



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #15 SUMMARY

Environmental Process Presentation and Quarterly Briefing on the following projects: Bergstrom Expressway, Oak Hill Parkway, SH 71 Express, MoPac South, MoPac Intersections, 183 North, and SH 45 SW.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: N/A Briefing Only

Funding Source: Toll Equity Grants, Rider 42, STP MM (CAMPO)

Board Action Required: No

Description of Matter: The Director of Engineering will provide a summary of project activities from January through March 2014, for the following projects:

- Bergstrom Expressway
- Oak Hill Parkway
- SH 71 Express
- MoPac South
- MoPac Intersections
- 183 North
- SH 45 SW

Reference documentation:

GEC Quarterly Activities Reports and Board Presentation

Contact for further information:

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**CENTRAL TEXAS
Regional Mobility Authority**

ENVIRONMENTAL STUDIES

**Quarterly
Progress
Report**

April 2014

BERGSTROM EXPRESSWAY

OAK HILL PARKWAY

MOPAC SOUTH ENVIRONMENTAL STUDY

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

183 NORTH MOBILITY PROJECT

SH 45SW ENVIRONMENTAL STUDY



CENTRAL TEXAS
Regional Mobility Authority

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Bergstrom Expressway

INTRODUCTION

This report documents and describes the Bergstrom Expressway Project (US 183 South) for the period through April 30, 2014. This Project is currently in the environmental clearance phase of development which requires the completion of an Environmental Assessment consistent with the regulations contained in the National Environmental Policy Act of 1969 (NEPA). The Environmental Document is currently being developed in house by Texas Department of Transportation (TxDOT) Austin District staff and supported by the Central Texas Regional Mobility Authority, with the Public Outreach being led by the Mobility Authority. In addition, the Project has been authorized by legislation to use a Comprehensive Development Agreement (CDA) project delivery method. This process promotes innovative financing methods that will allow the Project to be funded and constructed much earlier than traditional methodologies.

PROJECT DESCRIPTION

The Project corridor begins just south of the Manor Expressway and extends to SH 71 East; the corridor includes seven grade separations, and connects to three major interchanges at the Manor Expressway, Airport Boulevard, and SH 71 East. The corridor includes two pedestrian bridges and a continuous shared use path connecting local communities. The Project can be considered the Gateway to Austin from the Airport and is depicted in the location map below.



The US 183 South Corridor from US 290 East to SH 71 East is one Austin's most significant arteries. Since US 183 was constructed in the mid 1960's, the roadway has been a four-lane, divided highway with minor improvements. As the primary route to and from the Austin Bergstrom International Airport and points beyond, it attracts numerous motorists per day. In recent years, this vital corridor has grown increasingly congested as the region's population has expanded. The situation is projected to get even worse in the future. Meanwhile, funding challenges at the federal and state levels have made it increasingly difficult to finance the corridor.

As part of the NEPA process, the identified needs are to reduce congestion, improve safety and utilize innovative funding and financing processes to expedite project development and construction. Along with the NEPA process, the Mobility Authority is utilizing a Public Involvement and Outreach Program that includes hosting "brown bag" lunch and one-on-one meetings to obtain agency and stakeholder buy-in along the corridor. The Environmental Assessment document is currently being prepared by the TxDOT Austin District. The Mobility Authority, with Atkins under their General Engineering Consultant contract, is supporting and coordinating closely with TxDOT as the document is being developed.

RECENT ACTIVITIES

The Project Development process is currently focusing on five major elements: Environmental Assessment (EA), Final Design Schematic, Public Outreach, Final Context Sensitive Solutions (CSS), and Design-Build Procurement.

The Mobility Authority is currently working with TxDOT and FHWA to expedite agency review and comment periods in order to obtain an Environmental Finding in Spring of 2015.

The Final CSS Open House along with the Formal Public Hearing (required by NEPA) is planned for mid-2014. The Final Design Schematic will be presented at the Public Hearing.

As part of the Project Development activities, the CTRMA team has initiated the procurement process with the Request for Qualifications issued on April 14, 2014 and an anticipated Best Value Section in Spring of 2015. In support of project financing, the CTRMA team is currently developing an update to the TIFIA Application with an estimated funding request of up to 49% of the total eligible expenses.

