The first phase will focus on the entire expanse of land considered for the prospective route. Following completion of the first phase, the Federal Highway Administration (FHWA) will decide whether to initiate phase two, or halt all plans to build the route. If FHWA decides to proceed, studies in the second phase will be narrowed to individual sections of each proposed route. After completion of the environmental study in two phases, FHWA will determine whether TTC-35 will be built, and if so, the specific location for the route.

5.6 Maps

Please click on the [links](#) to access the map you would like to view.

Map 0:	City Boundaries in CAMPO Area	Map 4.3:	Wildlife Refuge, Parkland and Designated Critical Habitat
Map 1.1:	2000 Population (1,160,000)	Map 5.1:	2030 Regional Roadway System
Map 1.2:	2030 Population (2,750,000)	Map 5.2:	2030 Highway System
Map 2.1:	Roadway Congestion in 2007	Map 5.3:	2030 Corridor Studies
Map 2.2:	Roadway Congestion in 2030 If no New Projects Are Built	Map 5.4:	2030 Regional Roadway System: West Williamson
Map 2.3:	Roadway Congestion in 2030 If 2030 Plan Projects Are Built	Map 5.5:	2030 Regional Roadway System: East Williamson
Map 3.1:	Environmental Justice Area By Census Tract	Map 5.6:	2030 Regional Roadway System: West Travis
Map 3.2:	Environmental Justice Area and 2030 Regional Roadway System	Map 5.7:	2030 Regional Roadway System: East Travis
Map 3.3:	Environmental Justice Area and 2030 Freeway System	Map 5.8:	2030 Regional Roadway System: West Hays
Map 3.4:	Environmental Justice Area and 2030 Regional Public Transportation System	Map 5.9:	2030 Regional Public Transportation System: East Hays
Map 3.5:	Environmental Justice Area & Origins and Destinations of Trips by Traffic Serial Zones	Map 6.1:	Public Transportation Service Coverage
Map 4.1:	Edwards Aquifer Recharge and Contributing Zones	Map 6.2:	2030 Regional Public Transportation System
Map 4.2:	100-Year Flood Plain and Water Bodies	Map 7:	2030 Regional Bicycle System

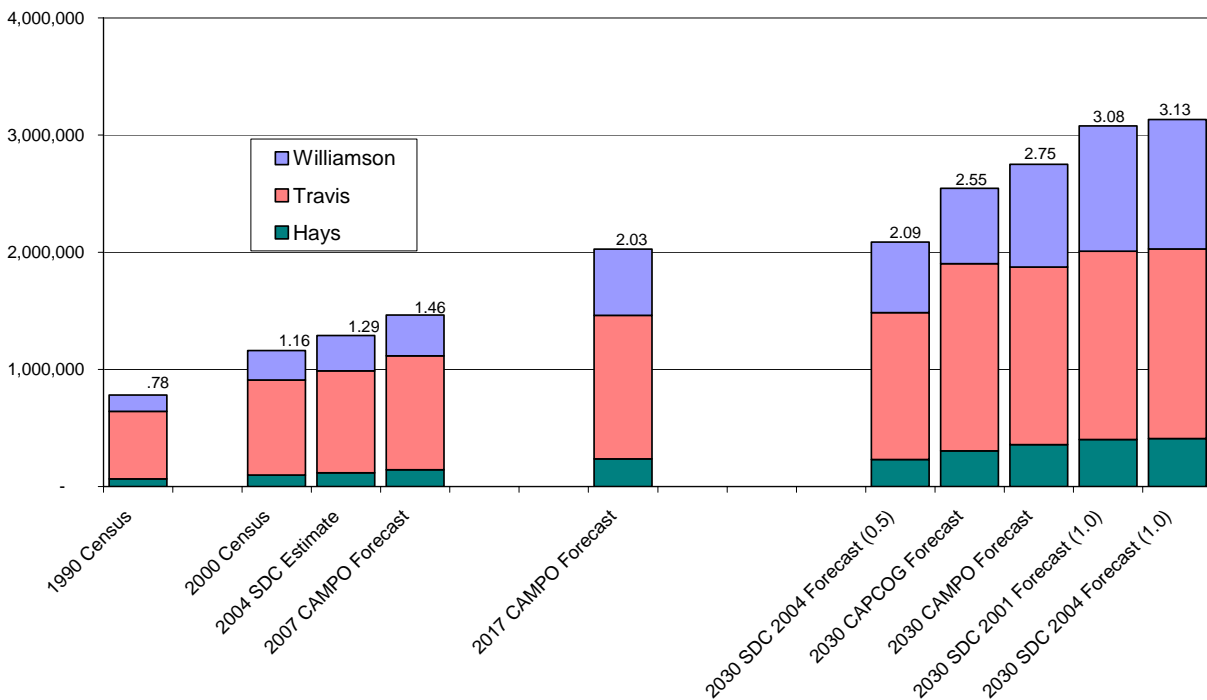
Appendix A—Travel Demand Forecast, Modeling, and Data Sources

Population and Jobs Forecast

The CAMPO Transportation Policy Board adopted population and job forecasts for the three county region in February 2002. CAMPO staff then worked with the region’s cities and counties, as well as the Texas Transportation Institute to disaggregate population and job forecasts to the traffic serial zone level by network year based on existing and anticipated land use and growth patterns within the counties. The three county region is divided for planning purposes into approximately 1074 traffic serial zones. These form the basic units for the demographics used in the modeling work, described below.

The control totals for the three counties were developed by CAMPO staff based on the State Data Center’s 1.0, high growth scenario. This scenario assumes that the level of growth that occurred in the counties between 1990 and 2000 will continue into the future. While this level of growth may be higher than the level of population growth the region is currently experiencing, the level of growth is a reasonable expectation over a 25-year planning horizon, and allows us to better prepare for the future as a region. These forecasts form the basic demographic inputs for the CAMPO travel demand model, described below.

Comparison of Population Forecasts: CAMPO Area 1990-2030



Travel Demand Modeling Process

In developing the future transportation system presented in this draft of the *CAMPO Mobility 2030 Plan*, CAMPO has used an iterative modeling and review process to build incrementally on the transportation networks that were adopted previously as part of the *CAMPO 2025 Plan*.

1. **Travel demand model runs (Round 1).** The demographics developed through the CAMPO population and jobs forecasting process, described above, were run on previously adopted transit and roadway networks. (i.e. new 2030 demographics were run on the 2025 transportation network that was adopted in the *CAMPO 2025 Plan*; new 2007 demographics were run on the 2005 transportation network that was included in the *CAMPO 2025 Plan*.)
2. **Modifications to previously adopted networks.** A technical modeling committee made up of staff from CAMPO, TxDOT and local jurisdictions, analyzed the performance of the adopted networks based on round 1 model runs. CAMPO staff worked with jurisdictions and service providers to identify new projects, or other modifications to the adopted roadway and transit networks that would improve system performance while maintaining financial constraint. The modeling committee developed draft 2007, 2017, and 2030 networks that incorporated these modifications into the previously adopted networks.
3. **Travel demand model runs (Round 2).** The demographics developed through the CAMPO population and jobs forecasting process were run on the draft 2007, 2017, and 2030 networks developed by the modeling committee. In addition, a “no build” model run was conducted running the 2030 demographics on the draft 2007 network. (the “no build” run forms the basis of the “no build” performance indicators presented in this draft of the plan.)
4. **Modifications to modeled networks.** CAMPO staff worked with jurisdictions and service providers to identify potential modifications to the draft network based on the performance results of round 2 modeling and based on the transit system developed within Capital Metro’s Service through the All Systems Go Transit Plan.
5. **Travel demand model runs (Round 3).** Three “what-if” scenario model runs were conducted. Basket #1: 2030 demographics were run on a modified version of the 2030 roadway network reflecting performance improvement and other changes identified under step 4, above. Basket #2: A sensitivity analysis was performed to test the affects of changing tolling assumptions (the basket #2 assumptions were used in all subsequent model runs.) Basket #3: 2030 demographics were run on a modified version of the 2030 transit network reflecting All Systems Go changes identified under step 4, above.
6. **Travel demand model runs (Round 4).** A final recommended network was developed based on the results of Round 3 model runs and an analysis of financial constraint, and the 2030 demographics were run on the recommended 2030 network.
7. **Travel demand model runs (Round 5).** CAMPO staff incorporated all modifications adopted by the CAMPO Transportation Policy Board on June 6, 2005 into the recommended 2030 network, and the 2030 demographics were run on the final “as-adopted” 2030 network. This travel demand model run forms the basis of the performance indicators that have been included in the *As-Adopted CAMPO Mobility 2030 Plan*.

About the 4-Step Travel Demand Model

Travel demand modeling consists of four sequential steps: trip generation, trip distribution, mode choice, and traffic assignment. **Trip generation** estimates the number of trips being “produced” at the home-end and “attracted” at the employment, shopping, school or other trip ends, based on population, jobs, and land use patterns assumed for a particular model run.

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

Assumptions Used In CAMPO Travel Demand Model

The travel demand model that was used to measure the performance of the future transportation system includes the following assumptions:

- population and job growth will be distributed throughout the region based on existing development ordinances, development trends, and the availability of developable land;
- travel behavior will remain fairly comparable to current travel behavior in the region, with most people continuing to travel by single occupancy vehicle; and
- the definition of what constitutes an “acceptable” level of congestion varies depending on the location of the roadway.

Transportation Networks and System Performance Indicator Data Sources

The transportation networks and system performance indicators presented in this plan have been developed based on data from multiple sources. The methodology and assumptions behind the data are described below.

Annual gasoline and diesel consumption

A linear model was used to forecast gasoline and diesel consumption levels based on forecasted population growth and existing information on gasoline and diesel consumption. The table on page 10 of Appendix G provides detailed data for the forecast, as well as how it was used to project the effect of a future increase in locally available gas tax.

Annual transit trips

Total annual transit trips represent the total number of one-way linked boardings on all fixed route services provided by public transportation providers within the three county region. 2000 and 2030 are based on simulated results from CAMPO travel demand model runs.

Automobile travel times by corridor

2000 figure is based on real-world data collected for CAMPO in Fall 2003 using the “probe vehicle” method. The probe vehicle goes with the flow of traffic and utilizes a GPS to accurately collect data. 2030 figure is based on simulated results from 2030 CAMPO travel demand run. 2030 simulations include two sets of travel time runs: one with managed lanes constructed and one without managed lanes constructed.

Average home-based work trip length

Average home-based work trip length is the average length of a commute trip from home to workplace in the region. 2000 figure is based on simulated data from the 1997 CAMPO travel demand model run. 2030 figure is simulated result from 2030 CAMPO travel demand model run.

Alternative Mode Performance

Figures show the percentage of trips taken by various modes including carpool, transit, walking, and bicycling. 2000 figures are based on simulated results of the CAMPO 1997 model run. 2030 figures are based on simulated results from 2030 CAMPO travel demand model run. The 2030 model run assumes that future travel behavior will be similar to travel behavior in the base year. All percentages are of the percentage of total trips, unless otherwise indicated.

Average weekday NOx and VOC emissions

Figures show estimated daily tons of Nitrogen Oxide and Volatile Organic Compounds produced by the existing and future transportation networks. Forecasts for this table were made using simulated results of the 1997 and 2030 CAMPO travel demand model runs and emissions factors from MOBILE6 model runs. These figures reflect what system-wide emissions could be under varying scenarios. More detailed 2000 emissions estimates are displayed in the Air Quality chapter of the Plan.

Average weekday person trips

Average weekday person trips include all trips taken in the region by any mode of travel including walking, biking, transit, and vehicle. 2000 figure is based on an interpolation of the simulated results of the 1997 and 2007 CAMPO travel demand model runs. 2030 figure is simulated result from 2030 CAMPO travel demand model run.

Average weekday transit trips and annual transit trips

Average weekday transit trips represent the average number of one-way linked boardings on weekdays on all fixed route services provided by transit service providers in the three county region. 2000 figure is based on simulated data from the 1997 CAMPO travel demand model run. 2030 figure is based on simulated data from 2030 CAMPO travel demand model run. Capital Metro data on daily boardings was used to adjust modeling results to annual transit trips.

Average weekday vehicle miles traveled

Average weekday VMT represents the average number of vehicle miles traveled on the region's arterials and highways on a weekday during the year. 1990 and 2000 figures are based on real-world data collected by the Austin District of the Texas Department of Transportation. 2030 figures are simulated results from 2030 CAMPO travel demand model runs. The daily vehicle-miles of travel (DVMT) is calculated by multiplying the average daily traffic (ADT) of a section of roadway by the length (in miles) of that section of roadway. Due to differences in study boundaries and methodology, these figures may differ from VMT figures provided in other documents such as the Texas Transportation Institute's Urban Mobility Report.

Average weekday vehicle miles traveled per person

"Average weekday VMT per person" represents "average weekday VMT" divided by population. 1990 and 2000 figures are based on real-world data collected by the Austin District of the Texas Department of Transportation. 2030 figures are simulated results from 2030 CAMPO travel demand model runs.

Journey-to-work trips

Figures show mode performance for home-based work trips for CAMPO in 2030 and “big sister” cities in 2000. “Big Sister” cities currently have a population similar to what CAMPO expects to have in 2030. In addition they similar quality-of-life characteristics to the Austin area. 2030 figures for CAMPO are simulated results from the 2030 CAMPO travel demand model runs. 2000 “big sister” city figures are from the 2000 U.S. Census and the U.S. Department of Transportation report titled *Journey to Work Trends in the United States and its Major Metropolitan Areas 1960-2000*.

Percent of roadways experiencing congestion

Figures show the percentage of roadways that experience a volume to capacity ratio of greater than or equal to 1 over a 24-hour period. 2000 figure is based on real-world traffic volumes collected by the Austin District of the Texas Department of Transportation in 2002. 2030 figure is based on simulated results from 2030 CAMPO travel demand model run.

Texas Congestion Index

The Texas Congestion Index represents a ratio of the peak period conditions to free-flow conditions such that a value of 1.3, for example, indicates a peak period trip takes 30 percent longer than a free-flow trip (a 20-minute midday trip would take 26 minutes in the peak). This ratio is then adjusted based on the value of travel time for passenger vehicles and trucks, the effects of incidents and vehicle breakdowns, and the effects of incident management programs, signal coordination, and freeway ramp metering. The TCI is calculated for the entire MPO planning area using outputs from the travel demand model and information located in the HPMS database. The Texas Congestion Index differs from the more generalized Travel Time Index that is used in the Urban Mobility Report to compare performance among regions. The 2000 figure is based on 1997 simulated data. The 2030 figure is based on simulated results from the 2030 CAMPO travel demand model run.

Total miles of commuter rail, high capacity transit and fixed route bus service

Total miles of commuter rail, high capacity transit, and fixed route bus service represent the total number of directional miles of various types of fixed route public transportation provided in the region. The fixed route bus service figure represents both local and regional routes, and may include miles of transit occurring on streets that are not included in the modeled vehicle network. 2000 and 2030 figures are based on the transit networks that were used in 1997 and 2030 CAMPO travel demand model runs. The No build figure is based on the 2007 network that was used in the “No Build” CAMPO travel demand model run.

Total motor vehicle hours of delay

Figures show the total hours of delay experienced by all motor vehicles traveling within the system on an annual basis. Delay time includes any amount of time beyond the time that it takes to make a particular trip when traffic is flowing at non-congested speeds. 2000 figure is based on simulated data from 1997 CAMPO travel demand model run. 2030 figure is based on simulated results from 2030 CAMPO travel demand model run.

Total vehicle lane miles

2000 figures for total vehicle lane miles and total state system vehicle lane miles are based on the 1997 network of existing roadways that was used as the baseline input for CAMPO’s transportation demand modeling. 2030 figures for total vehicle lane miles and total state system vehicle lane miles include the 1997 roadway network plus all added capacity projects recommended under the plan for the transportation system.

Appendix B—Public Opinion Surveys

2001 and 2004 Public Opinion Surveys⁴⁴

In May 2001 and again in April 2004, CAMPO conducted scientific Public Opinion Surveys of Austin metropolitan area residents regarding various transportation issues. The surveys followed up on one previously conducted in April 1997.

Approximately 1600 interviews were conducted in the five-county area. Respondents were categorized by region based on their residential zip code, and regions were weighted to represent the appropriate proportions based on population within the 5-county area. The weighted distribution is shown in the table below.

County	Weighted Distribution
Bastrop	78 or 4.9%
Caldwell	41 or 2.6%
Hays	133 or 8.3%
Travis	996 or 62.2%
Williamson	353 or 22.0%

The respondent sample was selected using random-digit-dialing techniques, based on seed numbers chosen from the most recent published directories, to ensure coverage of unlisted phones and new service. This was a survey of peak hour commuters, where all respondents were qualified as working or attending school outside the home and traveling between home and work or school during A.M. or P.M. peak hours or both. For this project, peak hours were defined as 7:00 - 9:00 A.M. and 4:00 - 6:00 P.M.

The principle objectives of this survey were to assess current commuting patterns in the Austin Metropolitan area, to measure attitudes and factors that effect current commuting choices and that might effect future decision-making regarding commuting modes, and to assess priorities for transportation development.

Summary of Survey Results: Travel Behavior

	2001	2004
Sample Size	1200	1600
Major Roads used during regular commute		
<i>IH-35</i>	24%	26%
<i>US 183</i>	19%	24%
<i>Loop 1</i>	29%	26%
<i>Ben White</i>	8%	13%
<i>None of these</i>	33%	35%
Mode of Transportation		
<i>Drove alone</i>	87%	85%
<i>Carpooled/ Vanpool</i>	5%	8%
<i>Used Transit</i>	4%	4%
<i>Bicycle</i>	1%	1%
<i>Walk</i>	2%	1%

⁴⁴ Opinion Analysts, Inc. 2004 CAMPO Transportation Issue Survey Summary Report. 2004.

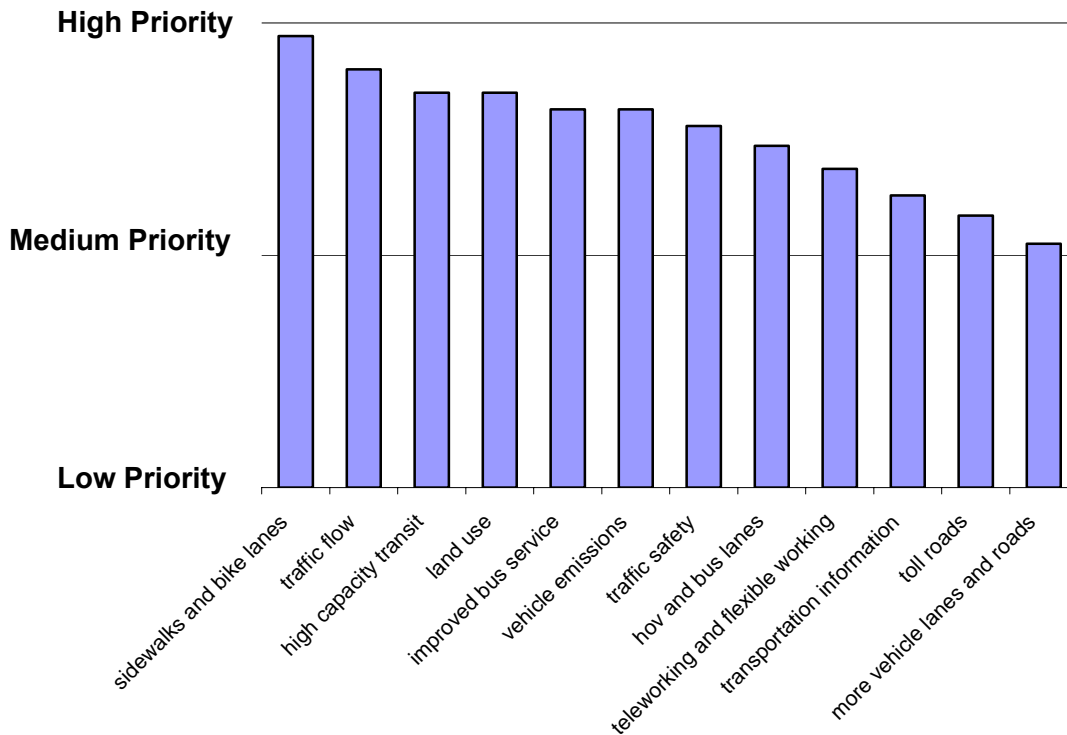
Summary of Survey Results: Transportation Improvements (Ranked)

	2001	2004
Synchronize traffic lights	1	1
More east-west thoroughfares	2	2
A light rail or commuter train	3	3
Improved bus service	4	4
More toll-free roads and freeways	5	5
Diverting SOVs to carpools, transit, etc	6	6
Toll roads	7	7
More and better bike lanes and sidewalks	8	8

¹ Opinion Analysts, Inc. 2004 CAMPO Transportation Issue Survey Summary Report. 2004.

