



**Resolution of the
Capital Area Metropolitan Planning Organization
Policy Advisory Committee**

**Loop 1/US 183 Improvement Study
National Environmental Policy Act (NEPA) Process**

WHEREAS, in 1973 the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization (MPO) for the Austin metropolitan area in accordance with Title 23 of the United States Code; and

WHEREAS, Section 134 of Title 23 of the United States Code requires the preparation and adoption of a long-range transportation plan for each metropolitan area with a population exceeding 50,000; and

WHEREAS, the CAMPO 2025 Transportation Plan supports a multimodal transportation system that provides for an increase in the percentage of all trips by transit, carpools, bicycles and walking and a reduction in the percentage of trips by single-occupant vehicles; and

WHEREAS, the CAMPO PAC endorses high occupancy vehicle facilities as critical components of the region's transportation system, especially in the heavily developed corridors of Loop 1, US 183 and IH 35; and

WHEREAS, in June 2000 the Policy Advisory Committee (PAC) of CAMPO adopted the CAMPO 2025 Transportation Plan which includes high occupancy vehicle (HOV) facilities on Loop 1 from SH 45(N) to Slaughter Lane and on US 183(N) from Lakeline Boulevard to Loop 1; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Transportation Equity Act for the 21st Century (TEA-21) of 1997 require that an alternatives analysis study be conducted when there is a need to consider federal funds for a major transportation investment in a metropolitan area; and

WHEREAS, the Texas Department of Transportation presented the Loop 1/US 183 Improvement Study to the PAC; and

WHEREAS, in June of 2001 the PAC adopted a resolution creating a Special Committee charged with producing a set of alternative concepts for the Loop 1 and US 183 corridors that will allow for improved mobility while protecting existing neighborhoods; and

WHEREAS, the Special Committee selected a Technical Team to review TxDOT's proposed alternatives and, based on state-of-the-art best practices, propose modifications and/or new alternatives and recommend a set of alternatives that allow for improved mobility while protecting existing neighborhoods; and

WHEREAS, the PAC supports a continuing partnership between the Texas Department of Transportation, CAMPO, the City of Austin, neighborhoods and other affected stakeholders in the improvement to the Loop 1 and US 183 corridors;

NOW THEREFORE BE IT RESOLVED by the Capital Area Metropolitan Planning Organization's Policy Advisory Committee that to the extent permitted by the National Environmental Policy Act (NEPA):

A. The CAMPO PAC endorses the following objectives for the Loop 1/US 183 environmental study:

1. Provide an open decision-making process to produce a state-of-the-art transportation facility
2. Accommodate the movement of people through the corridor with minimal increase in vehicle traffic by providing incentives to greatly increase transit and ridesharing, and reduce the proportion of drive-alone trips
3. Limit the increase of congestion in the corridor
4. Minimize negative impacts and maximize positive impacts of the project on adjacent residences and businesses and the adjoining street network

B. The CAMPO PAC supports the Texas Department of Transportation proceeding into the National Environmental Policy Act (NEPA) process for the Loop 1/US 183 Corridor Improvement Study, upon CAMPO's approval of TxDOT's written acceptance as presented to CAMPO of the following items 1, 2, 3 and 4 to be completed and conditions to be met prior to CAMPO's consideration of approval of federal funding:

1. TxDOT to develop and evaluate through a collaborative process the concept of two, non-reversible, high-occupancy vehicle (HOV) lanes with commuter rail within the existing right-of-way in the NEPA process, emphasizing alternatives with less community impact, such as:
 - a) Highway concepts:
 - i. At grade
 - ii. Depressed
 - iii. No elevated lanes, HOV or otherwise
 - iv. Two non-reversible, dedicated, HOV/bus lanes
 - v. Reduce railroad right-of-way from 60 feet to the minimum that would permit railroad double-tracking
 - vi. HOV/bus access, to be implemented in accordance with a comprehensive east-west traffic plan to be prepared by the City of Austin in cooperation with TxDOT and Capital Metro
 - b) Preserve sufficient space for commuter rail in the Union Pacific right-of-way and consult with the Austin-San Antonio Corridor Council as to the potential ridership on commuter rail in this corridor in conjunction with studies by appropriate jurisdictions to implement a commuter rail system.
2. TxDOT to consider safety and operational solutions, including the following, in the Transportation Systems Management (TSM) alternative with all TSM improvements to be located within the existing right-of-way where possible, in accordance with C.1.b) below.
 - a) Eliminate Westover Road interchange
 - b) Reconfigure 35th St. interchange, within existing right-of-way
 - c) Restrict trucks to 2 right lanes
 - d) Reduce posted speed limit to 55 mph
 - e) Modify Windsor Road exit loop ramps, within existing right-of-way
 - f) 2-lane exits