The Mobility Authority is currently supporting TxDOT in the development of the EA:

- Development of exhibits required by NEPA for the document
- Facilitating and coordinating meeting with other Agencies
- Developing, updating and tracking with Primavera scheduling software
- Evaluating impacts and addressing issues relevant to project development
- Supporting in recovery plans in order to meet critical dates
- Complete first Open House with Final Public Hearing in mid-2014

The Mobility Authority is advancing planning and funding activities:

- Advancing right-of-way & utilities with long lead times including coordination and funding
- Evaluating phasing schemes and financing models including potential interim milestone opening dates
- Update to TIFIA Application

The Mobility Authority has completed the Design Schematic:

- Completed the (100%) Final Design Schematic, under FHWA Review
- Completed and addressed design issues and community inquiries
- Completed Design of Value Engineering Study results
- Facilitating and coordinating meeting with other Agencies

The Mobility Authority's Stakeholder and Outreach is comprehensive and currently includes:

- Agencies: FHWA, TxDOT, City of Austin, Travis County
- Businesses: Misc. Land Developers / Property Owners, Freescale , YMCA, AT&T
- Home Owners Associations: Knollwood , Senate Hills , University Hills
- Interest Groups: Gateway Oaks, Heritage Tree Foundation, PODER, El Concilio
- Completed 1st and 2nd Round of Outreach Activities
- Performing required follow-ups with Businesses, Home Owners and Interest Groups

The Mobility Authority's Context Sensitive Solution process is currently focusing on:

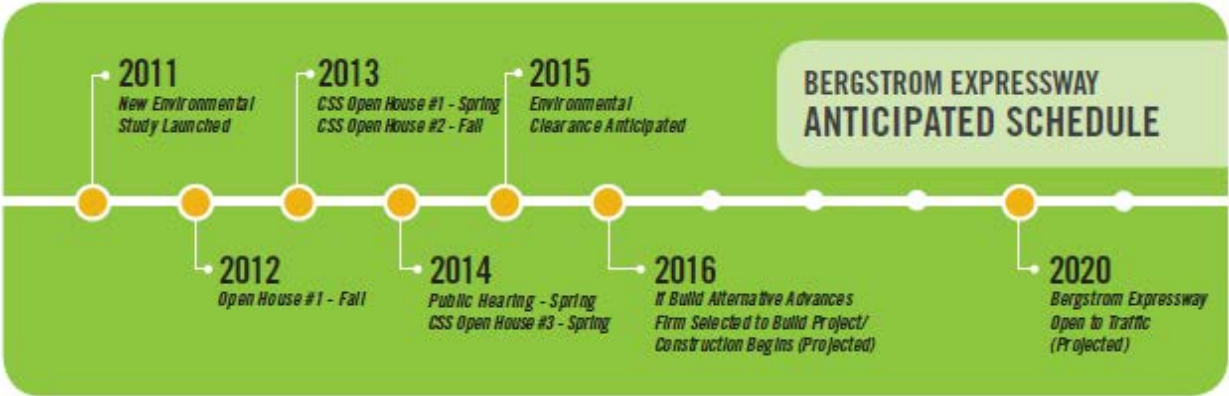
- Integrating the facility with the area's built environment to enhance community and in particular the area's economical quality of life
- Integrating the natural environment in order to maximize the facilities scenic, recreation and aesthetic qualities
- Incorporating aesthetics that fit the facilities physical setting and preserve the scenic, aesthetic, neighborhood, historic and environmental attributes of the area
- Including innovative design elements including considerations from the Green Mobility Challenge
- Completed 2 CSS Open Houses, Final Results to be presented at Final Open House in mid 2014

The Mobility Authority's Design Build Procurement process is currently scheduled as:

- Request for Qualifications issued April 14, 2014
- Board Approval Shortlisted Proposers, Fall 2014
- Issuance of Final Request for Detailed Proposals, Winter 2014
- Board Approval of Best Value Proposer, Spring 2015

SCHEDULE

The Environmental Assessment process was launched in late 2011 and is anticipated to be complete in spring 2015. The Procurement was launched this month and should be complete in spring of 2015. A detailed schedule discussion, including the tracking of intermediate milestones, will be provided in upcoming Quarterly Reports. Below is a summary of the anticipated timeline that is being communicated to the public.