2003 Newsletter Survey (informal)

CAMPO distributed an informal survey in its summer 2003 newsletter "Getting There." The survey asked respondents to rank 12 potential strategies for addressing regional transportation issues. This survey was distributed as part of the overall public involvement process for the plan and the results do not represent a scientific survey of region wide public opinion. The results of the informal questionnaire place a priority on improvements that allow people to get around more safely on foot or bicycle, enhance the efficiency of the existing vehicle network, and integrate new ways of addressing transportation in the region including development of a high capacity transit system, and consideration of land uses.



Rank	Score	Strategy
1	136	Build sidewalks and bike lanes and make it safer to get around on foot, bicycle, or wheelchair
2	126	Improve traffic flow by installing freeway ramp signals, synchronizing traffic lights, and optimizing traffic speeds
3	119	Build a high capacity transit line such as a light rail, commuter rail, or bus rapid transit
3	119	Manage land uses so that work-places, shops and housing are closer together
4	114	Add bus routes and increase the frequency of transit service on existing routes
4	114	Work to reduce vehicle emissions
5	109	Improve traffic safety by installing center turn lanes, and reducing speeds on certain streets
6	103	Install HOV and bus lanes that allow carpoolers and busses to avoid congestion
7	96	Encourage workers to commute during non-peak hours or work from home
8	88	Provide people with information about their options and reward them for using the transportation system efficiently
9	82	Build pay-as-you go roads that allow users to pay a toll for access to an uncongested roadway or lane
10	74	Build more roads and add lanes to existing roads

Who Participated?

The survey was included in a newsletter that was mailed to approximately 3,500 persons and organizations throughout the three county region in July 2003. 100 surveys were completed and returned, a response rate of approximately 2.86%. Return zip codes on the surveys show the following geographic distribution of respondents:

Central Austin	35%
Outer Austin, Pflugerville, and remainder of Travis County	22%
Cedar Park, Georgetown, Round Rock, and remainder of Williamson County	7%
San Marcos and remainder of Hays County	5%
Other	2%
Unknown	29%

What was asked and how were the results tabulated?

The survey asked respondents to rank 12 potential strategies for addressing regional transportation issues. Each strategy was graded as either “Very Important,” “Somewhat Important,” or “Unimportant.”

All votes of “very important” were assigned 2 points, votes of “somewhat important” were assigned 1 point, and votes of “unimportant” were assigned 0 points. The “score” for a particular category reflects the total number of points that category received based on the votes from all surveys returned.

Appendix C—Congestion Management System

Federal Requirements of the Congestion Management System

CAMPO is required to develop a CMS according to 23 U.S.C 450 and 500 (Federal-Aid Policy Guide). The part of Section 450 that is applicable to CMS is 450.320. The parts of Section 500 that are applicable to CMS are 500.101, 500.102, 500.105 and 500.109. CAMPO's transportation plan and unified planning work program (UPWP) recognize the importance of complying with these federal regulations, which are summarized below:

23 U.S.C. 450.320 – CMS as Part of the Planning Process and Nonattainment Areas

This states that metropolitan areas, to the extent appropriate, shall be part of the metropolitan transportation planning process which “must include the development of a CMS that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies...”

This section of federal regulations also states that in “Transportation Management Areas (TMAs) designated as nonattainment for ozone or carbon monoxide, federal funds may not be programmed for any project that will result in a significant increase in carrying capacity for single occupant vehicles unless the project results from a congestion management system...”

23 U.S.C. 500.101 – Implementation Federal Regulations

This identifies Section 500 as implementation federal regulations to support the requirements of 23 U.S.C. 303 (a) which directs the Secretary of Transportation to issue regulations for State development, establishment, and implementation of systems for managing ... traffic congestion (CMS)...

23 U.S.C. 500.102 – Policy and Funding

This defines the policy and funding of Section 500. The primary outcome of transportation management systems is improved system performance and safety. The following categories of FHWA administered funds may be used for development, establishment, and implementation of CMS: national highway system, surface transportation program, state planning and research and metropolitan planning funds, congestion mitigation and air quality improvement (CMAQ) program funds (where applicable), and apportioned bridge funds. The following FTA administered funds may be used for development, establishment, and implementation of the CMS: metropolitan planning, state planning and research and formula transit funds.

23 U.S.C. 500.105 – CMS is Required

This states that “the metropolitan transportation process in TMAs shall include a CMS that meets the requirements of 500.109”.

23 U.S.C. 500.109 – Requirements of the CMS

This defines an effective CMS as a “systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility of persons and goods to levels that meet State and local needs... Consideration needs to be given to strategies that reduce single occupant vehicle (SOV) travel and improve existing transportation system efficiency. Where the addition of general purpose lanes is determined to be an appropriate strategy, explicit consideration is to be given to the incorporation of appropriate features into the (SOV) project to facilitate future demand management and operational improvement strategies that will maintain the functional integrity of those lanes”. According to this section the CMS should also be developed, established and implemented as part of the metropolitan planning process. The six requirements of the CMS are:

1. Methods to monitor and evaluate the performance of the multi-modal transportation system, identify the causes of congestion, identify and evaluate alternative actions, provide information

supporting the implementation of actions, and evaluate the efficiency and effectiveness of implemented actions;

2. Definition of parameters for measuring the extent of congestion and for supporting the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures and service thresholds should be tailored to the specific needs of the area and established cooperatively by the State, affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area;
3. Establishment of a program for data collection and system performance monitoring to define the extent and duration of congestion, to help determine the causes of congestion, and to evaluate the efficiency and effectiveness of implemented actions. To the extent possible, existing data sources should be used, as well as appropriate application of the real-time system performance monitoring capabilities available through Intelligent Transportation Systems (ITS) technologies;
4. Identification and evaluation of the anticipated performance and expected benefits of appropriate traditional and nontraditional congestion management strategies that will contribute to the more efficient use of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, should be appropriately considered for each area: Transportation demand management measures, including growth management and congestion pricing; traffic operational improvements; public transportation improvements; ITS technologies; and, where necessary, additional system capacity.
5. Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation; and
6. Implementation of a process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision-makers to provide guidance on selection of effective strategies for future implementation.

This section of federal regulations also states that compliance with the requirement that the planning process in all TMAs include a CMS will be addressed during metropolitan planning process certification reviews for all TMAs specified in 23 U.S.C. 450.

Congestion Management System TDM and TSM measures

#	Measure Type	Measure Description
1	Access Management	Limit the number of driveways and intersections on arterials and highways and/or construct medians to control turning movements.
2	Bicycle Improvements	Provide paths and bicycle lanes, provide bicycle parking, integrate bicycle facilities with transit, and/or ensure a safe and secure system for bicyclists.
3	Commuter Trip Reduction Programs	Encourage commuters to use alternative modes for trips to work and school (using financial incentives or parking pricing incentives).
4	Congestion Pricing	Charge motorists directly for driving on a particular road or in a particular area during congested periods.
5	Motorist Information Systems	This can include changeable message signs, radio reports and/or Internet information about traffic conditions.
6	Express Lanes	Provide dedicated lanes for travel from suburban or urban areas to suburban or urban areas that have limited access and egress points.
7	Freight Movement Management	Shift freight to less congested routes and/or restrict freight travel in congested corridors during peak periods.
8	Grade Separation	Change traffic flow by providing grade separations for rail and/or

		vehicular travel.
9	HOV/HOT Lanes	Give rideshare and/or transit vehicle priority over general traffic through special lanes, traffic control devices and/or charge tolls for single occupant vehicles.
10	Incident Management	Provide centralized traffic management centers, video traffic surveillance, emergency response teams and/or special resources for dealing with specific problems, such as tow-trucks for stranded vehicles.
11	Intersection Improvements	Provide additional lanes at the intersection approach, left- and right-turn lanes, and/or improved signal synchronization.
12	Intelligent Transportation Systems	Provide driver information, vehicle control and tracking systems, transit improvements and/or electronic charging of tolls.
13	Land Use Planning	Establish land use controls that encourage the use of transit, bicycle and pedestrian facilities and/or ridesharing.
14	Multi-Modal Facilities	Provide a facility that links multiple modes of transportation (i.e., bus and carpool and bicycle facility in one location).
15	Park-and-ride Facilities	Parking facilities at transit stations, bus stops and highway onramps, particularly at the urban fringe intended to facilitate transit and rideshare use. Some include bicycle parking. Parking should be free or significantly less expensive than in urban centers.
16	Parking Management and Pricing	Charge a fee for parking in urban centers. Manage the amount of parking added to urban centers through land use controls.
17	Pedestrian Improvements	Improve sidewalks, crosswalks and paths, accommodate special needs (such as people in wheel chairs), provide street furniture (such as benches) and/or safety facilities (such as lighting).
18	Ramp Metering	Control the number of vehicles that can enter a highway ramp during congested periods.
19	Rideshare Programs	Promote people sharing a car or van to get from home to work and back.
20	Traffic Calming	Provide facilities that cause motorists to drive at slower speeds (i.e., speed humps) and/or encourage motorists not to idle (i.e., roundabouts with yield signs instead of stop signs).
21	Transit Improvements	Promote and improve various types of services using shared vehicles to provide mobility to the public such as: fixed route transit bus, express commuter bus, mini bus, shuttle services, light rail, and/or heavy rail.
22	Other Improvements	Improvements not listed in this table

Appendix D—Transit Accomplishments

Public Transportation providers in the CAMPO region have made many improvements since adoption of the *CAMPO 2025 Plan*, including:

- CARTS constructed the San Marcos Intermodal facility (winner of the 2002 CTAA intermodal facility of the year).
- Capital Metro constructed 28 miles of new or improved city sidewalks near transit stops since 1985.
- Capital Metro added numerous enhancements to its bus fleet including: entire fleet has been equipped with wheelchair lifts since 1993; all fixed-route buses are now equipped with bike racks; 60 buses are fitted with internal and external cameras to enhance safety; and more comfortable “tourist coaches” have been added to Express Service routes for customer convenience.
- Capital Metro made numerous service improvements, including increasing the frequency of existing routes, and adding new routes, and has seen an increase in on-time performance and ridership.
- Capital Metro has constructed a new northwest Park-and-ride with 480 spaces (scheduled to open Fall 2003).
- Capital Metro completed land acquisition for North IH-35 Park-and-ride and North Operating Facility.
- Capital Metro completed a new Northeast Operating facility (operational August 2003).
- Capital Metro’s “ozone action day” program increased daily ridership by an average of 10 percent on high ozone days.
- CARTS began conversion of all buses to alternative fuels.
- Capital Metro is the first transit agency in Central Texas to use ultra low-sulfur diesel for its fleet, which emits 92.5% fewer sulfur-dioxide emissions than regular diesel.
- Austin-San Antonio Rail District (ASARD) was created by the cities of Austin and San Antonio, Travis County and Bexar County in late 2002.
- ASARD Board of Directors held its first meeting in February 2003.
- ASARD applied for and received \$5.7 million in federal funding authorizations for planning and engineering expenses related to developing proposed regional passenger rail service.
- CARTS completed conversion of its paratransit fleet to digital communications with its call center and made ITS improvements that include automatic vehicle location (AVL) and mobile data computers (MDCs).

Appendix E—Bicycle and Pedestrian Accomplishments

Service providers in the CAMPO region have made numerous improvements to the bicycle and pedestrian environment since adoption of the *CAMPO 2025 Plan*.

TABLE 1

**BICYCLE & PEDESTRIAN ACCOMPLISHMENTS SUMMARY TABLE
FOR CAMPO MEMBER JURISDICTIONS & TRANSPORTATION PROVIDERS**

The Jurisdiction or Agency has...	Cities							Counties			Transportation Providers	
	Austin	Cedar Park	Georgetown	Lakeway	Pflugerville	Round Rock	San Marcos	Travis County	Williamson County	Hays County	Capital Metro	TxDOT
Incorporated a bicycle element into its major transportation plan	●	●	●	●		●	●	●			●	
Incorporated a pedestrian element into its major transportation plan	●	●	●	●		●	●	●			●	
A bicycle plan	●					●	●	●			●	
A pedestrian plan	●		●			●	●	●			●	
A bicycle and pedestrian plan (combined)	●				●		●	●			●	
Adopted the CAMPO Plan, since it doesn't have a major transportation plan								●				
Adopted policies or ordinances that benefit bicyclists and pedestrians	●	●	●		●	●	●	●			●	●
A policy/ordinance to construct bike/ped facilities with the rehabilitation/reconstruction of roadways					●						●	
A policy/ordinance to construct bike/ped facilities with construction of new roadways			●					●			●	
A mapped bicycle system in GIS	●		●		●	●	●	●	●			
A mapped pedestrian system in GIS						●			●			●
A mapped hike & bike trail system in GIS		●	●		●	●	●	●	●			
An existing bicycle system inventory (or is developing one)	●	●			●		●	●	●			
An existing pedestrian system inventory (or is developing one)	●					●		●				●
An existing trail system inventory (or is developing one)	●	●	●		●	●	●		●			
Removed barriers to bike/ped access by implementation of facilities	●	●				●				●	●	
Provided bike lanes since June of 2000	●		●				●	●			●	
Provided paved shoulders since June of 2000							●					
Provided bike paths or hike/bike trails since June of 2000	●	●	●	●	●	●		●			●	
Provided sidewalks since June of 2000		●	●	●	●	●	●	●				●
Provided end-use facilities or amenities since June of 2000		●		●		●					●	

TABLE 1

The Jurisdiction or Agency has...	Cities							Counties			Transportation Providers	
	Austin	Cedar Park	Georgetown	Lakeway	Pflugerville	Round Rock	San Marcos	Travis County	Williamson County	Hays County	Capital Metro	TxDOT
Provided signed bike routes since June of 2000	●											
Local bike/ped/trail maps available to the public	●			●	●	●			●	●		
Information about local bike/ped facilities or accommodations available to the public	●			●					●			
Information about local bike/ped planning available to the public	●					●						●
Information about bike/ped safety available to the public	●			●	●	●			●			●

Appendix F—Compliance with Federal Planning Factors

TEA-21 legislation requires metropolitan planning organizations to consider seven specific factors when developing transportation plans. The seven factors are listed below, with a description of how each factor is addressed by the *CAMPO Mobility 2030 Plan*.

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

The *CAMPO Mobility 2030 Plan* calls for an interconnected system of well-maintained interstate highways, state highways, major arterials, public transportation facilities, and bicycle and pedestrian facilities to provide regional access to jobs, airports, inter-modal transportation facilities, and other economic generators, and to support efficient freight mobility. In particular, the 2030 plan calls for:

- a high capacity transit system that will support the economic vitality of the downtown core;
- an intermunicipal commuter rail line that will provide connectivity between Austin and San Antonio and support the economic synergy of the two cities;
- Upgrades to local public transportation services that will compliment the regional transit network;
- a network of managed lanes that will encourage more efficient travel by vehicles, transit, and freight throughout the region;
- a network of toll-supported roadways that will leverage tax revenues to allow more efficient project delivery, and more efficient system operation throughout the region;
- construction of a new state highway (SH 130) that will provide an alternative to IH-35 for north and south bound traffic, and will allow truck freight, including hazardous materials, to bypass the most congested portions of IH-35 through the urban core;
- upgrades to regional roadways to accommodate additional vehicle trips that will come from high levels of population and economic growth in the region; and
- development of a regional bicycle network.

The *CAMPO Mobility 2030 Plan* also includes measures intended to control the growth of urban congestion in the region over time. Managing traffic congestion is critical to supporting the economic vitality of the metropolitan area, because traffic congestion adds time costs to the transportation of people and goods, and can limit economic growth.

The policies of the *CAMPO Mobility 2030 Plan* encourage jurisdictions throughout the region to support higher density, mixed-use development and transit-oriented development. These development patterns can lead to increased levels of economic development in specific geographic areas, and can provide a stronger link between transportation facilities and economic development.

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

The *CAMPO Mobility 2030 Plan* addresses safety and security through the following mechanisms:

- Encouraging a reduction in peak period automobile travel by encouraging flexible work schedules and an increase in transit usage. Travel by transit has been shown in various national studies to be safer than automobile travel;
- Providing for increased security on the public transportation system. Under the plan, Capital Metro is implementing actions including installation of on-board cameras, video surveillance at park-and-ride lots, emergency call boxes and public telephones at all transit centers and improved lighting at major bus stops and on-street transfer centers. These measures will supplement current activities, which include utilizing off-duty commissioned peace officers on bus routes, as well as partnerships with the Austin Downtown Alliance Rangers;
- Providing for an alternate route for hazardous cargo. Construction of State Highway 130 will provide an alternate corridor for freight, including hazardous cargo in the region;
- Calling for road improvement projects that increase motorist safety, including installing center medians and left turn lanes along certain undivided regional facilities; and upgrading certain high-traffic arterials to grade separated facilities;
- Providing for education and facilities, including sidewalks and bike lanes, which improve the safety of pedestrians and bicyclists;
- Presenting trend data related to transportation system safety;
- Inclusion of several policies and actions related to safety and security;
- An action item that calls for CAMPO to explore development of a regional system for analyzing and reporting on high-crash locations; and
- An action item that calls for future designation of hazardous materials routes in the region.

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

The *CAMPO Mobility 2030 Plan* increases the accessibility and mobility options available to people and freight through the following:

- Inclusion of a multi-modal project list in the plan that identifies projects in all modes to be built under the plan.
- Inclusion of a map that identifies a complete regional network of bikeways and designates routes that should include bicycle accommodation in the future;
- Development of an integrated public transportation system that will promote public transportation as a viable option for many regional trips;
- Provision of program funding for bicycle and pedestrian facilities that will provide safe options for bicycling and walking, and a policy that calls for a “15% set aside” of STP-MM funds for bicycles and pedestrians;
- Calling for future designation of regional pedestrian districts that would help to strategically target bicycle and pedestrian funding to specific areas;
- A policy that requires provision of bicycle and pedestrian accommodations in all road projects unless certain conditions are present;
- Implementation of educational programs such as Commute Solutions, that provide resources to help people switch to alternative modes of travel and telecommuting;

- A Congestion Management System that requires added capacity roadway projects to incorporate transportation control measures, including provision of bicycle and pedestrian facilities;
- Provision of additional mobility options for freight, through construction of corridors such as SH-130, which will provide an additional route for truck freight and could accommodate heavy rail freight in the future; and
- A greater emphasis on land use. Land use can have a dramatic impact on the viability of alternative modes including walking, biking and transit.

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

The *CAMPO Mobility 2030 Plan* addresses the environment, energy conservation, and improved quality of life through the following mechanisms:

- A plan vision and additional plan policies, which call for mobility and access to be balanced appropriately against quality of life, environment, and energy conservation;
- Inclusion of maps showing regional environmental resources and an evaluation of whether each transportation project included in the plan could impact one or more of these resources;
- An emphasis on shifting trips to alternative modes such as transit, bicycling, and walking, which promotes energy conservation and air quality;
- Implementation of an air quality program and participation in regional air quality initiatives.
- Inclusion on the plan project list of projects and programs that support energy conservation and air quality, including signal synchronization;
- A greater emphasis on land use and growth management. Integrated land use and transportation and growth management can have a beneficial impact on energy use and the environment; and
- A policy that calls for new projects to be designed using Context Sensitive Design principles.