Oak Hill Parkway

INTRODUCTION

This report documents and describes the Oak Hill Parkway Project for the period through April 30, 2014. This Project is currently in the environmental clearance phase of development which requires the completion of an Environmental Impact Statement (EIS) consistent with the regulations contained in the National Environmental Policy Act of 1969 (NEPA). The Project is currently being developed jointly by the Central Texas Regional Mobility Authority and the Texas Department of Transportation (TxDOT) Austin District.

PROJECT DESCRIPTION

The Project encompasses the area surrounding the existing “Y at Oak Hill” intersection and includes the study of US 290 West from FM 1826 to Loop 1, including SH 71 West from Silvermine Drive to US 290 West. The study area is depicted in the location map below. A transition may be necessary through Circle Drive to ensure adequate and safe operations of the facility.



Currently this area experiences large-scale congestion while attracting more than 60,000 cars/trucks a day and serving as a corridor for statewide travel. As part of the NEPA process, nine reasonable alternatives along with two options that could be applicable to multiple scenarios have been identified thus far to address the issues currently plaguing the study area. These alternatives, along with a “No Build” scenario, will be screened to assess the direct, indirect, and cumulative environmental impacts

such that environmental values are considered alongside the technical and economic factors. Another important element of the NEPA process, which is also consistent with the Mobility Authority's approach to project implementation, is public involvement; throughout the entire Environmental Impact Statement process, input will be solicited from neighbors and drivers of the corridor that could potentially be affected.

The Environmental Impact Statement document is currently being prepared by a consultant team led by Rodriguez Transportation Group, Inc. (RTG) under a professional services agreement with the TxDOT Austin District. The Mobility Authority, supported by Atkins under their General Engineering Consultant contract, is coordinating closely with both TxDOT and RTG as the document is being developed.

PREVIOUS EFFORTS

As part of the Public Involvement Initiation, several critical elements were advanced in the previous quarter:

- On October 22nd, the second Open House was held outlaying the nine concepts, two design options and draft screening criteria for the public to review and provide comments. There was active engagement at the meeting with 150 people in attendance.
- On November 21st, a meeting was held with the City of Austin and TxDOT to discuss the feasibility of regional detention to lessen the drainage impacts within the project footprint. Monthly meetings will be scheduled to continue to investigate the feasibility of this concept.
- Monthly e-newsletters have been distributed to announce the opportunities for public input and to keep the stakeholders informed of activities and progress.

RECENT ACTIVITIES

The implementation of the Project is currently focusing on actively engaging the public to help us identify the project constraints and initiation of early concept development through the use of citizen workgroups. This quarter's activities included:

- On January 27th, an internal team met to begin outlining the Context Sensitive Solution (CSS) process and schedule for implementation. The current outreach already contains elements of CSS, but the aesthetic elements will begin to be discussed as a preferred alternative takes shape.
- On February 4th, a public workshop was held at the Austin Waldorf School to discuss the need to extend the project beyond Circle Drive for operational and safety reasons and to seek input from affected property owners and transportation users on their desires/needs for that transition.
- On March 5th, following the meeting at Austin Waldorf School and absorbing the public comments, an internal team met to brainstorm innovative ideas for designing the western transition back to the existing highway with the goal of minimizing the right of way impacts while maintaining good operations. The final solution will be taken to the June Public Meeting for comment.
- On March 22nd, a Public Funding Workshop was held at Oak Hill United Methodist Church in response to comments from the public about "funding" of the project. The goal was to educate the public about how transportation projects get funded and what sources of funding are currently available for added capacity type projects. The team is continuing to take that

information developed and formulate it into a video format to be placed on the website for the public to be able to view at a time convenient to them.

- On April 14th, an internal meeting was held with TxDOT and FHWA to finalize the screening criteria to allow screening of the alternatives prior to the June Public Meeting.
- More detailed information and notes from the public involvement activities can also be found on the project website www.oakhillparkway.com.

PROGRESS STATUS

The Environmental Impact Statement process is still in the first year of development and is anticipated to take approximately four years to complete. To date, the project team has performed consistent with the project schedule.



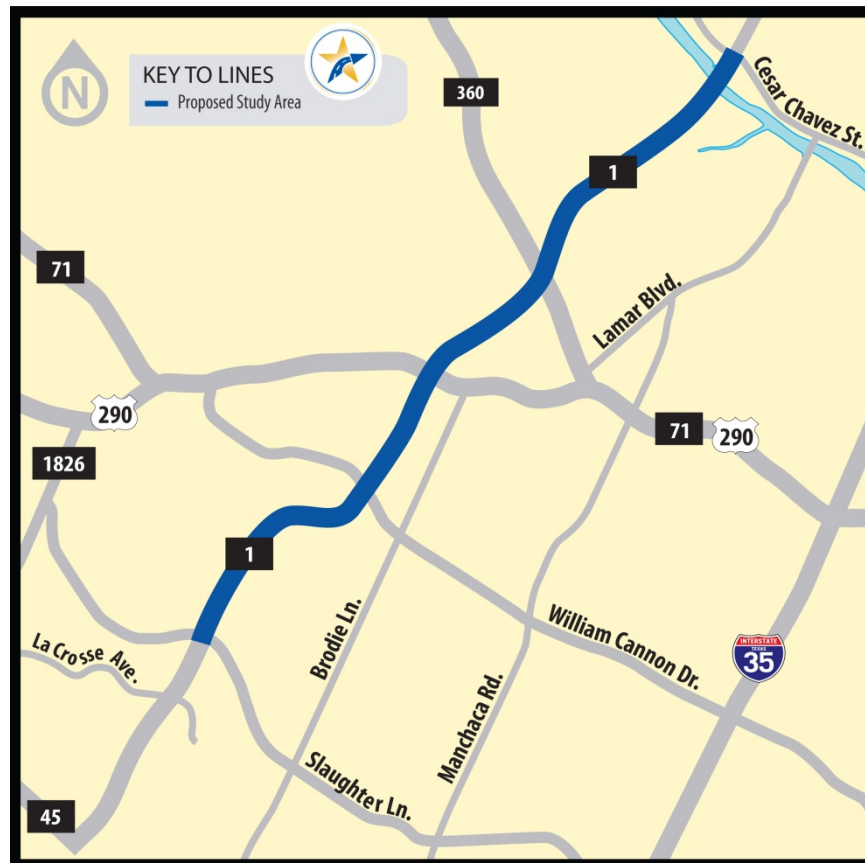


MoPac South Environmental Study

MoPac South
ENVIRONMENTAL STUDY

PROJECT DESCRIPTION

MoPac Expressway south of Lady Bird Lake is a vital transportation artery for Austin. Initial construction started in 1973 and various sections have been under construction for the past 40 years. Currently this eight mile section is a four to six lane freeway which attracts up to 150,000 cars and trucks per day on the north end. Over time, growth in the corridor – residential, retail and commercial – has led to increased congestion and reduced mobility. Funding for an environmental study along with preliminary and final design was allocated to the project under Rider 42 of the General Appropriations Act (2011, HB 1, 82nd Legislature, Regular to the Session). Rider 42 funds are state funds from Proposition 12 set aside to study the most congested roadways in the state.



The Mobility Authority is leading the environmental study and community outreach program which launched in April 2014 with oversight and support from TxDOT.

The environmental study will thoroughly analyze the corridor from Cesar Chavez Street to Slaughter Lane and determine the best alternatives for improving mobility. The result will be documented in an Environmental Assessment that will consider “build” and “no build” options, as well as traffic management strategies. Over the course of the study, a full range of alternatives will be developed that will take into account the needs of drivers, transit riders, bicyclists and pedestrians as well as surrounding businesses, neighborhoods and the environment. Through extensive analysis of the engineering feasibility, social, economic and environmental impacts of each alternative, as well as consideration of public input, the study team will recommend a solution.

This report describes the status of the MoPac South Environmental Study and documents the activities accomplished through the first quarter of 2014.

RECENT ACTIVITIES

The following activities have been accomplished by the Mobility Authority and its consultants during the reporting period.