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

The adopted *CAMPO Mobility 2030 Plan* works to enhance the integration and connectivity of the transportation system through the development of an interconnected system of well-maintained interstate highways, state highways, major arterials, public transportation facilities, and bicycle and pedestrian facilities. In particular the plan calls for:

- Construction of park-and-ride facilities that allow connection between automobile trips and transit;
- Coordination between planned managed lanes and future regional express bus routes;
- Development of pedestrian and bicycle facilities as part of new regional roadways;
- A policy that supports freight facilities that use air freight to locate close to the airport;
- Development of new regional roadways that allow a greater level of regional connectivity;
- Deployment of a regional ITS framework that allow data to be shared between various service providers who utilize intelligent transportation systems;
- Development of pedestrian facilities along transit lines that will allow pedestrian facilities to better feed into and support the transit system;
- Development of a coordinated public transportation system that allows convenient transfer between paratransit, local fixed route buses, express busses, bus rapid transit, and commuter rail, and between rural and urban transit systems;

- Provision of bike racks on buses and at transit centers that allows for convenient transfer between bikes and transit; and
- Plan policies that support local street connectivity.

Factor #6. Promote efficient system management and operation

The *CAMPO Mobility 2030 Plan* promotes efficient system management and operation. In particular the plan calls for:

- A Congestion Management System;
- Regional participation in deploying Intelligent Transportation System technologies;
- A network of managed lanes that encourage carpooling and allow more efficient use of road capacity;
- Development of a toll road network that will allow value pricing;
- Coordinated transit and land use planning, including transit oriented development;
- A Commute Solutions Program that works to encourage a reduction in peak-hour work commutes by single occupancy vehicle;
- Encouraging a shift to alternative modes of travel through various means;
- Encouraging a reduction in vehicle miles traveled, particularly peak period VMT, through various policies and activities, including activities currently occurring under CAMPO's Air Quality Program; and
- Encouraging continued implementation of access management on regional roadways.

In addition, plan policies encourage higher density mixed land uses, local street connectivity, and transit oriented development, which can contribute to a reduction in vehicle trips and encourage a shift to alternative modes of travel.

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

The *CAMPO Mobility 2030 Plan* emphasizes preservation of the existing transportation system through:

- Plan policies that encourage maintenance and preservation;
- Providing a clear description of the costs of maintenance in the plan, and providing an analysis that expected revenues will be adequate to support maintenance, operations, and new capital costs associated with the plan; and
- Shifting towards tolling for many added capacity projects—tolls can provide a revenue stream that can support maintenance of facilities over time.

Appendix G—Financial Analysis Technical Information

Revenue Projections

Note: All revenue estimates are provided for informational purposes and are aggregated for use in determining the “reasonableness” of funding this plan. Actual revenues may vary from plan estimates.

1. Surface Transportation Program Metropolitan Mobility (STP-MM)

Projected revenues for *STP-MM* were developed by the Texas Department of Transportation based on past revenue history and the currently adopted formula used by the state to distribute these funds to metropolitan areas. (The funding summary charts in this plan further break-out 15% of STP-MM funds to be set aside for stand alone bicycle and pedestrian projects based on adopted CAMPO policy.) Estimates of STP-MM include an assumed 20% in local match funding.

Category 7 - Metropolitan Mobility

2005 (1 year)	12,647,000	2005 UTP-SMP
2006 (1 year)	12,776,000	2005 UTP-SMP
2007 (1 year)	23,120,000	2005 UTP-SMP
2008 (1 year)	15,124,000	2005 UTP-SMP
2009-2015 (7 years)	103,795,000	2005 UTP-SMP
2016-2030 (15 years)	222,417,857	2005 UTP-SMP allocation for 2008-2015/7 years x 15 years (\$103.795m/7 yrs x 15 years)

Total Category 7 **389,879,857**

2. Statewide Mobility Program—Category 2

Projected revenues for Category 2 of the Statewide Mobility Program were developed by the Texas Department of Transportation based on past revenue history and a newly adopted formula that will be used by the state to distribute these funds to metropolitan areas. TXDOT's Category 2 estimate includes \$342 million dollars in funding assumed to come from the Texas Mobility Fund. In the information presented in Chapter 5.2, Financial Analysis, CAMPO has broken TMF out into its own funding category. SMP funding comes from a variety of state and federal transportation funding sources.

Category 2 - Metropolitan Area Corridor Mobility

2005 -2015 (11 years)	940,000,000	2005 UTP-SMP
2015-2029 (15 years)	926,000,000	UTP Category 2 Work Group (includes \$161 million allocation from the Texas Mobility Fund)
2030 (1 year)	61,733,333	UTP Category 2 Work Group estimate/15 years (\$926 m/15 yrs=\$61.73 m) (includes \$181 million allocation from the Texas Mobility Fund)

Total Category 2 **1,927,733,333**

3. Texas Mobility Fund (TMF) and Right of Way Appropriations

Projected revenues for the Texas Mobility Fund were developed by TxDOT based on an assumption that metropolitan areas would receive 2/3 of the expected future revenues from this source. (See category 2 table, above.) TMF funding comes from several newly created transportation funding sources.

The right of way appropriation estimate was developed by TxDOT based on historic trends.

4. Statewide Mobility Program—Other Categories

Projected revenues for all other categories of the Statewide Mobility Program were developed by the Texas Department of Transportation, Austin District based on past revenue history in the district, and the expected allocation of these revenues within the CAMPO area. SMP funding comes from a variety of state and federal transportation funding sources.

Category 4 - Statewide Connectivity

2005-2014 (10 years)	519,300,000	2005 UTP-SMP
2015-2030 (16 years)	830,880,000	2005 UTP-SMP allocation/10 years x 16 years (\$81.09m/10 yrs x 16 years)
Total	1,350,180,000	

Category 8 - Safety

2005 (1 year)	5,649,538	2005 UTP-SMP
2006 (1 year)	3,915,872	2005 UTP-SMP
2007 (1 year)	905,172	2005 UTP-SMP
2008 (1 year)	905,172	2005 UTP-SMP
2009-2030 (22 years)	62,566,647	2005 UTP-SMP allocation for 2005-2008/4 x 22 years (\$11.376 million/4 years x 22 years)
Total (CAMPO Share)	40,668,321	(55% of District Total)

Category 10 - Miscellaneous

2005 (1 year)	220,000	2005 UTP-SMP
2006 (1 year)	220,000	2005 UTP-SMP
2007 (1 year)	670,000	2005 UTP-SMP
2008 (1 year)	710,000	2005 UTP-SMP
2009-2030 (22 years)	10,010,000	2005 UTP-SMP allocation for 2005-2008/4 years x 22 years (\$1.82 m/4 yrs x 22 years)
Total (CAMPO Share)	6,506,500	(55% of District Total)

Category 11 - District Discretionary

2005 (1 year)	6,683,000	2005 UTP-SMP
2006 (1 year)	11,199,000	2005 UTP-SMP
2007 (1 year)	16,064,000	2005 UTP-SMP
2008 (1 year)	14,306,000	2005 UTP-SMP
2009-2015 (7 years)	190,270,000	2005 UTP-SMP
2016-2030 (15 years)	407,721,429	2005 UTP-SMP allocation for 2009-2015/7 years x 15 years (\$190.27m/7 yrs x 15 years)
Total (CAMPO Share)	355,433,886	(55% of District Total)

Statewide Mobility Program—Other Categories (continued.)

Category 12 - Strategic Priority

2005 (1 year)	39,050,000	2005 UTP-SMP
2006 (1 year)	14,700,000	2005 UTP-SMP
2007 (1 year)	3,600,000	2005 UTP-SMP
2008-2030 (23 years)	439,683,333	2005 UTP-SMP allocation for 2005-2007/3 years x 23 years (\$57.35 m/3 yrs x 23 years)
Total	497,033,333	

5. Statewide Preservation Program

Projected revenues for all categories of the Statewide Preservation Program were developed by the Texas Department of Transportation, Austin District based on past revenue history in the district, and the expected allocation of these revenues within the CAMPO area. SPP funding comes from a variety of state and federal transportation funding sources, and is available primarily for maintenance and preservation activities.

Category 1 - Preventive Maintenance

2005 (1 year)	11,549,000	2005 UTP-SPP
2006 (1 year)	11,758,000	2005 UTP-SPP
2007 (1 year)	12,770,000	2005 UTP-SPP
2008 (1 year)	13,389,000	2005 UTP-SPP
2009-2030 (22 years)	272,063,000	2005 UTP-SPP allocation for 2005-2008/4 years x 22 years (\$49.466 m/4 yrs x 22 years)
Total (CAMPO Share)	176,840,950	(55% of District Total)

Category 1 - Rehabilitation

2005 (1 year)	23,495,000	2005 UTP-SPP
2006 (1 year)	29,372,000	2005 UTP-SPP
2007 (1 year)	35,238,000	2005 UTP-SPP
2008 (1 year)	35,164,000	2005 UTP-SPP
2009-2030 (22 years)	677,979,500	2005 UTP-SPP allocation for 2005-2007/4 years x 22 years (\$129.269 m/4 yrs x 22 years)
Total (CAMPO Share)	440,686,675	(55% of District Total)

Category 6 - Structure Replacement and Rehabilitation (Bridge)

2005-2008 (4 years)	66,937,000	2005 UTP-SPP
2009-2030 (22 years)	368,153,500	2005 UTP-SPP allocation for 2005-2008/4 years x 22 years (\$66.937 m/4 yrs x 22 years)
Total	435,090,500	

Statewide Preservation Program (Continued.)

Category 6 - Structure Replacement and Rehabilitation (Railroad Grade Separation)

2005 (1 year)	0	2005 UTP-SPP
2006 (1 year)	11,000,800	2005 UTP-SPP
2007 (1 year)	3,500,000	2005 UTP-SPP
2008 (1 year)	8,500,000	2005 UTP-SPP
Total	133,003,800	

Maintenance Budget - Routine

2005 (1 year)	24,034,200	2005 UTP-SPP
2006 (1 year)	24,034,200	2005 UTP-SPP
2007 (1 year)	24,034,000	2005 UTP-SPP
2008 (1 year)	23,838,836	2005 UTP-SPP
2008-2030 (22 years)	527,676,798	2005 UTP-SPP allocation for 2005-2008/4 years x 22 years (\$95.94 m/4 yrs x 22 years)
Total (CAMPO Share)	342,989,919	(55% of District Total)

Maintenance Budget - Contracted

2005 (1 year)	14,282,706	2005 UTP-SPP
2006 (1 year)	14,282,706	2005 UTP-SPP
2007 (1 year)	14,282,706	2005 UTP-SPP
2008 (1 year)	13,618,657	2005 UTP-SPP
2008-2030 (22 years)	310,567,263	2005 UTP-SPP allocation for 2005-2008/4 years x 22 years (\$56.47 m/4 yrs x 22 years)
Total (CAMPO Share)	201,868,721	(55% of District Total)

6. Transit Funding (FTA, State, Local, and Fare box)

CAMPO staff based estimates for all transit revenues on projections provided by area public transportation providers and the Texas Department of Transportation.

a. CARTS System Revenue Projections

	CARTS System 2005-2030 Estimates in \$2003	Williamson 2005- 2030	Hays 2005- 2030	Travis 2005- 2030
Fare box	\$ 15,695,000	\$ 9,629,000	\$ 4,190,300	\$ 1,875,200
Section 5307 Large Urban	\$ 25,168,000	\$ 25,167,700	\$ -	\$ -
Section 5307 Small Urban	\$ 25,942,000	\$ 15,832,400	\$10,109,600	\$ -
Section 5311 Rural	\$ 34,529,000	\$ 8,168,700	\$ 9,157,600	\$17,202,300
Section 5310	\$ 2,931,000	\$ 742,500	\$ 909,600	\$ 1,279,300
Section 5309 Discretionary	\$ 15,177,000	\$ 13,187,000	\$ 1,146,500	\$ 843,500
State Funding	\$ 32,341,000	\$ 13,086,600	\$16,752,100	\$ 2,501,800
Other Funding				
Local Funds Required	\$ 86,625,000	\$ 58,303,100	\$20,336,400	\$ 7,985,700

Williamson County excludes Round Rock

b. Austin San Antonio Passenger Rail Revenue Projections

The CAMPO Mobility 2030 Plan includes cost information derived from the 1999 Commuter Rail Feasibility Study (*Austin-San Antonio Commuter Rail Study, Final Report*, Carter-Burgess, July 1999). Revised revenue data will be incorporated into future updates of the CAMPO 2030 Plan as appropriate. The 1999 Study assumed the following:

Construction Cost (2003 dollars)	New-Track Option: \$551 million Shared-Track Option: \$290 million \$322 million within current CAMPO study area
Operation & Maintenance Cost (2003 dollars)	\$28 million/year \$16 million/year within current CAMPO study area
Financing: Construction	Federal: 50% Regional: 50% (0.11¢ tax)
Financing: Operation & Maintenance	Passenger Fares: 55% Federal: 10% Regional: 35% (0.015¢ tax)

c. Capital Metro System Revenue Projections

Revenue estimates were provided by Capital Metro and reflect the revenue anticipated with construction of the projects called for by the All Systems Go Plan.

Total Sales Tax	\$3,649.34 million
Bus Fares	\$795.05 million
Commuter Rail Fares	\$48.06 million
Other Operating Revenue	\$378.01 million
FTA Section 5307 Funding	\$546.36 million
FTA Section 5309 Funding	\$184.57 million
5309 Funds for Phase I Commuter Rail	\$30 million
5309 Funds for Phase II Commuter Rail	\$92.92 million
Total Revenues (2005-2030, 2003 dollars)	\$5724.31 million

7. Local Transportation Revenues

CAMPO staff have worked with cities and counties within the region to forecast future available revenues including bond initiatives based on historical trends, private sector contributions, and other local revenues that would support construction and maintenance of the regional transportation system. In addition to the revenue projections described below, the plan assumes that an additional \$1,267.6 million in locally generated revenues will be available for construction of regional transportation projects over the life of the plan. This revenue is assumed to include local matches for state/federal funding, right of way contributions toward state system projects, and bond and general fund revenues available for construction from other jurisdictions through out the CAMPO region.

7a. Travis County Revenue Projections

Revenue estimates were provided by Travis County. Revenue assumes \$60 million dollars in bonds will be issued every 5 years and that the private sector will cover the cost of Travis County roadway projects not funded through bond revenues and other public funding.

Sales Tax Supported Bonds (Available for Construction)	\$300 million
Travis County Certificates of Obligation	\$2.5 million
Road and Bridge Fund (General Fund—Supports Operations and Maintenance)	\$617.5 million
Private Sector Contributions (ROW dedication, etc; assumed to cover planning costs not covered by anticipated revenues)	\$796.8 million
Safe Routes to School (State Funding)	\$1 million
Total Revenues	\$1,718 million

7b. Williamson County Revenue Projections

Revenue estimates were provided by Williamson County. Road and bridge fund estimate based on projection of 2001 budget (prorated to the percentage of Williamson County Roadways assumed to be on the regional system). Bond revenue estimates assume the bond budget approved by the commissioners court in 2002 and may include some monies let prior to 2005/ may not include all bond monies that will be available by 2030. The private sector is assumed to cover the cost of Williamson County roadway projects not funded through bond revenues and other public funding.

Sales Tax Supported Bonds (Available for Construction)	\$384 million
Road and Bridge Fund (General Fund—Supports Operations and Maintenance)	\$43.7 million 2001 budget = 11,296,149 2005-2030 = 291,422,092 (\$2003) 15% = 43,713,314
Total Revenues	\$428 million

7c. Hays County Revenue Projections

Revenue estimates were derived from information on the Hays County website. Road and bridge fund estimate based on projection of 2003 budget (prorated to the percentage of Hays County Roadways assumed to be on the regional system). Bond revenue estimate assumes that sales tax-supported bond revenues would support project costs for Hays County roadways.

Sales Tax Supported Bonds (Available for Construction)	\$100.4 million
Road and Bridge Fund (General Fund—Supports Operations and Maintenance)	\$28.3 million 2003 budget = 7,542,000 2005-2030 = 188,550,000 (\$2003) 15% = 28,282,500
Total Revenues	\$128.7 million

7d. City of Austin Revenue Projections

Revenue estimates were provided by City of Austin. Bond revenue estimate assumes bond election every 6 years beginning in 2006—4 elections total—resulting in 400 million dollars per election. Of this revenue, approximately 608.5 million is expected to be available to transportation projects. Bond revenues support construction, as well as operation and maintenance.

Sales Tax Supported Bonds (Available for Construction as well as O & M)	\$608.5 million
Road and Bridge Fund (General Fund—Supports Operations and Maintenance)	\$48.4 million
Total Revenues	\$656.9 million

7e. City of Round Rock Revenue Projections

Revenue estimates were provided by the City of Round Rock. Revenue for construction of transportation facilities comes from ½ percent sales tax which is available for roadway, transit, and other transportation projects in Round Rock. Operation and maintenance revenue comes from Round Rock general fund. Construction revenue estimate assumes zero growth in sales tax beyond inflation.

Revenue available for construction (dedicated 1/2 percent sales tax)	\$232.7 million dollars (2005-2030) (derived from 2003-2020 forecast of \$158 million dollars)
Revenue available for operations and maintenance (general fund)	\$8.6 million dollars
Total Revenues	\$241.3 million

7f. San Marcos Revenue Projections

Revenue estimates were provided by San Marcos and are based on projection of historic trends.

Sales Tax Supported Bonds (Available for Construction)	\$96 million
Road and Bridge Fund (General Fund—Supports Operations and Maintenance)	\$54 million
Private Sector Contributions (ROW dedication, etc; assumed to cover planning costs not covered by anticipated revenues)	\$30.9 million
Total Revenues	\$ 180.9 million

7g. Georgetown Revenue Projections

Revenue estimates were provided by Georgetown and are based on projection of historic trends.

Sales Tax Supported Bonds (Available for Construction)	\$6.6 million
Road and Bridge Fund (General Fund—Supports Operations and Maintenance)	\$24.4 million
Private Sector Contributions (ROW dedication, etc; assumed to cover planning costs not covered by anticipated revenues)	\$78.3 million
Total Revenues	\$109.3 million

7h. Pflugerville Revenue Projections

Revenue estimates were provided by Pflugerville and are based on projection of historic trends.

Sales Tax Supported Bonds (Available for Construction)	\$77.3 million
Road and Bridge Fund (General Fund—Supports Operations and Maintenance)	\$5 million
Total Revenues	\$82.3 million

7i. Cedar Park Revenue Projections

Revenue estimates were provided by Cedar Park and are based on projection of historic trends.

Sales Tax Supported Bonds (Available for Construction)	\$67 million
Road and Bridge Fund (General Fund—Supports Operations and Maintenance)	\$25 million
Private Sector Contributions (ROW dedication, etc; assumed to cover planning costs not covered by anticipated revenues)	\$21.6 million
Total Revenues	\$113.6 million

8. Toll Revenues

CAMPO staff estimated potential toll-supported revenues based on an analysis of cost recovery as described in the preliminary toll feasibility analysis conducted by TxDOT and TTA on several of the Austin Area Toll Projects, as well as a system-wide analysis of cost recovery conducted by NCTCOG for the Dallas-Fort Worth Area. Based on the analysis, this plan assumes that approximately 50% of the cost of constructing toll roads would be recovered through the issuance of toll supported bonds or other toll revenues. The exceptions to this methodology were on SH 130 and Loop 1 North where 100% of the cost of additional added capacity (beyond that let by 2005) is assumed to be recovered through tolling. CAMPO staff also assumed that toll revenues from the Central Texas Turnpike Project roadways including US 183 A would be available to support the estimated cost of operating and maintaining these roadways over the life of the plan. All cost estimates were provided by TxDOT and the CTRMA and are discussed in more detail under “Project Costs” and “Operations and Maintenance Costs”, below.