PROJECT DEVELOPMENT

- Jacobs continues preparation of the environmental assessment, primarily data collection and public involvement activities, as well as schematic efforts.
- Consideration of input from the stakeholder meetings and November 2013 Open House is underway in the development of a Purpose and Need and development of alternatives.
- The Mobility Authority received concurrence from FHWA on the study limits and that an Environmental Assessment is the appropriate document for the study.
- The study team continues to collect historical and model traffic data for use in environmental alternatives analysis, operational analysis, and traffic and revenue evaluations.
- The first multi-agency alternatives workshop was held in March 2014 and the attending representatives from FHWA and TxDOT commented on the project’s purpose and need, preliminary alternatives, and proposed evaluation criteria.
- The first Technical Working Group meeting was held on April 16, 2014 in order to preview the Open House information, including the latest draft of the following: purpose and need, preliminary alternatives, and the evaluation criteria for both preliminary and reasonable alternatives.

ADJACENT PROJECT COORDINATION

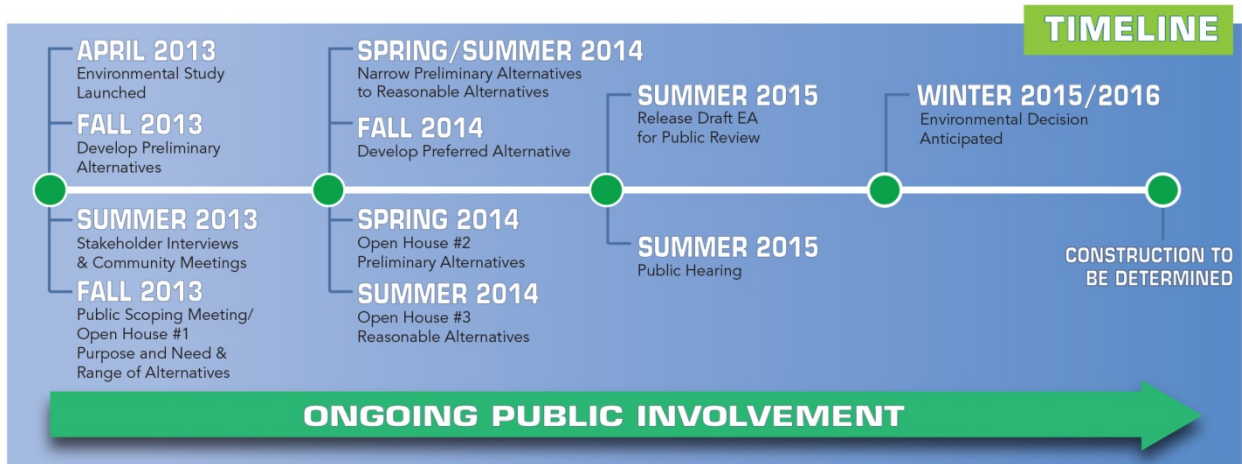
- Ongoing coordination continues between the teams for MoPac South, 183 North, SH 45SW, and Oakhill Parkway projects regarding approach to traffic modeling and agency coordination.

COMMUNITY OUTREACH

- Stakeholder meetings and elected official briefings continue. A stakeholder meeting for Circle C was held on January 15, 2014, and information about this project and the MoPac Intersections Environmental Study, as well as SH 45SW, was provided to the neighborhood.
- An e-newsletter launched March 31, 2014.
- Planning for Open House No. 2 on April 29, 2014 at Barton Creek Square Mall is underway and currently being advertised in various mediums, including the website and display advertising.

SCHEDULE

The environmental process is anticipated to take two to three years. The schedule for the project anticipates a Public Hearing to occur in July 2015, and a completion of the environmental study in early 2016.



MoPac Intersections Environmental Study

PROJECT DESCRIPTION

The Mobility Authority, in coordination with the Texas Department of Transportation (TxDOT), will prepare a Categorical Exclusion (CE) for proposed operational and safety improvements including grade separation of the MoPac mainlanes under Slaughter Lane and La Crosse Avenue. The environmental study launched in May of 2013. If the proposed improvements are environmentally cleared, the project will be turned over to TxDOT to design, construct, and maintain.



This report describes the status of the MoPac Intersections Environmental Study and documents the activities accomplished through the first quarter of 2014.

RECENT ACTIVITIES

The following activities have been accomplished by the Mobility Authority and its consultants during the reporting period.

PROJECT DEVELOPMENT

- Jacobs continues data collection, design survey and utility information collection to use in the preparation of the categorical exclusion.

- Based on public input, technical constraints, costs, and environmental considerations, the build alternative for the Intersection Study will focus on extending the MoPac mainlanes under the intersections of Slaughter Lane and La Crosse Avenue.
- At Slaughter Lane, the current design under consideration is a diverging diamond interchange, or DDI. A DDI is an innovative intersection design that allows vehicles to move efficiently through an intersection by temporarily shifting traffic to the left side of the road, eliminating the need for left-turn arrows. Since the left-turn movements do not have to cross opposing traffic, it moves traffic faster, reducing congestion and increasing safety.
- At La Crosse Avenue, the study team is proposing a conventional diamond interchange, similar to most intersections in the area.
- Bike and pedestrian connections are under consideration at both intersections including bike lanes, sidewalks and shared use paths in and around the intersections of Slaughter Lane and La Crosse Avenue.

COMMUNITY OUTREACH

- Stakeholder meetings and elected official briefings continue. A stakeholder meeting for Circle C was held on January 15, 2014, and information about this project and the MoPac South Environmental Study, as well as SH 45SW, was provided to the neighborhood.
- An e-Newsletter with a substantial project update was sent to the project mailing list in March.

SCHEDULE

We expect to have an environmental decision on the MoPac Intersections study in late 2014.