Description of Work	Estimated 2005-2030 Cost (\$2003)	Toll Revenue Assumed
Construction of SH 130, Loop 1 N, SH 45 N, SH 45 SE	\$90.1 million (excludes costs let prior to 2005)	\$45 million (assumes 50% cost recovery for funding let after 2005—majority of toll revenues on these facilities assumed to be servicing debt/covering operations and maintenance)
Construction and future expansion of US 183 A	\$389.6 million (excludes costs let prior to 2005)	\$194.8 million (assumes 50% cost recovery for funding let after 2005)
Future expansion of SH 130/Loop 1 (2030 planned projects)	\$936 million	\$936 million (assumes 100% cost recovery for future lane additions)
Construction of toll lanes on Loop 360, 71/290 W, 183 S, US 290 E, SH 45 SW, SH 71 E (Phase II Toll Projects)	\$1,725.8 million	\$862.9 (assumes 50% cost recovery)
O&M on SH 130, Loop 1 N, SH 45 N, SH 45 SE	\$985.2 million	\$985.2 million
O&M on US 183 A	\$132 million	\$132 million
O&M on Loop 360, 71/290 W, 183 S, US 290 E, SH 45 SW, SH 71 E (Phase II Toll Projects)	\$588 million	\$0 (assumed to be included in construction project cost recovery)
Total	\$ 4,847 million	\$ 3,156 million

9. Gas Tax Increase

CAMPO staff estimated the potential benefit of an increase in gas tax. Based on the methodology shown below, a 3.5 cent net increase in gas tax available to the region beginning in 2010 would result in 1.1 billion dollars of additional revenue.

Methodology and Data Sources:

2005 State Fuel Sales: Texas State Comptroller

2030 State Fuel Sales: Developed by CAMPO based on assumption that statewide fuel sales would grow at 1.1% per year.

This percentage is roughly equivalent to the projected annual growth in statewide population.

State Population Projections: State Data Center.

CAMPO Population Projections: Based on State Data Center Forecasts; See Appendix A for more information.

CAMPO Fuel Consumption Totals: Projected statewide fuel consumption multiplied by projected percentage of state population living in CAMPO area.

Statewide fuel sales (billions of gallons)			
	Gas	Diesel	
2005	12.41	3.4	
2030	17.23	4.72	

Population			
	CAMPO	State	% in CAMPO area
2005	1,327,000	22,556,027	0.058831283
2030	2,750,000	31,830,579	0.08639491

CAMPO fuel sales (billions of gallons)			
	Gas	Diesel	
2005	0.730096218	0.200026361	
2030	1.488656865	0.407851196	

	CAMPO Fuel Sales		.01 <u>net</u> increase in 2010
	Gas	Diesel	
2005	0.730096218	0.200026361	
2006	0.760438644	0.208339354	
2007	0.79078107	0.216652348	
2008	0.821123495	0.224965341	
2009	0.851465921	0.233278335	
2010	0.881808347	0.241591328	11,233,997
2011	0.912150773	0.249904321	11,620,551
2012	0.942493199	0.258217315	12,007,105
2013	0.972835625	0.266530308	12,393,659
2014	1.003178051	0.274843302	12,780,214
2015	1.033520477	0.283156295	13,166,768
2016	1.063862903	0.291469288	13,553,322
2017	1.094205328	0.299782282	13,939,876
2018	1.124547754	0.308095275	14,326,430
2019	1.15489018	0.316408269	14,712,984
2020	1.185232606	0.324721262	15,099,539
2021	1.215575032	0.333034255	15,486,093
2022	1.245917458	0.341347249	15,872,647
2023	1.276259884	0.349660242	16,259,201
2024	1.30660231	0.357973236	16,645,755
2025	1.336944736	0.366286229	17,032,310
2026	1.367287161	0.374599222	17,418,864
2027	1.397629587	0.382912216	17,805,418
2028	1.427972013	0.391225209	18,191,972
2029	1.458314439	0.399538202	18,578,526
2030	1.488656865	0.407851196	18,965,081
Total additional tax revenue 2005-2030			317,090,312

3.5 cent
in 2010

1,109,816,093

Project Cost Estimates

Note: All cost estimates are provided for informational purposes and are aggregated for use in determining the reasonableness of funding this plan. Actual project costs may vary from plan estimates.

1. Added Capacity Roadway Project Costs

a. State Roadway System

Roadway project cost estimates for all future projects on the state roadway system provided by Texas Department of Transportation, Austin District, or Central Texas Regional Mobility Authority. The project list includes itemized project cost estimates. Cost estimates include construction and right of way costs and exclude design and engineering costs that are covered by state revenues outside of the Statewide Mobility Plan.

Project Summary	Estimated 2005-2030 Cost (\$2003)
Construction of SH 130, Loop 1 N, SH 45 N, SH 45 SE (Central Texas Turnpike Project)	\$90.1 million (excludes project funding let prior to 2005)
Construction and future expansion of US 183 A (Central Texas Turnpike Project + 2030 Planned Project)	\$389.6 million (excludes project funding let prior to 2005)
Future expansion of SH 130/Loop 1 (2030 planned projects)	\$936 million
Construction of toll lanes on Loop 360, 71/290 W, 183 S, US 290 E, SH 45 SW, SH 71 E (Phase II Toll Projects)	\$1,725.8 million
Construction of Non-tolled Added Capacity Projects on State System	\$5,541.1 million
Total	\$ 8,747.2 million

b. Non-State Roadway System

Roadway project costs for roadways within Round Rock and Cedar Park based on cost estimates provided by those jurisdictions. Roadway project cost estimates for all other non-state system expansions were calculated by CAMPO staff based on the following assumptions:

- Average arterial construction cost of \$1 million/lane mile for all facility types.
- Reconstruction costs are the same as the costs for new construction (i.e. 1 mile of roadway expanding from MAU 2 to MAD 4 equals a cost of 4 million dollars)

The table summarizes the estimated cost of constructing non-state system roadway projects by jurisdiction. The project list includes itemized project cost estimates.

Jurisdiction	Estimated Cost of Constructing Non-State System Roadway Projects
Travis County	\$1,100.3 million
Williamson County	\$377.8 million
Hays County	\$98.4 million
Austin	\$496.6 million
Round Rock	\$195 million
San Marcos	\$127.1 million
Georgetown	\$77.9 million
Pflugerville	\$74.5 million
Cedar Park	\$88.6 million
All Other Jurisdictions	\$244.7 million
Total	\$2,881 million

2. Transit Project Costs

Transit project cost estimates provided by individual service providers.

a. Austin San Antonio Passenger Rail System Project Cost Projections

The *CAMPO Mobility 2030 Plan* includes cost information derived from the 1999 Commuter Rail Feasibility Study (*Austin-San Antonio Commuter Rail Study, Final Report*, Carter-Burgess, July 1999). Revised revenue data will be incorporated into future updates of the CAMPO 2030 Plan as appropriate. The 1999 Study assumed the following:

Length (miles)	Stations	Total Capital Cost (2003 \$, millions)	Capital Cost per Mile (2003 \$, millions)
110	12	New-Track Option: \$551 million Shared-Track Option: \$290 million \$322 million within current CAMPO study area	\$ 5

b. Capital Metro System Cost Projections

Cost estimates provided by Capital Metro based on the costs of implementing the transit projects associated with the All Systems Go Plan.

Commuter Rail Phase I Capital Expenses	\$60 million
Commuter Rail Phase II Capital Expenses	\$185.42 million
Regional Park and Ride Facilities/Transit Centers	\$88.36 million
Neighborhood Transit Centers/Transit and Operation Center Upgrades/Other Amenities	\$7.83 million
Operations Centers	\$24.8 million
Express Bus/Rapid Bus—Fleet Replacement and amenities	\$20.2 million
Local Bus—Fleet Replacement and amenities	\$237.3 million
ITS	See "4. Other Project Costs"
Rapid Bus Capital--other	\$15.87 million
Other	\$198.12 million
Total	\$837.91 million (excludes stand alone ITS)

c. CARTS System Cost Projections

CARTS System Totals						
Capital Projects and Cost Estimates		Version 2 Mar 8,04		Revised		
Capital Cost Estimates						
Capital Projects	Average Annual	2005-2030 in \$2003				
Purchase of Transit Vehicles/Replacement	\$1,557,100	\$40,484,600				
Passenger Amenities for Fixed Route Bus Services	\$143,000	\$3,718,000				
Vehicle Maintenance Facilities	\$370,000	\$9,620,000				
Transfer Centers/Intermodal Terminals	\$326,900	\$8,499,400				
Capital Projects						
Project Name	Project Description		Estimated Capital Cost in \$2003			Project Location
Purchase of Transit Vehicles/Replacement	Purchase of vehicles for expanded service and vehicle replacement. Cost estimate based on capital cost per vehicle mile.					
	<i>Service Type</i>	<i>Vehicle Description</i>	<i>Cost/Veh</i>	<i>Life Miles</i>	<i>Cost/Mile</i>	
	Fixed Route	12 year 30 ft bus	\$250,000	400,000	\$ 0.63	
	ADA Paratransit	Type III LPG cutaway	\$68,000	150,000	\$ 0.45	
	Rural Paratransit	Medium-duty coach	\$125,000	200,000	\$ 0.63	
					<i>Average Annual Cost</i>	
	Average Annual Cost 2005-2030				\$928,100	Williamson County
	Average Annual Cost 2005-2030				\$382,900	Hays County
	Average Annual Cost 2005-2030				\$246,100	Travis County
Passenger Amenities for Fixed Route Bus Services	Installation of shelters and waiting pads along directional route miles. Cost estimate based on \$6,250 per one-way mile with a 5-year life				<i>Average Annual Cost</i>	
	Average Annual Cost 2005-2030				\$109,800	Williamson County
	Average Annual Cost 2005-2030				\$33,000	Hays County
	<i>No fixed route in Travis County</i>					

CARTS System Capital Projects (Continued)

Project Name	Project Description	Estimated Capital Cost in \$2003		Project Location	
Transfer Centers/Intermodal Terminals		<u>Total Project Cost</u>			
	<u>Williamson County</u>				
	Transfer Center in Taylor	\$500,000			Taylor
	Transfer Center in Georgetown	\$750,000			Georgetown
	Transfer Center in West Williamson County	\$500,000			W Williamson
	Transfer Center in South Williamson County TBD	\$500,000			S Williamson
	Transfer Center Upgrades	\$150,000			Various
	Life-cycle Capital Renovation, Transfer Center in Taylor	\$500,000			Taylor
	Life-cycle Capital Renovation, Transfer Center in Georgetown	\$750,000			Georgetown
	Life-cycle Capital Renovation, Transfer Center in West	\$500,000			W Williamson
	Life-cycle Capital Renovation, Transfer Center in South	\$500,000			S Williamson
	Transfer Center Upgrades	\$150,000			Various
	Life-cycle Capital Renovation, Transfer Center in Taylor	\$500,000			Taylor
	Life-cycle Capital Renovation, Transfer Center in Georgetown	\$750,000			Georgetown
	Expansion, Additional Transfer Center Williamson County	\$750,000			TBD
	<u>Hays County</u>			<u>Hays County</u>	
	Transfer Center Upgrades	\$ 150,000			San Marcos
	Life-cycle Capital Renovation, Transfer Center in San Marcos	\$750,000			San Marcos
	Expansion, Additional Transfer Center Hays County	\$500,000			TBD
	Transfer Center Upgrades	\$150,000			San Marcos
Transfer Center Upgrades	\$150,000			San Marcos	
Vehicle Maintenance Facilities	Assume funding 80% of capital cost from	<u>No. Veh</u>	<u>Unit Cost</u>	<u>Total Cost</u>	
	Rural, Large Urban 5307, State or 5309	150	\$ 37,000	\$5,550,000	Williamson County
	One-time cost. Assumed construction over four calendar years	60	\$37,000	\$2,220,000	Hays County
		50	\$37,000	\$1,850,000	Travis County
	<i>Cost estimates do not include right-of-way</i>				

3. Bicycle and Pedestrian Project Costs

Roadway project costs include the cost of providing bicycle and pedestrian accommodations as part of new roadway projects. The total project cost estimate for stand-alone bicycle and pedestrian projects reflects the cost of the off road system and retrofits, and is based on the addition of several cost estimates:

- cost estimates provided by local jurisdictions for the construction of planned off-road multi-use trails,
- an estimate developed by CAMPO for the total cost of retrofitting bicycle accommodations to implement the 2030 Bicycle System Map. The retrofit cost estimate was based on the following assumptions:
 - retrofitting bike facilities would cost an average of 175,000 dollars per mile (this assumes some facilities are on the ground already, some retrofits would be simple re-striping, and some retrofits would involve movement of curbs and gutters and purchase of right of way);
 - a retrofit cost is not assigned to a roadway segment proposed for expansion over the life of the plan.

Multi-use off road trails	\$24 million
Retrofitting Regional Roadway System	\$213 million (1219 miles @ \$175,000/mile)
Total	\$237 million

4. Other Project Costs

Cost of Stand-alone ITS project costs are based on estimates provided by Capital Metro and TxDOT. All other project costs have not been broken out by category, but are included within maintenance, operations, or added capacity project costs.

Capital Metro ITS (stand alone)	\$15 million
TxDOT ITS (stand alone)	\$125 million (5 million / year @ 25 years)
Total	\$140 million

Operations and Maintenance Cost Estimates

Operations and Maintenance Cost Estimates are based on data provided by local jurisdictions and service providers and reflect a combination of assumed future costs and historical trends.

1. State System Roadways

Cost estimates for maintenance of the state system (non-toll roads) was provided TxDOT, Austin District and is equivalent to the amount of funding expected to be available to the region under the System Preservation Program between 2005 and 2030.

Costs estimates for operation and maintenance of "Phase I" toll roads, including SH 130, SH 45 N/Loop 1 N, SH 45 SE, provided by TxDOT. Cost estimates for operation and maintenance of US 183A provided by the CTRMA. Cost estimates for operation and maintenance of "Phase II" toll roads, including US 290 W/ US 71 W, Loop 360, US 183/US 71 E, SH 45 S developed by CAMPO staff based on the preliminary toll feasibility analyses that were prepared by TxDOT for these roadways in 2004.

State System Operations and Maintenance (non-toll roads)	\$1,730 million (SPP 2005-2030)
Phase I Toll Road Operations and Maintenance (2005-2030)	\$985.2 million
US 183 A Operations and Maintenance (2005-2030)	\$132 million
Phase II Toll Road Operations and Maintenance (2005-2030)	\$588 million
Total	\$3,435.2 million

Roadway operations and maintenance totals exclude the cost of maintenance that will occur as part of roadway reconstruction over the life of the plan. The cost of roadway reconstruction is included in the cost of individual added capacity roadway projects. Approximately 10.2 billion dollars (or 87%) of the total cost of planned roadway projects results from reconstruction rather than construction of new roadways).

2. Non-State System Regional Roadways

CAMPO staff have worked with cities and counties within the region to forecast future operation and maintenance budgets.

Travis County	\$617.5 million	Based on 25 year projection of 2004 Road and Bridge Budget. 2004 budget = \$24.7 million
Williamson County	\$43.7 million	Based on 25 year projection of 15% of annual department budget (see revenues, above)
Hays County	\$28.3 million	Based on 25 year projection of 15% of annual department budget (see revenues, above)
Austin	\$126.9 million	Based on estimates provided by the jurisdiction.
Round Rock	\$8.6 million	Includes regional system (5%) prorated cost of material and labor for street repairs, drainage, right-of-way, maintenance, signs, striping, signals; sealcoat, crack seal, and overlay.
San Marcos	\$53.8 million	Based on estimates provided by the jurisdiction.
Georgetown	\$31.4 million	\$18,243,766 maintenance 3/4-2030 \$14,491,299 operations 3/4-2030
Pflugerville	\$5 million	Based on estimates provided by the jurisdiction.
Cedar Park	\$25 million	Based on estimates provided by the jurisdiction.
Total	\$ 940 million	

3. Austin San Antonio Passenger Rail System

The *CAMPO Mobility 2030 Plan* includes cost information derived from the 1999 Commuter Rail Feasibility Study. The 1999 Study assumed the following:

Estimated cost of operations and maintenance between today and 2030 (in 2003 dollars)	<p>\$320 million</p> <p>Austin-San Antonio Passenger Rail System: \$28 million/year* (entire system)</p> <p><i>20 years @ \$16 million/year within current CAMPO study area</i></p>
---	---

4. Capital Metro System

Cost estimates provided by Capital Metro based on the costs of operating and maintaining the transit projects associated with the All Systems Go Plan.

Commuter Rail Operating Expenses	\$362.37 million
Rapid Bus/Express Bus Operating Expenses	\$875.12 million
Local and Other Operating Expenses	\$3,481.72 million
Total	\$4,719.21 million

5. CARTS System

Category	2005-2030 Estimates in \$2003
Total Estimated Cost of Operations and Maintenance 2005 - 2030 in \$2003	\$176,084,400
By Type of Service	-
Fixed Route	\$102,301,600
ADA Paratransit	\$14,608,500
Rural Paratransit	\$59,174,300
By County in CARTS Service Area	-
Williamson County	\$104,781,400
Hays County	\$47,863,100
Travis County	\$23,439,900

Williamson County excludes Round Rock

Appendix H—Tables of FHWA Roadway Design Treatments to Accommodate Bicycles

Group A Bicyclists, Urban Section, No Parking (widths are in feet)

average motor vehicle operating speed	average annual daily traffic (AADT) volume												
	less than 2,000				2,000-10,000				over 10,000				
	adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance		
	sl	truck, bus, rv		wc	sl	truck, bus, rv		wc	wc	wc	truck, bus, rv		
less than 30 mph	12	12	14	14	12	14	14	14	14	14	14	14	14
30-40 mph	wc	14	14	15	15	14	15	15	15	14	15	15	15
41-50 mph	wc	15	15	15	15	15	15	sh	6	sh	6	6	6
over 50 mph	sh	6	6	6	6	6	6	6	6	6	6	6	6

For Table A-5-1: wc and sl widths represent "usable widths" of outer lanes, measured from lane stripe to edge of gutter pan, rather than to the face of curb. If no gutter pan is provided, add 1 ft. Minimum for shy distance from the face of curb.

Key: wc = wide curb lane; sh = shoulder; sl = shared lane; bl = bike lane; na = not applicable; truck, buses, and/or recreation vehicles (approximately 30 per hour or more)

Group A Bicyclists, Urban Section, With Parking (widths are in feet)

average motor vehicle operating speed	average annual daily traffic (AADT) volume												
	less than 2,000				2,000-10,000				over 10,000				
	adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance		
	wc	truck, bus, rv		wc	wc	truck, bus, rv		wc	wc	truck, bus, rv		wc	
less than 30 mph	14	14	14	14	14	14	14	14	14	15	15	14	14
30-40 mph	wc	14	14	15	15	14	15	15	15	14	15	15	15
41-50 mph	wc	15	15	15	15	15	16	16	16	15	15	16	16
over 50 mph	na	na	na	na	na	na	na	na	na	na	na	na	na

For Table A-5-2: wc widths represent "usable widths" of outer travel lanes, measured from the left edge of the parking space (8 to 10 ft. minimum from the curb face) to the left stripe of the travel lane.

Source: FHWA's "Selecting Roadway Design Treatments to Accommodate Bicycles" dated 1994.

Group A Bicyclists, Rural Section
(widths are in feet)

average motor vehicle operating speed	average annual daily traffic (AADT) volume												
	less than 2,000				2,000-10,000				over 10,000				
	adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance		
less than 30 mph	sl	truck, bus, rv		wc	sl	truck, bus, rv		wc	wc	truck, bus, rv		sh	
		sl	wc			wc	wc			wc	sh		
less than 30 mph	sl	12	12	14	14	12	14	14	14	14	14	4	4
30-40 mph	wc	14	14	sh	sh	14	15	4	4	4	4	sh	sh
41-50 mph	sh	4	4	4	4	6	6	6	6	6	6	6	6
over 50 mph	sh	4	6	6	4	6	6	6	6	6	6	6	6

For Table A-5-3: wc and sl widths represent "usable widths" of outer lanes, measured from lane stripe to edge of the pavement if a smooth, firm, level shoulder is adjacent. If rough or dropped pavement edges or a soft shoulder exists, add 1 ft. minimum for shy distance from the edge of the pavement.

Key: wc = wide curb lane; sh = shoulder; sl = shared lane; bl = bike lane; na = not applicable; truck, buses, and/or recreation vehicles (approximately 30 per hour or more)

Group B/C Bicyclists, Urban Section, No Parking
(widths are in feet)

average motor vehicle operating speed	average annual daily traffic (AADT) volume											
	less than 2,000				2,000-10,000				over 10,000			
	adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance	
less than 30 mph	wc	truck, bus, rv		wc	wc	truck, bus, rv		wc	bl	truck, bus, rv		bl
		wc	wc			wc	wc			bl	bl	
less than 30 mph	wc	14	14	14	14	14	14	14	5	5	5	5
30-40 mph	bl	5	5	5	5	5	6	6	5	5	6	6
41-50 mph	bl	5	5	5	5	6	6	6	6	6	6	6
over 50 mph	bl	6	6	6	6	6	6	6	6	6	6	6

For Table A-5-4: wc widths represent "usable widths" of outer lanes, measured from lane stripe to edge of gutter pan, rather than to the face of curb. If no gutter pan is provided, add 1 ft. minimum for shy distance from the face of curb. bl widths represent the minimum width from the curb face. For VDOT projects, the bike lane stripe will lie 4 feet minimum from the edge of the gutter pan. The bike lane stripe will lie 5 feet minimum from the face of curb.

Source: FHWA's "Selecting Roadway Design Treatments to Accommodate Bicycles" dated 1994.

Group B/C Bicyclists, Urban Section, With Parking

(widths are in feet)

average motor vehicle operating speed	average annual daily traffic (AADT) volume											
	less than 2,000				2,000-10,000				over 10,000			
	adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance	
	truck, bus, rv				truck, bus, rv				truck, bus, rv			
less than 30 mph	wc 14	wc 14	wc 14	wc 14	wc 14	wc 14	wc 14	wc 14	bl 5	bl 5	bl 5	bl 5
30-40 mph	bl 5	bl 5	bl 5	bl 5	bl 5	bl 6	bl 6	bl 5	bl 6	bl 6	bl 6	bl 6
41-50 mph	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6
over 50 mph	na	na	na	na	na	na	na	na	na	na	na	na

For Table A-5-5: wc and sl widths represent "usable widths" of outer lanes, measured from the left edge of the parking space (8 to 10 ft. minimum from the curb face) to the left stripe of the travel lane.

Key: wc = wide curb lane; sh = shoulder; sl = shared lane; bl = bike lane; na = not applicable; truck, buses. And/or recreation vehicles (approximately 30 per hour or more)

Group B/C Bicyclists, Rural Section

(widths are in feet)

average motor vehicle operating speed	average annual daily traffic (AADT) volume											
	less than 2,000				2,000-10,000				over 10,000			
	adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance	
	truck, bus, rv				truck, bus, rv				truck, bus, rv			
less than 30 mph	sh 4	sh 4	sh 4	sh 4	sh 4	sh 4	sh 4	sh 4	sh 4	sh 4	sh 4	sh 4
30-40 mph	sh 4	sh 4	sh 4	sh 4	sh 4	sh 6	sh 6	sh 4	sh 6	sh 6	sh 6	sh 6
41-50 mph	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6
over 50 mph	sh 6	sh 6	sh 6	sh 6	sh 8	sh 8	sh 8	sh 8	sh 8	sh 8	sh 8	sh 8

Source: FHWA's "Selecting Roadway Design Treatments to Accommodate Bicycles" dated 1994

Appendix I—Environmental Justice Analysis

Methodology

Destinations and Origins Selected

In order to conduct this analysis, common destinations (e.g. hospitals, shopping, employers and universities) were identified for Hays, Travis and Williamson counties. Traffic serial zones (TSZs) in each county's environmental justice area were selected, as were corresponding TSZs in each county's non-environmental justice area. Both sets of TSZs were roughly the same distance from the common destinations. The environmental justice and non-environmental justice TSZ selection criteria includes geographic distribution and TSZ population. TSZs selected in Travis and Williamson counties have a population of 1000 or more, while TSZs selected in Hays County have a population of 500 or more. Map 3.5 in the back of this plan denotes the destinations, environmental justice TSZs and non-environmental justice area TSZs used to conduct the travel time analysis.

Comparing Travel Times and Determining Significance of Impact

Significance criteria were developed in order to determine whether the comparative difference in travel time from an environmental justice TSZ and a non-environmental justice TSZ to the same destination is significant. Three significance criteria were used for the travel time analysis: a five-minute travel time increase, a 28% travel time increase and an increase in travel time of the number equal to one standard deviation based on travel time.

A five-minute increase in travel time was selected as significant because most people estimate their travel times in five minute intervals. The tendency to estimate travel times in five-minute intervals has been noted in responses to travel surveys, such as the Nationwide Personal Transportation Survey, National Household Travel Survey and other similar surveys. A 28% travel time increase was selected because five minutes is 28% of the CAMPO area current average work trip travel time of 18 minutes. The standard deviation was used to measure relative impact and provide statistical validity.

Standard Deviation Method Used for the Travel Time Analysis

One measure of relative impact studied was the standard deviation of the difference between results for Environmental Justice and non-Environmental Justice areas. For each county, the travel time by traffic serial zone for non-EJ areas was subtracted from the travel time for EJ areas. These differences were then normalized along a bell curve and the (unbiased) standard deviation of these differences was determined. The difference for each EJ vs. non-EJ travel time was then compared to the standard deviation. If the travel time for the EJ area was higher than that of the non-EJ area and the difference was higher than the standard deviation for the county it was labeled as a traffic serial zone with environmental justice concerns. Similarly, standard deviation was also used to determine if EJ areas had disproportionately longer travel times over time or between planning scenarios. In this case, the difference between travel time for both EJ areas and non-EJ areas was determined by subtracting the travel time from one planning scenario to another. For example, the EJ travel time from the Existing + Committed Scenario was subtracted from the EJ travel time from the 2030 Plan Scenario. The non-EJ differences by traffic serial zone were then subtracted from the EJ differences by traffic serial zone. These differences were normalized along a bell curve and the same standard deviation methodology as mentioned above was applied to this analysis.

Results

The criteria were applied to the difference between the environmental justice TSZ travel times and the non-environmental justice travel times for each scenario and between scenarios. Any differences that result in an increased environmental justice TSZ travel time that exceeds one or more of the criterion are flagged as “EJ”. The “EJ” flag means that significant adverse travel time impacts to the environmental justice population are expected to occur and remedial actions may be needed.

It is important to note that the comparisons are relative; adverse environmental justice impacts are determined if the adverse effect on the environmental justice population is significantly greater than that on the non-environmental justice population. In general, travel times in the CAMPO area are expected to increase over time, but the environmental justice population is not considered adversely affected unless it is expected to experience an increase in travel time significantly greater than the increase experienced by the non-environmental justice population.

The travel time analysis compares a total of 92 trip travel times in 6 scenarios. Of those, 26 trip travel times did not indicate any significant environmental justice travel time effects under any scenario. Full results of the analysis are presented in the tables on the following pages.

Williamson County

Origin	EJ						Non-EJ						EJ						Non-EJ						EJ						Non-EJ					
	854	1(854)	Abs Diff	STD DEV	28%	5 MIN	888	653(888)	Abs Diff	STD DEV	28%	5 MIN	875	107(875)	Abs Diff	STD DEV	28%	5 MIN	165	169(165)	Abs Diff	STD DEV	28%	5 MIN	854	103(854)	Abs Diff	STD DEV	28%	5 MIN						
Destination 1	LaFrontera	LaFrontera	(EJ-NEJ)						LaFrontera	LaFrontera	(EJ-NEJ)						LaFrontera	LaFrontera	(EJ-NEJ)						LaFrontera	LaFrontera	(EJ-NEJ)									
Destination 2	RR Hosp	RR Hosp							RR Hosp	RR Hosp							RR Hosp	RR Hosp							RR Hosp	RR Hosp										
Destination 3	Dell	Dell							Dell	Dell							Dell	Dell							Dell	Dell										
Distance 1	11.95	12.15	-0.2				18.07	17.33	0.74				9.98	9.90	0.08				5.80	5.15	0.65				11.95	12.07	-0.12									
Distance 2	9.89	10.21	-0.32				18.68	17.64	1.04				7.83	8.05	-0.22				6.08	5.93	0.15				9.89	9.67	0.22									
Distance 3	12.58	12.81	-0.23				17.16	16.47	0.69				9.75	9.54	0.21				6.68	6.02	0.66				12.58	12.52	0.06									
Max Time 1	22.73	22.36	0.37	ok	ok	ok	30.06	29.35	0.71	ok	ok	ok	14.71	20.53	-5.82	ok	ok	ok	10.89	9.13	1.76	ok	ok	ok	22.73	23.42	-0.69	ok	ok	ok						
Max Time 2	23.32	22.94	0.38	ok	ok	ok	31.23	30.53	0.7	ok	ok	ok	12.48	18.38	-5.9	ok	ok	ok	12.25	11.18	1.07	ok	ok	ok	23.32	23.96	-0.64	ok	ok	ok						
Max Time 3	24.39	24.01	0.38	ok	ok	ok	28.76	28.06	0.7	ok	ok	ok	14.18	18.01	-3.83	ok	ok	ok	12.82	11.06	1.76	ok	ok	ok	24.39	25.08	-0.69	ok	ok	ok						
std dev	2.501978																																			

Travis County

Origin	EJ						Non-EJ						EJ						Non-EJ						EJ						Non-EJ					
	237	233(237)	Abs Diff	STD DEV	28%	5 MIN	531	541(531)	Abs Diff	STD DEV	28%	5 MIN	368	435(368)	Abs Diff	STD DEV	28%	5 MIN	167	175(167)	Abs Diff	STD DEV	28%	5 MIN	531	536(531)	Abs Diff	STD DEV	28%	5 MIN						
Destination 1	Highland	Highland	(EJ-NEJ)						Highland	Highland	(EJ-NEJ)						Highland	Highland	(EJ-NEJ)						Highland	Highland	(EJ-NEJ)									
Destination 2	Brcknrldge	Brcknrldge							Brcknrldge	Brcknrldge							Brcknrldge	Brcknrldge							Brcknrldge	Brcknrldge										
Destination 3	UT	UT							UT	UT							UT	UT							UT	UT										
Distance 1	2.40	3.10	-0.7				11.11	11.72	-0.61				5.11	5.81	-0.7				8.42	8.23	0.19				11.11	11.72	-0.61									
Distance 2	6.41	6.61	-0.2				7.12	7.76	-0.64				2.65	3.21	-0.56				12.31	12.14	0.17				7.12	7.75	-0.63									
Distance 3	5.74	5.83	-0.09				7.87	8.52	-0.65				2.41	3.07	-0.66				11.56	11.56	0				7.87	8.32	-0.45									
Max Time 1	5.04	6.47	-1.43	ok	ok	ok	24.06	27.61	-3.55	ok	ok	ok	11.53	16.78	-5.25	ok	ok	ok	17.56	17.10	0.46	ok	ok	ok	24.06	24.59	-0.53	ok	ok	ok						
Max Time 2	13.65	15.25	-1.6	ok	ok	ok	16.48	20.03	-3.55	ok	ok	ok	7.63	8.77	-1.14	ok	ok	ok	25.92	24.56	1.36	ok	ok	ok	16.48	16.83	-0.35	ok	ok	ok						
Max Time 3	12.11	13.00	-0.89	ok	ok	ok	18.37	21.92	-3.55	ok	ok	ok	7.27	8.81	-1.54	ok	ok	ok	24.38	23.01	1.37	ok	ok	ok	18.37	17.42	0.95	ok	ok	ok						
std dev	1.982129																																			

Hays County

Origin	EJ						Non-EJ						EJ						Non-EJ						EJ						Non-EJ					
	840	921(840)	Abs Diff	STD DEV	28%	5 MIN	582	808(582)	Abs Diff	STD DEV	28%	5 MIN	816	676(816)	Abs Diff	STD DEV	28%	5 MIN	784	738(784)	Abs Diff	STD DEV	28%	5 MIN	784	738(784)	Abs Diff	STD DEV	28%	5 MIN						
Destination 1	Outlet	Outlet	(EJ-NEJ)						Outlet	Outlet	(EJ-NEJ)						Outlet	Outlet	(EJ-NEJ)						Outlet	Outlet	(EJ-NEJ)									
Destination 2	CTMC	CTMC							CTMC	CTMC							CTMC	CTMC							CTMC	CTMC										
Destination 3	TSU	TSU							TSU	TSU							TSU	TSU							TSU	TSU										
Destination 4	Cabela's	Cabela's							Cabela's	Cabela's							Cabela's	Cabela's							Cabela's	Cabela's										
Distance 1	1.90	2.09	-0.19				15.45	15.25	0.2				6.48	7.62	-1.14				3.43	3.28	0.15				1.90	2.09	-0.19									
Distance 2	2.72	2.05	0.67				17.36	17.03	0.33				8.37	8.65	-0.28				1.60	2.02	-0.42				2.72	2.05	0.67									
Distance 3	0.62	0.84	-0.22				15.82	15.09	0.73				6.73	6.58	0.15				3.68	2.46	1.22				0.62	0.84	-0.22									
Distance 4	11.51	12.52	-1.01				6.75	3.03	3.72				6.25	7.75	-1.5				15.58	14.18	1.4				11.51	12.52	-1.01									
Max Time 1	3.90	5.12	-1.22	ok	ok	ok	25.80	21.45	4.35	ej	ok	ok	9.14	11.15	-2.01	ok	ok	ok	6.92	6.11	0.81	ok	ok	ok	3.90	5.12	-1.22	ok	ok	ok						
Max Time 2	6.73	4.82	1.91	ok	ej	ok	30.22	24.84	5.38	ej	ok	ej	13.10	16.15	-3.05	ok	ok	ok	3.43	3.15	0.28	ok	ok	ok	6.73	4.82	1.91	ok	ej	ok						
Max Time 3	1.97	1.73	0.24	ok	ok	ok	28.64	23.54	5.1	ej	ok	ej	11.78	11.98	-0.2	ok	ok	ok	8.15	4.81	3.34	ok	ok	ok	1.97	1.73	0.24	ok	ok	ok						
Max Time 4	20.25	21.61	-1.36	ok	ok	ok	14.51	3.74	10.77	ej	ej	ej	11.62	17.55	-5.93	ok	ok	ok	24.45	23.67	0.78	ok	ok	ok	20.25	21.61	-1.36	ok	ok	ok						
std dev	3.957638																																			

2030 Plan

(Shapefile:20302ndDraft24HR(Dec04))

Williamson County

Origin	EJ						Non-EJ						Abs Diff						STD DEV						28%						5 MIN									
	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN										
Destination 1	854	1(854)	(EJ-NEJ)						888	653(888)	(EJ-NEJ)						875	107(875)	(EJ-NEJ)						165	169(165)	(EJ-NEJ)						854	103(854)	(EJ-NEJ)					
Destination 2	LaFrontera	LaFrontera							LaFrontera	LaFrontera							LaFrontera	LaFrontera							LaFrontera	LaFrontera							LaFrontera	LaFrontera						
Destination 3	RR Hosp	RR Hosp							RR Hosp	RR Hosp							RR Hosp	RR Hosp							RR Hosp	RR Hosp							RR Hosp	RR Hosp						
Destination 4	Dell	Dell							Dell	Dell							Dell	Dell							Dell	Dell							Dell	Dell						
Distance 1	11.95	12.15	-0.2				18.07	17.33	0.74				9.98	9.90	0.08				5.80	5.15	0.65				11.95	12.07	-0.12													
Distance 2	9.89	10.21	-0.32				18.68	17.64	1.04				7.83	8.05	-0.22				6.08	5.93	0.15				9.89	9.67	0.22													
Distance 3	12.58	12.81	-0.23				17.16	16.47	0.69				9.75	9.54	0.21				6.68	6.02	0.66				12.58	12.52	0.06													
Max Time 1	25.08	24.99	0.09	ok	ok	ok	31.96	31.75		ok	ok	ok	19.34	23.24	-3.9	ok	ok	ok	12.59	10.08	2.51	ok	ok	ok	25.08	23.33	1.75	ok	ok	ok										
Max Time 2	24.74	24.39	0.35	ok	ok	ok	32.29	32.09		ok	ok	ok	15.12	20.32	-5.2	ok	ok	ok	15.19	10.35	4.84	ej	ej	ok	24.74	21.77	2.97	ok	ok	ok										
Max Time 3	26.83	28.22	-1.39	ok	ok	ok	30.73	30.52		ok	ok	ok	18.17	20.35	-2.18	ok	ok	ok	14.62	12.11	2.51	ok	ok	ok	26.83	25.08	1.75	ok	ok	ok										
std dev	2.994479																																							

Travis County

Origin	EJ						Non-EJ						Abs Diff						STD DEV						28%						5 MIN									
	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN										
Destination 1	237	233(237)	(EJ-NEJ)						531	541(531)	(EJ-NEJ)						368	435(368)	(EJ-NEJ)						167	175(167)	(EJ-NEJ)						531	536(531)	(EJ-NEJ)					
Destination 2	Highland	Highland							Highland	Highland							Highland	Highland							Highland	Highland							Highland	Highland						
Destination 3	Brcknrldge	Brcknrldge							Brcknrldge	Brcknrldge							Brcknrldge	Brcknrldge							Brcknrldge	Brcknrldge							Brcknrldge	Brcknrldge						
Destination 4	UT	UT							UT	UT							UT	UT							UT	UT							UT	UT						
Distance 1	2.40	3.10	-0.7				11.11	11.72	-0.61				5.11	5.81	-0.7				8.42	8.23	0.19				11.11	11.72	-0.61													
Distance 2	6.41	6.61	-0.2				7.12	7.76	-0.64				2.65	3.21	-0.56				12.31	12.14	0.17				7.12	7.75	-0.63													
Distance 3	5.74	5.83	-0.09				7.87	8.52	-0.65				2.41	3.07	-0.66				11.56	11.56	0				7.87	8.32	-0.45													
Max Time 1	5.76	7.27	-1.51	ok	ok	ok	27.34	29.32	-1.98	ok	ok	ok	13.21	18.24	-5.03	ok	ok	ok	18.55	18.54	0.01	ok	ok	ok	27.34	27.99	-0.65	ok	ok	ok										
Max Time 2	16.35	18.02	-1.67	ok	ok	ok	17.57	18.97	-1.40	ok	ok	ok	9.57	11.15	-1.58	ok	ok	ok	28.05	26.66	1.39	ok	ok	ok	17.57	17.39	0.18	ok	ok	ok										
Max Time 3	14	15.62	-1.62	ok	ok	ok	19.9	21.3	-1.40	ok	ok	ok	7.40	10.04	-2.64	ok	ok	ok	23.18	25.98	-2.8	ok	ok	ok	19.9	19.3	0.6	ok	ok	ok										
std dev	1.557328																																							