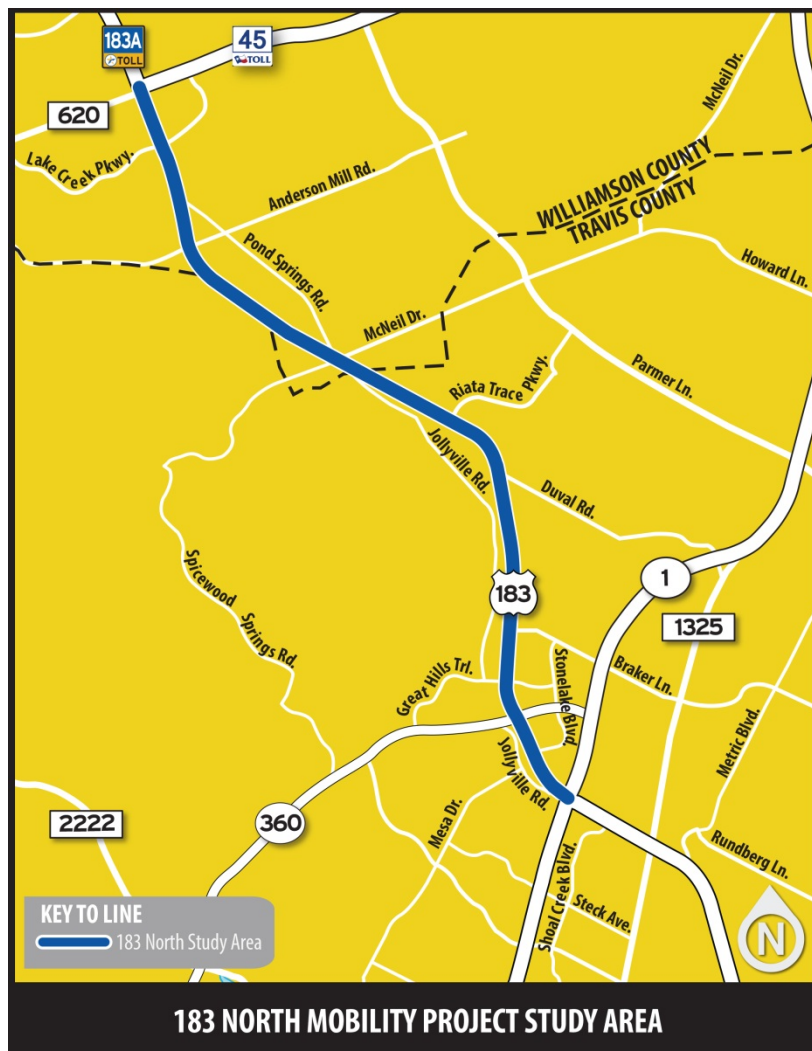
183 North Mobility Study



PROJECT DESCRIPTION

In August 2013, the Central Texas Regional Mobility Authority and the Texas Department of Transportation launched the 183 North Mobility Project. This new environmental study will thoroughly analyze an eight-mile segment of US 183 between SH 45 North and MoPac and determine the best options for managing congestion, as well as improving transit reliability and emergency response times. The study will also look at ways to connect mobility improvements on 183 North to the MoPac corridor.

The 183 North Mobility Project was selected as one of the recipients of the CAMPO Surface Transportation Program – Metropolitan Mobility (STP-MM) funding program. Proposed improvements could include adding lane(s) along existing US 183 North (from RM 620 to MoPac), as well as direct connectors from US 183 and MoPac.



Proposed improvements could include adding lane(s) along existing US 183, as well as direct connectors from US 183 and MoPac. An alternative will be recommended in Summer 2015 and a decision on what solution will be implemented is expected in early 2016.

This report describes the status of the 183 North Mobility Project and documents the activities accomplished through the first quarter of 2014.

RECENT ACTIVITIES

The following activities have been accomplished by the Mobility Authority and its consultants during the reporting period.

PROJECT DEVELOPMENT / PROCUREMENT

- CP&Y continues preparation of environmental documentation, primarily data collection and public involvement activities, as well as schematic efforts.
- A number of environmental deliverables were submitted to TxDOT and FHWA, including the environmental classification request and draft purpose and need statement.
- The first Technical Workgroup Meeting was held on January 14, 2014.
- Consideration of input from the stakeholder meetings and the February 2014 Open House is underway in the refinement of the Purpose and Need and alternatives.
- The study team is considering the addition of two lanes in each direction as part of this project.

ADJACENT PROJECT COORDINATION

- Ongoing coordination continues between the teams for MoPac South, 183 North, and SH 45SW regarding approach to traffic modeling and agency coordination.
- At the February 2014 Open House, Steve “MoPac Man” Pustelnyk provided information on the construction of the MoPac Improvement Project.

COMMUNITY OUTREACH

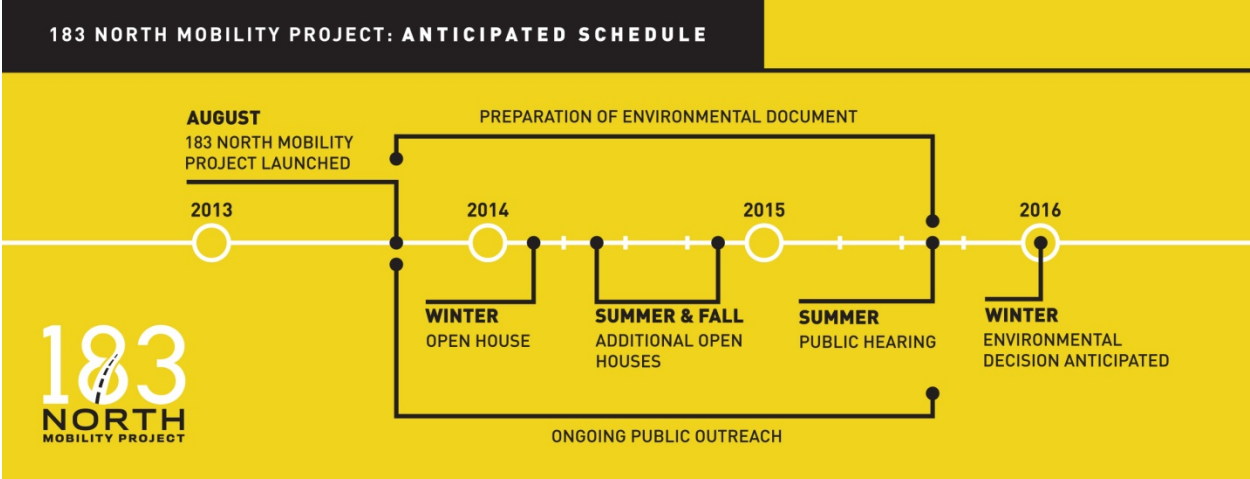
- Due to the winter weather, the first Open House that was to be held on January 28, 2014 was postponed and rescheduled to February 18, 2014 at Anderson High School. Over 35 members of the public attended the February 2014 Open House to learn more about the project as well as review and provide input on the Purpose and Need and the preliminary alternatives. Over 700 unique page views were documented on the Virtual Open House for the project.