Hays County

Origin	EJ						Non-EJ						Abs Diff						STD DEV						28%						5 MIN					
	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN						
Destination 1	840	921(840)	(EJ-NEJ)						582	808(582)	(EJ-NEJ)						816	676(816)	(EJ-NEJ)						784	738(784)	(EJ-NEJ)									
Destination 2	Outlet	Outlet							Outlet	Outlet							Outlet	Outlet							Outlet	Outlet										
Destination 3	CTMC	CTMC							CTMC	CTMC							CTMC	CTMC							CTMC	CTMC										
Destination 4	TSU	TSU							TSU	TSU							TSU	TSU							TSU	TSU										
Destination 5	Cabela's	Cabela's							Cabela's	Cabela's							Cabela's	Cabela's							Cabela's	Cabela's										
Distance 1	1.90	2.09	-0.19				15.45	15.25	0.2				6.48	7.62	-1.14				3.43	3.28	0.15				1.90	2.09	-0.19									
Distance 2	2.72	2.05	0.67				17.36	17.03	0.33				8.37	8.65	-0.28				1.60	2.02	-0.42				2.72	2.05	0.67									
Distance 3	0.62	0.84	-0.22				15.82	15.09	0.73				6.73	6.58	0.15				3.68	2.46	1.22				0.62	0.84	-0.22									
Distance 4	11.51	12.52	-1.01				6.75	3.03	3.72				6.25	7.75	-1.5				15.58	14.18	1.4				11.51	12.52	-1.01									
Max Time 1	3.83	4.15	-0.32	ok	ok	ok	26.35	22.85	3.50	ok	ok	ok	16.07	14.37	1.7	ok	ok	ok	7.05	9.24	-2.19	ok	ok	ok	3.83	4.15	-0.32	ok	ok	ok						
Max Time 2	6.53	5.72	0.81	ok	ok	ok	29.24	25.74	3.50	ok	ok	ok	18.96	17.85	1.11	ok	ok	ok	3.83	6.44	-2.61	ok	ok	ok	6.53	5.72	0.81	ok	ok	ok						
Max Time 3	2.02	1.66	0.36	ok	ok	ok	29.3	24.55	4.75	ej	ok	ok	19.03	13.73	5.3	ej	ej	ej	8.39	8.18	0.21	ok	ok	ok	2.02	1.66	0.36	ok	ok	ok						
Max Time 4	21.20	22.75	-1.55	ok	ok	ok	18.39	3.17	15.22	ej	ej	ej	15.34	19.32	-3.98	ok	ok	ok	26.08	27.45	-1.37	ok	ok	ok	21.20	22.75	-1.55	ok	ok	ok						
std dev	4.518489																																			

2030 No Build

(Shapefile:2030on2007_24hrassign)

Williamson County

Origin	EJ						Non-EJ						Abs Diff						STD DEV						28%						5 MIN					
	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN
Destination 1	854	1(854)	(EJ-NEJ)				888	653(888)	(EJ-NEJ)				875	107(875)	(EJ-NEJ)				165	169(165)	(EJ-NEJ)				854	103(854)	(EJ-NEJ)									
Destination 2	LaFrontera	LaFrontera					LaFrontera	LaFrontera					LaFrontera	LaFrontera					LaFrontera	LaFrontera					LaFrontera	LaFrontera										
Destination 3	RR Hosp	RR Hosp					RR Hosp	RR Hosp					RR Hosp	RR Hosp					RR Hosp	RR Hosp					RR Hosp	RR Hosp										
Distance 1	11.95	12.15	-0.2				18.07	17.33	0.74				9.98	9.90	0.08				5.80	5.15	0.65				11.95	12.07	-0.12									
Distance 2	9.89	10.21	-0.32				18.68	17.64	1.04				7.83	8.05	-0.22				6.08	5.93	0.15				9.89	9.67	0.22									
Distance 3	12.58	12.81	-0.23				17.16	16.47	0.69				9.75	9.54	0.21				6.68	6.02	0.66				12.58	12.52	0.06									
Max Time 1	28.65	28.43	0.22	ok	ok	ok	42.30	42.62	-0.32	ok	ok	ok	17.76	26.58	-8.82	ok	ok	ok	13.13	11.06	2.07	ok	ok	ok	28.65	32.47	-3.82	ok	ok	ok						
Max Time 2	28.73	28.52	0.21	ok	ok	ok	41.44	41.77	-0.33	ok	ok	ok	15.27	24.08	-8.81	ok	ok	ok	14.39	13.30	1.09	ok	ok	ok	28.73	32.55	-3.82	ok	ok	ok						
Max Time 3	31.76	31.55	0.21	ok	ok	ok	39.66	39.98	-0.32	ok	ok	ok	18.16	26.98	-8.82	ok	ok	ok	16.24	14.67	1.57	ok	ok	ok	31.76	35.59	-3.83	ok	ok	ok						
std dev	3.87793																																			

Travis County

Origin	EJ						Non-EJ						Abs Diff						STD DEV						28%						5 MIN					
	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN
Destination 1	237	233(237)	(EJ-NEJ)				531	541(531)	(EJ-NEJ)				368	435(368)	(EJ-NEJ)				167	175(167)	(EJ-NEJ)				531	536(531)	(EJ-NEJ)									
Destination 2	Highland	Highland					Highland	Highland					Highland	Highland					Highland	Highland					Highland	Highland										
Destination 3	Brcknrdrge	Brcknrdrge					Brcknrdrge	Brcknrdrge					Brcknrdrge	Brcknrdrge					Brcknrdrge	Brcknrdrge					Brcknrdrge	Brcknrdrge										
Distance 1	2.40	3.10	-0.7				11.11	11.72	-0.61				5.11	5.81	-0.7				8.42	8.23	0.19				11.11	11.72	-0.61									
Distance 2	6.41	6.61	-0.2				7.12	7.76	-0.64				2.65	3.21	-0.56				12.31	12.14	0.17				7.12	7.75	-0.63									
Distance 3	5.74	5.83	-0.09				7.87	8.52	-0.65				2.41	3.07	-0.66				11.56	11.56	0				7.87	8.32	-0.45									
Max Time 1	5.92	7.27	-1.35	ok	ok	ok	27.12	34.62	-7.5	ok	ok	ok	16.40	19.40	-3	ok	ok	ok	19.89	30.93	-11.04	ok	ok	ok	27.12	27.02	0.1	ok	ok	ok						
Max Time 2	15.78	16.87	-1.09	ok	ok	ok	19	26.51	-7.51	ok	ok	ok	9.37	13.74	-4.37	ok	ok	ok	29.30	40.06	-10.76	ok	ok	ok	19	18.92	0.08	ok	ok	ok						
Max Time 3	13.56	13.88	-0.32	ok	ok	ok	19.41	26.91	-7.5	ok	ok	ok	7.01	11.37	-4.36	ok	ok	ok	28.37	37.85	-9.48	ok	ok	ok	19.41	21.98	-2.57	ok	ok	ok						
std dev	3.967012																																			

Hays County

Origin	EJ						Non-EJ						Abs Diff						STD DEV						28%						5 MIN					
	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN	EJ	Non-EJ	Abs Diff	STD DEV	28%	5 MIN
Destination 1	840	921(840)	(EJ-NEJ)				582	808(582)	(EJ-NEJ)				816	676(816)	(EJ-NEJ)				784	738(784)	(EJ-NEJ)															
Destination 2	Outlet	Outlet					Outlet	Outlet					Outlet	Outlet					Outlet	Outlet																
Destination 3	CTMC	CTMC					CTMC	CTMC					CTMC	CTMC					CTMC	CTMC																
Distance 1	1.90	2.09	-0.19				15.45	15.25	0.2				6.48	7.62	-1.14				3.43	3.28	0.15															
Distance 2	2.72	2.05	0.67				17.36	17.03	0.33				8.37	8.65	-0.28				1.60	2.02	-0.42															
Distance 3	0.62	0.84	-0.22				15.82	15.09	0.73				6.73	6.58	0.15				3.68	2.46	1.22															
Max Time 1	5.11	6.07	-0.96	ok	ok	ok	41.85	32.65	9.2	ok	ej	ej	15.61	35.51	-19.90	ok	ok	ok	8.48	9.44	-0.96	ok	ok	ok												
Max Time 2	7.25	6.54	0.71	ok	ok	ok	47.48	35.84	11.64	ok	ej	ej	18.81	40.52	-21.71	ok	ok	ok	7.03	7.55	-0.52	ok	ok	ok												
Max Time 3	2.39	2.76	-0.37	ok	ok	ok	45.88	35.01	10.87	ok	ej	ej	17.98	36.09	-18.11	ok	ok	ok	10.24	8.60	1.64	ok	ok	ok												
Max Time 4	45.92	47.08	-1.16	ok	ok	ok	34.58	8.21	26.37	ej	ej	ej	34.63	67.10	-32.47	ok	ok	ok	49.88	50.85	-0.97	ok	ok	ok												
std dev	14.62149																																			

2030 No Build - 2030 Plan (Shapefile: 2007-24hr-assgn(jul03))

Williamson County

Origin	854 1(854) (EJ-NEJ)						888 653(888) (EJ-NEJ)						875 107(875) (EJ-NEJ)						165 169(165) (EJ-NEJ)						854 103(854) (EJ-NEJ)						
	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	
Destination 1	LaFrontera	LaFrontera					LaFrontera	LaFrontera					LaFrontera	LaFrontera					LaFrontera	LaFrontera					LaFrontera	LaFrontera					
Destination 2	RR Hosp	RR Hosp					RR Hosp	RR Hosp					RR Hosp	RR Hosp					RR Hosp	RR Hosp					RR Hosp	RR Hosp					
Destination 3	Dell	Dell					Dell	Dell					Dell	Dell					Dell	Dell					Dell	Dell					
Distance 1	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				
Distance 2	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				
Distance 3	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				
Max Time 1	3.57	3.44	0.13	ok	ok	ok	10.34	10.87	-0.53	ok	ok	ok	-1.58	3.34	-4.92	ok	ok	ok	0.54	0.98	-0.44	ok	ok	ok	3.57	9.14	-5.57	ok	ok	ok	
Max Time 2	3.99	4.13	-0.14	ok	ok	ok	9.15	9.68	-0.53	ok	ok	ok	0.15	3.76	-3.61	ok	ok	ok	-0.80	2.95	-3.75	ok	ok	ok	3.99	10.78	-6.79	ok	ok	ok	
Max Time 3	4.93	3.33	1.6	ok	ej	ok	8.93	9.46	-0.53	ok	ok	ok	-0.01	6.63	-6.64	ok	ok	ok	1.62	2.56	-0.94	ok	ok	ok	4.93	10.51	-5.58	ok	ok	ok	
std dev 2.811785																															

Travis County

Origin	237 233(237) (EJ-NEJ)						531 541(531) (EJ-NEJ)						368 435(368) (EJ-NEJ)						167 175(167) (EJ-NEJ)						531 536(531) (EJ-NEJ)						
	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	
Destination 1	Highland	Highland					Highland	Highland					Highland	Highland					Highland	Highland					Highland	Highland					
Destination 2	Brcknrdrge	Brcknrdrge					Brcknrdrge	Brcknrdrge					Brcknrdrge	Brcknrdrge					Brcknrdrge	Brcknrdrge					Brcknrdrge	Brcknrdrge					
Destination 3	UT	UT					UT	UT					UT	UT					UT	UT					UT	UT					
Distance 1	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				
Distance 2	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				
Distance 3	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				
Max Time 1	0.16	0.00	0.16	ok	ej	ok	-0.22	5.30	-5.52	ok	ok	ok	3.19	1.16	2.03	ok	ej	ok	1.34	12.39	-11.05	ok	ok	ok	-0.22	-0.97	0.75	ok	ej	ok	
Max Time 2	-0.57	-1.15	0.58	ok	ej	ok	1.43	7.54	-6.11	ok	ok	ok	-0.20	2.59	-2.79	ok	ok	ok	1.25	13.40	-12.15	ok	ok	ok	1.43	1.53	-0.1	ok	ok	ok	
Max Time 3	-0.44	-1.74	1.3	ok	ej	ok	-0.49	5.61	-6.1	ok	ok	ok	-0.39	1.33	-1.72	ok	ok	ok	5.19	11.87	-6.68	ok	ok	ok	-0.49	2.68	-3.17	ok	ok	ok	
std dev 4.443361																															

Hays County

Origin	840 921(840) (EJ-NEJ)						582 808(582) (EJ-NEJ)						816 676(816) (EJ-NEJ)						784 738(784) (EJ-NEJ)												
	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	
Destination 1	Outlet	Outlet					Outlet	Outlet					Outlet	Outlet					Outlet	Outlet					Outlet	Outlet					
Destination 2	CTMC	CTMC					CTMC	CTMC					CTMC	CTMC					CTMC	CTMC					CTMC	CTMC					
Destination 3	TSU	TSU					TSU	TSU					TSU	TSU					TSU	TSU					TSU	TSU					
Destination 4	Cabela's	Cabela's					Cabela's	Cabela's					Cabela's	Cabela's					Cabela's	Cabela's					Cabela's	Cabela's					
Distance 1	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				
Distance 2	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				
Distance 3	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				
Distance 4	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				
Max Time 1	1.28	1.92	-0.64	ok	ok	ok	15.50	9.80	5.7	ok	ej	ej	-0.46	21.14	-21.6	ok	ok	ok	1.43	0.20	1.23	ok	ej	ok							
Max Time 2	0.72	0.82	-0.1	ok	ok	ok	18.24	10.10	8.14	ok	ej	ej	-0.15	22.67	-22.82	ok	ok	ok	3.20	1.11	2.09	ok	ej	ok							
Max Time 3	0.37	1.10	-0.73	ok	ok	ok	16.58	10.46	6.12	ok	ej	ej	-1.05	22.36	-23.41	ok	ok	ok	1.85	0.42	1.43	ok	ej	ok							
Max Time 4	24.72	24.33	0.39	ok	ok	ok	16.19	5.04	11.15	ok	ej	ej	19.29	47.78	-28.49	ok	ok	ok	23.80	23.40	0.4	ok	ok	ok							
std dev 12.60451																															

2030 NB - 2007

(Shapefile: 2007-24hr-assgn(jul03))

Williamson County

Origin	854 1(854) (EJ-NEJ)						888 653(888) (EJ-NEJ)						875 107(875) (EJ-NEJ)						165 169(165) (EJ-NEJ)						854 103(854) (EJ-NEJ)					
	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN
Destination 1	LaFrontera	LaFrontera					LaFrontera	LaFrontera					LaFrontera	LaFrontera					LaFrontera	LaFrontera					LaFrontera	LaFrontera				
Destination 2	RR Hosp	RR Hosp					RR Hosp	RR Hosp					RR Hosp	RR Hosp					RR Hosp	RR Hosp					RR Hosp	RR Hosp				
Destination 3	Dell	Dell					Dell	Dell					Dell	Dell					Dell	Dell					Dell	Dell				
Distance 1	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 2	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 3	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Max Time 1	5.92	6.07	-0.15	ok	ok	ok	12.24	13.27	-1.03	ok	ok	ok	3.05	6.05	-3	ok	ok	ok	2.24	1.93	0.31	ok	ok	ok	5.92	9.05	-3.13	ok	ok	ok
Max Time 2	5.41	5.58	-0.17	ok	ok	ok	10.21	11.24	-1.03	ok	ok	ok	2.79	5.70	-2.91	ok	ok	ok	2.14	2.12	0.02	ok	ok	ok	5.41	8.59	-3.18	ok	ok	ok
Max Time 3	7.37	7.54	-0.17	ok	ok	ok	10.90	11.92	-1.02	ok	ok	ok	3.98	8.97	-4.99	ok	ok	ok	3.42	3.61	-0.19	ok	ok	ok	7.37	10.51	-3.14	ok	ok	ok
std dev	1.64345																													

Travis County

Origin	237 233(237) (EJ-NEJ)						531 541(531) (EJ-NEJ)						368 435(368) (EJ-NEJ)						167 175(167) (EJ-NEJ)						531 536(531) (EJ-NEJ)					
	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN
Destination 1	Highland	Highland					Highland	Highland					Highland	Highland					Highland	Highland					Highland	Highland				
Destination 2	Brcknrldge	Brcknrldge					Brcknrldge	Brcknrldge					Brcknrldge	Brcknrldge					Brcknrldge	Brcknrldge					Brcknrldge	Brcknrldge				
Destination 3	UT	UT					UT	UT					UT	UT					UT	UT					UT	UT				
Distance 1	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 2	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 3	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Max Time 1	0.88	0.80	0.08	ok	ok	ok	3.06	7.01	-3.95	ok	ok	ok	4.87	2.62	2.25	ok	ej	ok	2.33	13.83	-11.5	ok	ok	ok	3.06	2.43	0.63	ok	ok	ok
Max Time 2	2.13	1.62	0.51	ok	ej	ok	2.52	6.48	-3.96	ok	ok	ok	1.74	4.97	-3.23	ok	ok	ok	3.38	15.50	-12.12	ok	ok	ok	2.52	2.09	0.43	ok	ok	ok
Max Time 3	1.45	0.88	0.57	ok	ej	ok	1.04	4.99	-3.95	ok	ok	ok	-0.26	2.56	-2.82	ok	ok	ok	3.99	14.84	-10.85	ok	ok	ok	1.04	4.56	-3.52	ok	ok	ok
std dev	4.663143																													

Hays County

Origin	840 921(840) (EJ-NEJ)						582 808(582) (EJ-NEJ)						816 676(816) (EJ-NEJ)						784 738(784) (EJ-NEJ)					
	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN
Destination 1	Outlet	Outlet					Outlet	Outlet					Outlet	Outlet					Outlet	Outlet				
Destination 2	CTMC	CTMC					CTMC	CTMC					CTMC	CTMC					CTMC	CTMC				
Destination 3	TSU	TSU					TSU	TSU					TSU	TSU					TSU	TSU				
Destination 4	Cabela's	Cabela's					Cabela's	Cabela's					Cabela's	Cabela's					Cabela's	Cabela's				
Distance 1	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 2	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 3	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 4	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Max Time 1	1.21	0.95	0.26	ok	ok	ok	16.05	11.20	4.85	ok	ej	ok	6.47	24.36	-17.89	ok	ok	ok	1.56	3.33	-1.77	ok	ok	ok
Max Time 2	0.52	1.72	-1.2	ok	ok	ok	17.26	11.00	6.26	ok	ej	ej	5.71	24.37	-18.66	ok	ok	ok	3.60	4.40	-0.8	ok	ok	ok
Max Time 3	0.42	1.03	-0.61	ok	ok	ok	17.24	11.47	5.77	ok	ej	ej	6.20	24.11	-17.91	ok	ok	ok	2.09	3.79	-1.7	ok	ok	ok
Max Time 4	25.67	25.47	0.2	ok	ok	ok	20.07	4.47	15.6	ej	ej	ej	23.01	49.55	-26.54	ok	ok	ok	25.43	27.18	-1.75	ok	ok	ok
std dev	11.10305																							

2030 Plan - 2007

(Shapefile: 2007-24hr-assgn(jul03))

Williamson County

Origin	854 1(854) (EJ-NEJ)						888 653(888) (EJ-NEJ)						875 107(875) (EJ-NEJ)						165 169(165) (EJ-NEJ)						854 103(854) (EJ-NEJ)					
	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN
Destination 1	LaFrontera	LaFrontera					LaFrontera	LaFrontera					LaFrontera	LaFrontera					LaFrontera	LaFrontera					LaFrontera	LaFrontera				
Destination 2	RR Hosp	RR Hosp					RR Hosp	RR Hosp					RR Hosp	RR Hosp					RR Hosp	RR Hosp					RR Hosp	RR Hosp				
Destination 3	Dell	Dell					Dell	Dell					Dell	Dell					Dell	Dell					Dell	Dell				
Distance 1	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 2	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 3	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Max Time 1	2.35	2.63	-0.28	ok	ok	ok	1.90	2.40	-0.5	ok	ok	ok	4.63	2.71	1.92	ej	ej	ok	1.70	0.95	0.75	ok	ej	ok	2.35	-0.09	2.44	ej	ej	ok
Max Time 2	1.42	1.45	-0.03	ok	ok	ok	1.06	1.56	-0.5	ok	ok	ok	2.64	1.94	0.7	ok	ej	ok	2.94	-0.83	3.77	ej	ej	ok	1.42	-2.19	3.61	ej	ej	ok
Max Time 3	2.44	4.21	-1.77	ok	ok	ok	1.97	2.46	-0.49	ok	ok	ok	3.99	2.34	1.65	ej	ej	ok	1.80	1.05	0.75	ok	ej	ok	2.44	0.00	2.44	ej	ej	ok
std dev	1.629833																													