- Stakeholder meetings continue to be held and scheduled.
- Reasonable alternatives will be presented to the public at the second Open House in Summer 2014. The meeting is anticipated to be held at Westwood High School; further planning for this event continues.

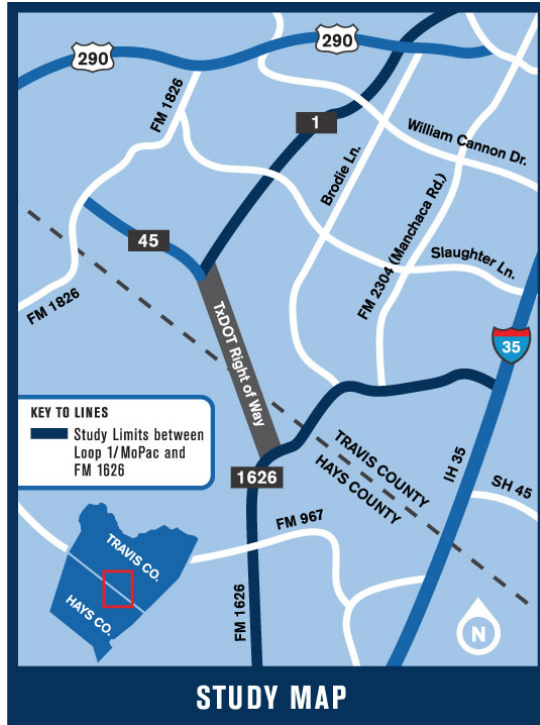
SCHEDULE

The environmental process is anticipated to take two to three years. The schedule for this project anticipates a public hearing to occur in August 2015, and a completion of the environmental study in early 2016.



SH 45 SW

ENVIRONMENTAL STUDY



SH 45SW Environmental Study

PROJECT DESCRIPTION

The Texas Department of Transportation (TxDOT) is working with the Mobility Authority, Hays and Travis counties, and regulatory agencies to study a possible solution for improving mobility in the rapidly growing area of northern Hays and southern Travis counties. This combined effort includes an environmental study of an area between MoPac and FM 1626. The study will consider environmental impacts, constraints, the needs of drivers, and concerns of surrounding neighbors. The study, which will result in an Environmental Impact Statement, launched in June 2013.

TxDOT's Special Projects Division and Environmental Affairs Division are leading the project; with the Mobility Authority in a support role. Community outreach is being led by the Mobility Authority.

This report describes the status of the SH 45SW Environmental Study and documents the activities accomplished through the first quarter of 2014.

RECENT ACTIVITIES

The following activities have been accomplished by the Mobility Authority and its consultants during the reporting period.

COMMUNITY OUTREACH

- The Mobility Authority continues to manage the project website (www.SH45SW.com) and twitter account (@SH45SW) as well as answer the phone hotline (512-593-4202).
- An e-Newsletter was sent to the project mailing list in March 2014.
- Stakeholder outreach continues. A stakeholder meeting for Circle C was held on January 15, 2014, and information about SH 45SW, as well as the MoPac South and MoPac Intersections Environmental Studies, was provided to the neighborhood.
- CAMPO accepted the request to add the project to the TIP. CAMPO conducted open houses on the TIP amendments in March and early April.
- In March, the CAMPO subcommittee for SH 45SW, the Mobility Authority, and TxDOT gave an update to the Barton Springs Edwards Aquifer Conservation District Board.
- It is anticipated that a public hearing on the Draft Environmental Impact Statement will be held in Summer 2014.

SCHEDULE

The environmental process is anticipated to take two years.