Travis County

Origin	237 233(237) (EJ-NEJ)						531 541(531) (EJ-NEJ)						368 435(368) (EJ-NEJ)						167 175(167) (EJ-NEJ)						531 536(531) (EJ-NEJ)					
	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN
Destination 1	Highland	Highland					Highland	Highland					Highland	Highland					Highland	Highland					Highland	Highland				
Destination 2	Brcknrdrge	Brcknrdrge					Brcknrdrge	Brcknrdrge					Brcknrdrge	Brcknrdrge					Brcknrdrge	Brcknrdrge					Brcknrdrge	Brcknrdrge				
Destination 3	UT	UT					UT	UT					UT	UT					UT	UT					UT	UT				
Distance 1	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 2	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 3	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Max Time 1	0.72	0.80	-0.08	ok	ok	ok	3.28	1.71	1.57	ej	ej	ok	1.68	1.46	0.22	ok	ok	ok	0.99	1.44	-0.45	ok	ok	ok	3.28	3.40	-0.12	ok	ok	ok
Max Time 2	2.70	2.77	-0.07	ok	ok	ok	1.09	-1.06	2.15	ej	ej	ok	1.94	2.38	-0.44	ok	ok	ok	2.13	2.10	0.03	ok	ok	ok	1.09	0.56	0.53	ok	ej	ok
Max Time 3	1.89	2.62	-0.73	ok	ok	ok	1.53	-0.62	2.15	ej	ej	ok	0.13	1.23	-1.1	ok	ok	ok	-1.20	2.97	-4.17	ok	ok	ok	1.53	1.88	-0.35	ok	ok	ok
std dev	1.503968																													

Hays County

Origin	840 921(840) (EJ-NEJ)						582 808(582) (EJ-NEJ)						816 676(816) (EJ-NEJ)						784 738(784) (EJ-NEJ)					
	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN	ΔEJ	ΔNon-EJ	Abs Diff	STD DEV	28%	5 MIN
Destination 1	Outlet	Outlet					Outlet	Outlet					Outlet	Outlet					Outlet	Outlet				
Destination 2	CTMC	CTMC					CTMC	CTMC					CTMC	CTMC					CTMC	CTMC				
Destination 3	TSU	TSU					TSU	TSU					TSU	TSU					TSU	TSU				
Destination 4	Cabela's	Cabela's					Cabela's	Cabela's					Cabela's	Cabela's					Cabela's	Cabela's				
Distance 1	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 2	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 3	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Distance 4	0.00	0.00	0				0.00	0.00	0				0.00	0.00	0				0.00	0.00	0			
Max Time 1	-0.07	-0.97	0.9	ok	ej	ok	0.55	1.40	-0.85	ok	ok	ok	6.93	3.22	3.71	ej	ej	ok	0.13	3.13	-3	ok	ok	ok
Max Time 2	-0.20	0.90	-1.1	ok	ok	ok	-0.98	0.90	-1.88	ok	ok	ok	5.86	1.70	4.16	ej	ej	ok	0.40	3.29	-2.89	ok	ok	ok
Max Time 3	0.05	-0.07	0.12	ok	ej	ok	0.66	1.01	-0.35	ok	ok	ok	7.25	1.75	5.5	ej	ej	ej	0.24	3.37	-3.13	ok	ok	ok
Max Time 4	0.95	1.14	-0.19	ok	ok	ok	3.88	-0.57	4.45	ej	ej	ok	3.72	1.77	1.95	ok	ej	ok	1.63	3.78	-2.15	ok	ok	ok
std dev	2.845153																							

Appendix J—Toll Road Resolutions

On July 12, 2004, the CAMPO Transportation Policy Board adopted toll road amendments into the CAMPO 2025 Transportation Plan and adopted 8 clarifying resolutions. These resolutions addressed:

1. Non Tolled Alternatives
2. Toll Policy
3. Disadvantaged Business Enterprise Outreach
4. Context Sensitive Design
5. Loop 360
6. Loop 1—South
7. No Play, No Pay
8. State Highway 45 Southwest.

The resolutions were designed to convey the intent of the CAMPO Policy Board on a broad range of topics associated with the toll road amendments, including design, planning, and policy. All of the toll designations adopted by amendment into the 2025 Plan have been included in the CAMPO Mobility 2030 Plan and the text of the eight accompanying resolutions is included here in order to provide additional information about the intent of the CAMPO Policy Board. It should be noted that portions of the resolution relating to Loop 1 South are no longer applicable as the toll designation has been removed from Loop 1 South at William Cannon.



CAMPO

Capital Area Metropolitan Planning Organization

RESOLUTION 1 - Non-Tolled Alternative

WHEREAS, it is imperative for CAMPO to ensure that the public maintains access to comparable forms of transportation infrastructure; and

WHEREAS, toll roads present a viable means of funding and developing needed improvements to the system of roadways in Central Texas; and

WHEREAS, many of the toll road improvements identified in the proposed CTRMA/TxDOT Regional Implementation Program call for additional capacity to be added to existing facilities; and

WHEREAS, in order to ensure that the public will continue to have access to all forms of transportation infrastructure it is the intent of CAMPO that free, non-tolled alternatives that currently exist continue to exist wherever capacity is being added to existing facilities in the form of tolled lanes; and

WHEREAS, it is the intent of CAMPO that TxDOT and the CTRMA or other transportation entities involved with the design, construction or operation of non-tolled facilities do not create artificial impediments, such as unnecessary, burdensome signal lights, or closing or removing exits and turn lanes, that may discourage the public from utilizing free access lanes unless required for documented and necessary traffic safety improvements

NOW, THEREFORE, BE IT RESOLVED, that it is the intent of CAMPO that the CTRMA and TXDOT ensure that non-tolled alternatives remain available to the public wherever tolled lanes are being added to facilities as part of the Regional Implementation Program; and

BE IT FURTHER RESOLVED, that it is the intent of CAMPO that the quality and safety of non-tolled facilities to which tolled capacity will be added be maintained or improved.


Senator Gonzalo Barrientos

July 12, 2004



CAMPO

Capital Area Metropolitan Planning Organization

RESOLUTION 2 – Toll Policy

WHEREAS, it is imperative to treat the residents of the region in a fair and equitable manner in bearing the burden of toll road usage; and

WHEREAS, it is the intent of CAMPO that the establishment of toll rates and tolling policies shall consider the burdens placed on various segments of the region due to factors such as proximity to toll road projects, repeated daily use of toll roads, and other potential social and economic factors; and

WHEREAS, it is the intent of CAMPO that the establishment of toll rates and tolling policies shall adhere to Title VI of the Civil Rights Act, prohibiting disparate or unequal impacts of transportation systems, with special attention to impacts on minority and low income citizens; and

WHEREAS, it is the intent of CAMPO that any entity operating, designing or constructing toll roads in the region consider such factors in the establishment of toll rates and tolling policies;

NOW, THEREFORE, BE IT RESOLVED, that it is the intent of CAMPO that any entity or entities responsible for operating, designing or constructing toll plans or projects in the region shall consider all social and economic factors in the establishment of toll rates, toll plans and tolling policies; and

BE IT FURTHER RESOLVED, that it is the intent of CAMPO that such entity or entities shall develop a process to receive public input to identify the social and economic factors related to the establishment of toll rates, toll plans and tolling policies for all vehicles, including high occupancy vehicles, emergency vehicles, time of day/congestion pricing, daily use fee, school buses, express buses, and other mass transit providers.


Senator Gonzalo Barrientos

July 12, 2004



CAMPO

Capital Area Metropolitan Planning Organization

RESOLUTION 3 - Disadvantaged Business Enterprise Outreach

WHEREAS, the proposed CTRMA/TxDOT Regional Implementation Program will create a significant number of employment opportunities related to the planning, design, construction, operation, and maintenance of the various toll road projects identified therein ; and

WHEREAS, it is imperative that those job opportunities be made available to all segments of the community, regardless of race, religion, gender, or economic status; and

WHEREAS, the CTRMA and TxDOT have each adopted Business Opportunity Programs and policies to encourage the use of minority-owned, women-owned, and economically disadvantaged businesses (DBEs) and other Historically Underutilized Businesses (HUBs) for all CTRMA and TxDOT projects; and

NOW, THEREFORE, BE IT RESOLVED, to ensure that the objectives of the aforementioned policies are achieved, that CAMPO urges the CTRMA engage in public outreach efforts to encourage DBE and HUB participation in projects which are part of the Regional Implementation Program, and that the CTRMA report to CAMPO about those efforts on an annual basis; and

BE IT FURTHER RESOLVED, that CAMPO urges the CTRMA to: (1) establish a process for outreach to minority-owned, women-owned and economically disadvantaged businesses to achieve appropriate levels of DBE and HUB participation in projects which are part of the Regional Implementation Program; and (2) subject to Federal and State law set specific goals and adopt policies for HUB participation consistent with 1 TEX ADMIN. CODE § 111.13 in any DBE/HUB policy finally adopted for the Regional Implementation Program.


Senator Gonzalo Barrientos

July 12, 2004



CAMPO

Capital Area Metropolitan Planning Organization

RESOLUTION 4 - Context Sensitive Design

WHEREAS, a well-constructed and well-designed road improves mobility, improves commercial activity and increases property values;

WHEREAS, poorly designed roads such as elevated highways and highways with no noise protection or aesthetic attributes actually damage property values and lead to reduced sales tax receipts, reduced commercial activity and the emergence of economic grayfields;

WHEREAS, elevated highways and other poorly designed highways create visual blight and substantial noise, separate communities and harm the community's quality of life;

WHEREAS, in the National Highway System Act of 1995, Congress directed that designs for new and reconstructed highways take into account: (1) the constructed environment of the area; (2) the natural environment of the area; (3) the aesthetic impact of the road construction; and (4) the community impact of the road construction;

WHEREAS, the Federal Highway Administration ("FHWA") and a number of states, including California, Connecticut, Kentucky, Maryland, Minnesota, Nevada, New Jersey, South Carolina, Utah and Washington have addressed the economic damage and diminished quality of life caused by elevated highways and other poorly designed roads by adopting "context sensitive design" ("CSD") as part of the road design and construction process;

WHEREAS, the FHWA, the American Association of State Highway and Transportation Officials ("AASHTO"), the Texas Transportation Institute ("TTI") and the Transportation Research Board ("TRB") actively support and promote CSD;

WHEREAS, an effective CSD program incorporates in the planning, project development, final design and construction phases of road construction designs the following road design criteria:

1. the road integrates with the built environment of the area and of the community and region to enhance the built environment, and in particular the area's economic activity and quality of life;
2. the road integrates into the natural environment of the area to maximize the road's scenic, recreational and aesthetic qualities;
3. the road design incorporates aesthetic considerations so that the road fits its physical setting and preserves scenic, aesthetic, neighborhood, historic and environmental attributes of the area;
4. the road design includes design elements such as those identified in the Federal Highway Administration's *Flexibility in Highway Design*, AASHTO's, "A Guide for Achieving Flexibility in Highway Design," and the Texas Transportation

Institute's "Guidelines for Aesthetic Design in Highway Corridors: Tools and Treatments for Texas Highways."

(collectively, the "CSD Criteria");

WHEREAS, as part of the scoping, planning, project development, final design and/or construction phases for toll road projects in the CTRMA/TxDOT Regional Implementation Plan, TxDOT, CTRMA and/or the general contractor for each toll road project should do the following:

1. include(s) in the design and road construction persons with professional experience in developing and implementing road designs that include the CSD Criteria;
2. minimize value engineering to the extent inconsistent with CSD Criteria;
3. include ongoing stakeholder involvement and stakeholder input in the design process; and
4. incorporate the recommended context sensitive solutions into the final road design and construction.

(collectively, the "CSD Program");

WHEREAS, the implementation of a CSD Program is central to the goals and critical to the success of the goals of the CTRMA/TxDOT Regional Implementation Plan;

NOW, THEREFORE, BE IT RESOLVED that it is the intent of CAMPO that a CSD Program (as defined in this Resolution) that incorporates the CSD Criteria (as defined in this Resolution) be implemented as part of each road project in the CTRMA/TxDOT Regional Implementation Plan. CAMPO requests that the CTRMA report to the CAMPO Board in six months on the CTRMA's progress in adopting a CSD Program.



Senator Gonzalo Barrientos

July 12, 2004



CAMPO

Capital Area Metropolitan Planning Organization

RESOLUTION 5 - Loop 360

WHEREAS, Loop 360 is included as a 6-lane expressway in the adopted CAMPO 2025 Transportation Plan; and,

WHEREAS, the CTRMA and TxDOT have proposed to construct the Loop 360 improvements as a toll road; and

WHEREAS, through the CTRMA's public involvement process a number of issues and concerns have been raised about the proposed expansion of Loop 360 as a 6-lane toll freeway;

WHEREAS, the Loop 360 is a road of high scenic and recreational value to the residents of the Austin-Round Rock MSA and all Texans;

WHEREAS, maintaining the integrity of the existing road character on Loop 360 is essential to maintaining the road's exceptional aesthetic and recreational value;

NOW, THEREFORE, BE IT RESOLVED that CAMPO's 2025 Transportation Plan be amended to reflect Loop 360 as a toll freeway 4 and that the Transportation Improvement Program not be amended to include construction funding at this time; and,

BE IT FURTHER RESOLVED that the CTRMA and TxDOT will conduct an analysis comparing design-operational options for improving mobility on Loop 360; and

BE IT FURTHER RESOLVED that TXDOT and the CTRMA begin the environmental and public involvement process to determine the purpose and need of the proposed improvements, the environmental impacts, possible mitigation, and the nature and character of the proposed improvements as it relates to the implementation of context sensitive design solutions; and,

BE IT FURTHER RESOLVED that the Context Sensitive Design ("CSD") Program for designing any changes to Loop 360 shall include extensive public input from property owners along Loop 360 that includes obtaining input from a standing advisory committee consisting of homeowners association presidents and neighborhood association presidents for the neighborhoods adjoining Loop 360; and

BE IT FURTHER RESOLVED that the design of any changes to Loop 360 shall incorporate a CSD Program that implements CSD Criteria; and

BE IT FURTHER RESOLVED that the design shall protect and enhance the existing scenic character of Loop 360 and avoid designs that detract from the existing scenic character of Loop 360; and

BE IT FURTHER RESOLVED that the design of the Loop 360 improvements shall protect the integrity of the of the Pennybacker Bridge and bicycle facilities along Loop 360; and

BE IT FURTHER RESOLVED the CTRMA and TxDOT will periodically report its progress on the environmental and public environmental process, and at an appropriate time and subject to environmental clearance, request that CAMPO amend the Transportation Improvement Program to provide right of way and construction funding.



Gonzalo Barrientos
Senator Gonzalo Barrientos

July 12, 2004



CAMPO

Capital Area Metropolitan Planning Organization

RESOLUTION 6 - Loop 1 – South

WHEREAS, the Loop 1 corridor is approved in the CAMPO 2025 Transportation Plan as a multimodal corridor to include commuter rail and express lanes in conjunction with the relocation of the Union Pacific Railroad; and,

WHEREAS, the Central Texas transportation agencies, working with TxDOT, have initiated efforts to relocate the Union Pacific Railroad, develop commuter rail, and construct express toll lanes in the Loop 1 corridor; and,

WHEREAS, the Loop 1 corridor and the related improvements are unique in Texas and offer an opportunity to utilize multiple sources of capital and future revenues to construct and operate the corridor improvements; and,

WHEREAS, the CTRMA and TxDOT have proposed to toll the Loop 1 improvements at William Cannon Dr. as the first phase of a Loop 1 express toll road program.

NOW, THEREFORE, BE IT RESOLVED, that the CAMPO 2025 Transportation Plan is amended to provide for the tolling of Loop 1 express lanes at William Cannon Dr. subject to TxDOT negotiating an agreement with the CTRMA requiring that all toll revenues collected in the Loop 1 corridor, between SH 45 Southwest and Parmer Lane, only be used in the corridor to retire debt from transportation improvements constructed in the corridor as well as fund the operation and maintenance of both the express toll lanes and commuter rail solely within the corridor; and,

BE IT FURTHER RESOLVED that the dedication of Loop 1 toll revenues to the Loop 1 corridor is in specific recognition of the unique nature of the corridor and its specific location, existing and prospective uses, and potential multi-modal functions.

BE IT FURTHER RESOLVED that the TxDOT/CTRMA agreement specify that eligible improvements for which Loop 1 toll revenues could be expended shall include:

- a. Partial funding of relocation of the Union Pacific Railroad
- b. Construction of sound walls for single-family homes backing up to MoPac Blvd/Loop 1
- c. Commuter rail improvements – including track, signals, stations, and fare equipment
- d. Construction and reconstruction of existing Loop 1 to provide additional capacity, including:
 1. toll express lanes from William Cannon Drive to downtown Austin
 2. toll express lanes from Parmer Lane North to downtown Austin
- e. Construction of improvements to facilitate bus, rail, and automobile access into and out of downtown Austin
- f. In consultation with the City of Austin, retrofit the construction of environmental controls for water quality
- g. Tolloed connections including, but not limited to, Parmer Lane and US 183, that improve system safety and mobility.

BE IT FURTHER RESOLVED that TxDOT and the CTRMA, as part of the early planning and context sensitive design process for Loop 1 improvements between US 183 and downtown Austin, shall initiate a project to analyze existing noise levels, present alternative noise wall designs, and in a test area construct alternative noise wall designs and configurations to analyze the benefits and impacts of possible noise wall installations adjacent to existing residential developments backing up to MoPac Blvd./Loop 1.

BE IT FURTHER RESOLVED that the quality of the non-tolled facilities along South Loop 1 will be maintained or improved.



Senator Gonzalo Barrientos

July 12, 2004



CAMPO

Capital Area Metropolitan Planning Organization

RESOLUTION 7 - No Pay, No Play

WHEREAS, it is the intent of CAMPO that tolling policies shall adhere to Title VI of the Civil Rights Act, prohibiting disparate or unequal impacts of transportation systems, with special attention to impacts on minority and low-income citizens;

NOW, THEREFORE, BE IT RESOLVED, that it is the intent of CAMPO that the CTRMA, in allocating toll revenues generated by projects approved at the July 12, 2004, meeting of CAMPO, not direct such revenues to transportation projects or mobility improvements which would disproportionately benefit parts of the region for which toll road projects, which were part of the original CTRMA/TXDoT Regional Implementation Program, were not approved at the July 12, 2004, meeting.

Senator Gonzalo Barrientos

July 12, 2004



CAMPO

Capital Area Metropolitan Planning Organization

RESOLUTION 8 - State Highway 45 Southwest

WHEREAS, the development of State Highway 45 Southwest, between Loop 1 and FM 1626, has previously been approved by CAMPO and is included in the *CAMPO 2025 Transportation Plan* and the Transportation Improvement Program; and

WHEREAS, in order to fund the development of State Highway 45 Southwest the CTRMA and TxDOT have proposed to develop the road as a toll road; and

WHEREAS, it is important that members of the traveling public have access to reasonable non-tolled alternatives to toll facilities wherever feasible; and

WHEREAS, the development of State Highway 45 Southwest in the corridor approved during the NEPA approval process is subject to certain restrictions established during that process as well as in subsequent proceedings;

NOW, THEREFORE, BE IT RESOLVED, that the *2025 Transportation Plan* and the Transportation Improvement Program be amended to approve the development of State Highway 45 Southwest as a toll parkway/freeway 4-lane road; and

BE IT FURTHER RESOLVED, that TxDOT and the CTRMA shall implement where feasible, and if approved by federal authorities under existing restrictions governing the State Highway 45 Southwest corridor, the development of a non-tolled alternative within the corridor in the form of free parallel frontage roads and if the US Fish and Wildlife Service and other federal entities found the expansion to not be feasible under environmental concerns, then SH 45 would not be tolled; and

BE IT FURTHER RESOLVED, that in the event non-tolled frontage roads cannot be developed within the corridor, it is the intent of CAMPO that TxDOT and the CTRMA consider toll rates and policies that promote the use of State Highway 45 Southwest and disincentives for the use of Brodie Lane by thru-traffic and trucks.


Senator Gonzalo Barrientos

July 12, 2004

Appendix K—Glossary of Terms

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

Austin-San Antonio Rail District (ASARD): An agency established in 2002 to plan, develop, operate, and maintain intermodal and commuter rail facilities in the Austin-San Antonio Corridor.

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

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

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

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

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

Bus Rapid Transit: The term “Bus Rapid Transit” is used in this plan to refer to a broad range of high speed, high capacity rubber tired bus services. Bus rapid transit corridors may employ one or a combination of the following technologies:

- ***Conventional Bus Rapid Transit (BRT).*** A rapid transit system with exclusive, or semi-exclusive bus lanes for rubber tired vehicles, which incorporates features to improve efficiency and operating speed such as low floor, 3-door boarding, off-bus fare collection, fewer stops, queue jump lanes and signal priority that allow the bus to by-pass street congestion. This type of service is generally provided at high frequency all day.
- ***Conventional Rapid Bus.*** Rapid bus is a form of semi-rapid limited stop service using rubber-tired vehicles on existing city streets in combination with intelligent transportation system (ITS) to speed up buses through congested locations and provide real time trip information and better amenities at bus stops. The stops are typically spaced 0.6 to 1 mile apart. This type of service is generally provided at high frequency all day.
- ***Conventional Express Buses.*** Express buses provide high-speed, non-stop service between suburban communities and the central business district. Most operate only during peak hours, with trips inbound to the core in the morning and outbound to the suburbs in the afternoon. A few provide two-way service throughout the day. Express bus service may be coupled with park-and-ride lots and may also operate between suburban activity centers.

Capital Area Council of Governments (CAPCOG): Organized in 1970 to serve local governments in its ten-county region, known as State Planning Region 12. CAPCOG is a regional planning commission organized under Chapter 391, Local Government Code, and is

one of 24 within the State of Texas. The primary focus of CAPCOG is to serve as advocate, planner and coordinator of initiatives that, when undertaken on a regional basis, can be more effective and efficient. These include emergency services, elderly assistance, law enforcement training, criminal justice planning, solid waste reduction, infrastructure development, and housing and economic development.

Capital Area Rural Transportation System (CARTS): CARTS is a Rural Transit District (RTD) which provides general transportation services throughout its nine-county district of Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Travis and Williamson counties. CARTS is a public agency governed by a Board of Directors composed of one County Commissioner from each of the nine counties it serves, and has been providing community-based public transportation services since 1979. CARTS operates out of five intermodal stations located strategically throughout the region, that each offer a variety of transportation options from various carriers.

Capital Improvement Program (CIP): A jurisdiction or agency's funding plan that typically includes funds spent on infrastructure, maintenance and improvement.

Capital Metropolitan Transportation Authority (CMTA): The Capital Metropolitan Transportation Authority provides public transportation services to an area that encompasses 572 square miles and includes a population of approximately 737,000. Capital Metro's service area includes the City of Austin, City of Manor, Village of San Leanna, City of Leander, City of Jonestown, City of Lago Vista, Village of Point Venture, Village of Volente, and some incorporated areas in Travis and Williamson Counties. In addition to federal grants and fare box revenues, Capital Metro is supported by a 1 percent sales tax, levied in the communities it serves. Membership in the Authority must be approved by voters within each jurisdiction.

Carpooling and Vanpooling: Transportation services provided by public or private entities, or arranged by a group of individuals. In this mode, people organize a group to share a ride to work. Carpooling is typically organized at the individual level with carpool members working out all arrangements. Vanpooling is typically organized by a local company or transit agency that facilitates the organizational process.

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

Congestion Management System (CMS): The program that monitors, evaluates and manages congestion in the multi-modal, regional transportation system. The intent of the CMS is to protect the region's investments in, and improve the effectiveness of, the existing and future transportation networks.

Congestion Management System Working Group (CMSWG): A group of representatives from public agencies that plan, develop, implement, monitor, and evaluate projects and programs for managing transportation congestion.

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

Congestion Pricing: Varying user fees on road facilities by congestion levels to manage traffic volumes.

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

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

Disadvantaged Business Enterprise (DBE): Certification for a business wanting to receive federal funds. At least 51% of the business must be owned by women or minorities.

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

Electronic tolling system: Allows motorists to drive non-stop through designated electronic toll collection lanes. This requires attaching a special device to the vehicle that can be scanned by an electronic reader at the toll collection facility. Each motorist using this system is given an account that is paid for either by credit card, check, or cash. Each time the electronic tolling system is used, the amount of the toll is deducted from the user's account.

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

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

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

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

High Capacity Transit: Bus rapid transit, light rail, or commuter rail transit service that can accommodate high levels of passenger and operates as limited-express to express type service.

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

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

High Occupancy Vehicle (HOV) Lanes: A lane in a roadway dedicated exclusively for the use of high occupancy vehicles and buses. Drivers who use this lane often see a substantial time savings.

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

Incident Management: The detection, verification, response, removal/restoration of capacity, traffic management, and information to motorists in response to an incident that impedes transportation systems or causes sudden, increased travel demand. Incident management is

typically coordinated between transportation facility and service providers, emergency service providers and communication service providers.

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

Inter-regional Transportation: Inter-regional transportation service includes long distance transportation (typically passenger train and bus service) that connects two or more metropolitan areas.

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

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

Local Bus: The dominant mode of public transportation in urban transit service areas. In general, they are large over-the-street vehicles that can carry many riders, are driven by one person and typically operate on diesel fuel. They typically offer two-way service, with stops spaced every two or three blocks. The average operating speed is usually between 10 and 25 miles per hour.

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

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

Municipal Utility District (MUD): A political subdivision of the State of Texas authorized by the Texas Commission of Environmental Quality (TCEQ) to provide water, sewage, drainage and other services within the MUD boundaries. A majority of property owners in the proposed district petitions to create a MUD. The publically elected Board of Directors manages and controls all of the affairs of the MUD subject to the continuing supervision of the Texas Commission of Environmental Quality. The Board establishes policies in the interest of its residents and utility customers and may adopt and enforce all necessary charges, fees and taxes in order to provide district facilities and service.

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

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

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

Ozone (O₃): Ozone is a secondary air pollutant and a photochemical oxidant. The production of ozone, which occurs when sunlight triggers chemical reactions involving nitrous oxides (NO_x) and atmospheric oxygen, is highly dependent on the ratio of hydrocarbons to NO_x in the atmosphere. Therefore, hydrocarbon emissions caused by the operation of trucks, automobiles, lawn mowers, and other gasoline powered equipment, can contribute to the production of ozone. Ozone can travel long distances or can accumulate over an area for long periods of time depending on wind circulation patterns and topographic conditions.

Paratransit: Vehicles in communal service (unlike a private car), but without all the traditional public transit features (unlike bus or rail transit). Entry is on payment of fare, by showing a pass, or available only to a pre-selected group of patrons. Travelers can usually summon a service vehicle, which will take riders to different places, when needed⁴⁵. This service is often used for persons with disabilities, persons who are elderly or for dial-a-ride bus service.

Park-and-Ride Lot: Any designated parking lot that services express bus, passenger rail, local bus or vanpool and carpool drop-off and pick-up.

Parking management: A transportation demand management technique that manages parking supply as a strategy for discouraging single occupant driving and encourages use of ridesharing, transit, biking, and walking.

Passenger Rail: The term "passenger rail" is used in this plan to refer to high capacity regional transit provided by rail. This includes train operations between a central city, its suburbs and/or another central city. It is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices and usually only one or two stations in the central business district. Also known as "suburban rail", this service utilizes locomotive-hauled or self-propelled railroad cars on traditional rail lines. Stations are typically spaced at least 4 miles apart and use boarding platforms. Service can be limited to "rush-hour(s)" or it can be run all day and on weekends and holidays.

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

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

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

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

Regional Mobility Authority (RMA): A regional mobility authority is the local entity responsible for overseeing the development of tollway projects.

⁴⁵ Grava, Sigurd. Urban Transportation Systems: Choices for Communities. 2003. pg. 237.

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

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

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

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

Sale of development rights: Legal transaction to convey the value of potential future development of a property, typically so that some or all of the property remains undeveloped in a natural state

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

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

Special districts: A separate local government that delivers public services to a particular area. They can be distinguished by their four common characteristics:

- A form of government.
- Governed by a board.
- Provides services and facilities.
- Has defined boundaries.

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

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

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

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

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

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

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

Surface Transportation --Transportation Enhancement(STP TE): A funding category used to address projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system.

Surface Transportation Program –Metropolitan Mobility (STP MM): A funding category used to address transportation needs within the metropolitan area boundaries of MPOs having urbanized areas with populations of 200,000 or greater.

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

Tax increment financing: A financing tool used to publicly finance needed public improvements and enhanced infrastructure in a defined area. The intended purpose is to promote the viability of existing businesses, and attract new commercial enterprises. The City may only initiate tax increment financing.

Texas Congestion Index: Measures the ratio of peak period travel time to free-flow travel time using MPO modeling output data. This index was developed by the Texas Transportation Institute for the Texas Metropolitan Mobility Plan.,

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

Texas Metropolitan Mobility Plan: A statewide non-financially constrained, state-wide planning initiative which seeks to assess the value of regional transportation needs, regardless of the cost.

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

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

Transit-Oriented Development (TOD): Dense development around mass transit stations that provides a range of destinations within walking distance, usually including multifamily homes, shops and workplaces.

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

Transportation Demand Management (TDM): Achieving greater transportation system efficiency by managing or decreasing the demand for auto-related travel. This typically includes alternatives to single occupant vehicles (transit, carpool, vanpool), incentives/disincentives (congestion pricing, HOV lanes), and alternative work environments (teleworking, flex scheduling).

Transportation Enhancement Program (TEP): A statewide program administered by the Texas Department of Transportation that provides federal funds for non-traditional improvements adjacent to or within the right of way of a transportation facility. The program includes transportation-related activities that contribute to the livelihood of communities, promote the quality of our environment and enhance the aesthetics of our roadways.

Transportation Equity Act for the 21st Century (TEA 21): A law authorizing highway, highway safety, transit and other surface transportation programs for FY1998 – 2003. This new law combines the continuation and improvement of current ISTEA programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels,

protecting and enhancing communities and the natural environment and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

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

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

Transportation Policy Board. The governing body of CAMPO consisting of locally elected officials and representatives from the Texas Department of Transportation and Capital Metro.

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

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

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

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

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

Appendix L—Bibliography of Sources

- American Association of State Highway and Transportation Officials (AASHTO). *Guide for the Development of Bicycle Facilities*. Washington, D.C., 1999.
- ATS (CAMPO). *Public Opinion Survey*. Prepared by Opinion Analysts, Inc. April 1994.
- ATS (CAMPO). *Public Opinion Survey*. Prepared by Opinion Analysts, Inc. April 1997.
- ATS (now CAMPO) and City of Austin. *1992 Emissions Inventory for the Austin Metropolitan Area*. 1994.
- ATS (now CAMPO). *Ozone Transport Study*. 1997.
- ATS (now CAMPO). *Transportation Trends in the Austin Metropolitan Area, 1960 to Present*. October 1993.
- Austin Transportation Study (ATS) (now the Capital Area Metropolitan Planning Organization – CAMPO). *Austin Metropolitan Area Transportation Plan*. December 1994.
- CAMPO and the Congestion Management System Working Group. *Corridor Mobility Plan*. 1999.
- CAMPO and TxDOT. *1998 Austin Regional Household Travel Survey, Executive Summary*. Prepared by NuStats. February 10, 2000.
- CAMPO and TxDOT. *Draft Austin Area Travel Survey, Executive Summary*. Prepared by Parsons Brinckerhoff Quade & Douglas, Inc. December 1999.
- CAMPO. *2007, 2015, and 2025 Population and Employment Forecast*. Prepared by Hicks & Company. May 1999.
- CAMPO. *Public Involvement Program*. 1995.
- CAMPO. *Transportation Improvement Program*.
- CAMPO. *Transportation Modeling*. Performed by Parsons Brinckerhoff Quade & Douglas, Inc. 1999-2000.
- CAMPO. *Travel Survey*. Conducted by Turner Collie & Braden Inc. and Parsons Brinckerhoff Quade & Douglas, Inc. 1998-1999.
- Capital Area Metropolitan Planning Organization (CAMPO). *Citizens' Transportation Guide to the Austin Metropolitan Area*. 1998.
- Carter-Burgess. *Austin-San Antonio Commuter Rail Study, Final Report*. July 1999.
- City of Austin. *Smart Growth Information*. 1999.
- City of Cedar Park. *City of Cedar Park Comprehensive Plan*, May 28, 1998.
- City of Pflugerville. *City of Pflugerville Land Use and Intermodal Thoroughfare Plan: Policy Recommendations*. Prepared by Land Strategies, Inc. April 28, 1998.
- KFH Group. [Williamson County Comprehensive Transit Plan](#). CARTS, September 2003.
- State of Texas State Data Center. *Population and Employment Data by County*. 1998.
- TDM Institute of the Association for Commuter Transportation. *Transportation Demand Management Tool Kit*. 1998.
- Texas State Department of Highways and Public Transportation (now TxDOT). *Austin Metropolitan Area Transportation Study – Origin Destination Study*. 1962.
- Texas Transportation Institute. *Origin-Destination Survey & Multimodal Assessment for the Austin-San Antonio Corridor*. Prepared for TxDOT. March 1997.
- The University of Texas at Austin and CAMPO. *1996 Emissions Inventory for Austin's Metropolitan Statistical Area*. Draft Report, 1999.
- The University of Texas at Austin and CAMPO. *Urban Airshed Modeling for Central Texas*. Progress Report, 1998.
- Travis County, Transportation and Natural Resources. *Financial data*. 1999-2000.
- TxDOT and CAMPO. *1998 Central Texas On-Road Hydrocarbon Study*. 1999.
- TxDOT, Austin District, Advanced Project Development Office. *IH-35/SH 130 Through Truck Diversion Analysis*. Glenn McVey and Cheng-Chen Kou. February 12, 1998.

TxDOT. *1998 Texas Transit Statistics*. July 1999.

TxDOT. *Effect of the North American Free Trade Agreement on the Texas Highway System*. December 1998.

TxDOT. *Vehicle Classification Reports*. 1990 – 1996.

United States Bureau of the Census. *1990 Census Data*. Washington D.C., 1992.

United States Bureau of the Census. *2000 Census Data*. Washington D.C., 2002.

United States Department of Transportation (DOT), Federal Highway Administration (FHWA). *Selecting Roadway Design Treatments to Accommodate Bicycles*. January 1994.

United States Department of Transportation, Federal Highway Administration. *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (6640.23). Washington D.C., December 2, 1998.

United States DOT, FHWA. *Highway Traffic Noise in the United States – Problem and Response*. Publication No. FHWA-PD-97-064. August 1997.

United States DOT, FHWA. *The National Bicycling and Walking Study*, Report No. FHWA-PD-94-041, 1994.

United States DOT. *Order on Environmental Justice (DOT Order 5610.2)*. Washington D.C., April 15, 1997.

United States Environmental Protection Agency. *Clean Air Act Amendments*. Washington D.C., 1990.

United States Office of the President. Executive Order 12898: *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. Washington D.C., February 11, 1994.

United States. *Energy Policy Act*. Washington D.C., 1992.

United States. *Federal-Aid Highway Act*. Washington D.C., 1970.

United States. *National Environmental Policy Act, as amended*. Washington D.C., 1969.

United States. *Title VI of the Civil Rights Act of 1964 - Nondiscrimination in Federally Assisted Programs* (42 U.S.C. 2000(d)-2000(d)(1)). Washington D.C., July 2, 1964.

USDOT. *Transportation Equity Act for the 21st Century – TEA 21*. Washington, D.C., June 9, 1998.

Weinstein & Associates. *Economic Impact Assessment of the Proposed Austin-San Antonio Corridor Project*. August 1997.

Appendix M—Useful Websites

Transportation Providers

Austin – San Antonio Intermunicipal Commuter Rail District: <http://www.asarail.org/>

Capital Area Metropolitan Transportation Authority: <http://www.capmetro.austin.tx.us/>

Capital Area Rural Transportation System: <http://www.ridecarts.com/>

Central Texas Regional Mobility Authority: <http://www.ctrma.org/>

Texas Department of Transportation: <http://www.dot.state.tx.us/>

State, Regional and Federal Agencies and Organizations

Capital Area Metropolitan Planning Organization: <http://www.campotexas.org/>

Environmental Protection Agency: <http://www.epa.gov/compliance/environmentaljustice/>

Federal Highway Administration: <http://www.fhwa.dot.gov/>

Federal Transit Administration: <http://www.fta.dot.gov/>

Houston-Galveston Area Council: <http://www.h-gac.com/HGAC/Departments/Transportation/>

Lower Colorado River Authority: <http://www.lcra.org>

Texas Commission on Environmental Quality: <http://www.tceq.state.tx.us/>

Texas State Data Center and Office of the State Demographer: <http://txsdc.tamu.edu/>

U.S. Census Bureau: <http://www.census.gov/>

U.S. Department of Transportation: <http://www.dot.gov/>

U.S. Environmental Protection Agency: <http://www.epa.gov/>

Local Governments

Hays County: <http://www.co.hays.tx.us/>

Travis County: <http://www.co.travis.tx.us/>

Williamson County: <http://www.williamson-county.org/>

City of Austin: <http://www.ci.austin.tx.us/>

City of Cedar Park: <http://www.ci.cedar-park.tx.us/>

City of Georgetown: <http://www.georgetown.org/>

City of Hutto: <http://www.cityofhutto.com/>

City of Leander: <http://www.ci.leander.tx.us/>

City of Pflugerville: <http://www.cityofpflugerville.com/>

City of Round Rock: <http://www.ci.round-rock.tx.us/>

City of San Marcos: <http://www.ci.san-marcos.tx.us/>

City of Taylor: <http://www.ci.taylor.tx.us/taylorcity/homepage.html>

City of West Lake Hills: <http://www.westlakehills.org/>

Non-Profit and Academic Organizations

Airports Council International: <http://www.aci-na.org/>

American Association of State Highway and Transportation Officials:

<http://transportation1.org/aashtoneu/>

Association for Commuter Transportation: <http://tmi.cob.fsu.edu/act/main.asp>

Association of Metropolitan Planning Organizations: <http://www.ampo.org/>

The Brookings Institution: <http://www.brookings.edu/>

Capital Area Transportation Coalition: <http://www.catransco.org/>

Clean Air Force of Central Texas: <http://www.cleanairforce.org/>

Commute Solutions: <http://www.commuterolutions.com/>

Envision Central Texas: <http://www.envisioncentraltexas.org/>

Governor's Business Council: <http://www.texasgbc.org>

Institute of Transportation Studies: <http://www.its.berkeley.edu/index.html>

Save Our Springs: <http://www.sosalliance.org/>

Texas Transportation Institute: <http://tti.tamu.edu>