3. Appointment of a Project Advisory Panel (Attachment A) to monitor and participate to the extent legally possible in the NEPA process in accordance with the attached statement of Panel objectives and activities (Attachment B) and to report back to the CAMPO PAC on a quarterly basis.
 4. Selection of CAMPO as a Cooperating Agency in the NEPA process for the Loop 1/US 183 project in accordance with FHWA guidance.
- C. The CAMPO PAC endorses the following recommendations:
1. Loop 1/US 183 specific recommendations
 - a) Noise Impacts
 - i. Noise walls should be built regardless of whether Loop 1 is expanded or not
 - ii. Noise mitigation design should focus not only on the highway noise but also on the railroad noise
 - b) Residential/commercial displacements
 - i. Stay within existing right-of-way except where new right-of-way can eliminate entry ramps that use neighborhood streets, accounting for input from the immediately affected neighborhoods/area
 - c) Neighborhood traffic impacts and bike/pedestrian compatibility
 - i. Concentrate traffic on arterials and collectors
 - ii. Include pedestrian crossings of Loop 1 on east-west roads
 - iii. Provide pedestrian and bicycle crossings over Loop 1 at US 183 interchange and possibly other locations
 - d) Compatibility with visual and physical environment
 - i. Minimize light pollution
 - ii. Landscape ramps and plant vines on barrier walls
 - iii. Noise walls and bridges must be aesthetically pleasing

PASSED AND APPROVED this 10th day of December, 2001.

Senator Gonzalo Barrientos
Chair, CAMPO Policy Advisory Committee

ATTACHMENT A

Loop 1-US 183 Improvements Study

Methodology to Appoint Project Advisory Panel (Panel)

Methodology to appoint a Loop 1-US 183 project advisory panel, as approved by the Loop 1-US 183 Special Committee on November 28.

The Panel comprises:

1. Seven current PAC members:
 - a) Senator Gonzalo Barrientos, Chair
 - b) Representative Ann Kitchen
 - c) Representative Mike Krusee
 - d) Austin City Council Member Will Wynn
 - e) Hays County Commissioner Bill Burnett
 - f) Capital Metro Board Member John Treviño
 - g) TxDOT Austin District Engineer Bill Garbade
2. Fourteen citizens, to be selected as follows:
 - a) Each of the fourteen CAMPO PAC members not in the list above will appoint one *citizen* member to the Panel who will represent the interests of the PAC member's constituency. The appointees are not to be elected officials.
 - b) The appointees should represent a cross-section of interest groups. The Chair will consider the initial recommendations of the PAC members and, if any imbalance (either geographic or stakeholder interest) is identified, the Chair will encourage and coordinate alternative appointments
3. The Panel may elect a vice-chair from its ranks.
4. Meetings of the Panel should be run in accordance with Robert's Rules of Order.
5. The Panel should report to the CAMPO Policy Advisory Committee on a quarterly basis.

ATTACHMENT B

**Loop 1-US 183 Project Advisory Panel
Activities and Objectives**

Purpose:

The CAMPO Loop 1-US 183 Project Advisory Panel (Panel) is an outgrowth of the “systems analysis” of the needs for the corridor as expressed by the PAC’s establishment of a Special Committee and the retaining of a “Technical Team” of nationally known experts to review the project. The Panel has been created by the Policy Advisory Committee (PAC) of CAMPO to monitor CAMPO’s interests during the NEPA process, and to make sure its wishes are known throughout the project’s duration.

Committee Status:

CAMPO is requesting status as a “Cooperating Agency” in the NEPA process for this project. In the role of a cooperating agency, the CAMPO PAC will be represented by the CAMPO Loop 1-US 183 Project Advisory Panel, with all Panel recommendations subject to final CAMPO PAC approval.

Activities:

The Panel will undertake the following activities to maximize collaboration:

1. Participate in coordination meetings;
2. Consult with the lead agency and other cooperating agencies on any relevant technical studies that will be required for the project;
3. Participate in joint field reviews with the lead and other cooperating agencies;
4. Have access to project information, including study results;
5. Inform the CAMPO PAC and lead agency when the Panel feels the needs and wishes of the CAMPO PAC are not being met;
6. Provide the CAMPO PAC with periodic status reports, no less frequently than quarterly, on the status of the project and its congruence with the needs and wishes of the CAMPO PAC and make recommendations for PAC actions.

Objectives:

As was recommended by the Technical Team and adopted by the Special Committee, the CAMPO PAC is requesting that TxDOT accommodate the addition of alternatives and recommendations of the Technical Team, as modified by the Special Committee. These alternatives and recommendations have the purpose of:

1. Providing an open decision-making process to produce a state-of-the-art transportation facility;
2. Accommodate the movement of people through the corridor with minimal increase in vehicle traffic by providing incentives to greatly increase transit and ridesharing and reduce the proportion of drive-alone trips;
3. Limit the increase of congestion in the corridor; and
4. Insure that negative impacts on adjacent residences and businesses and the adjoining street network are minimized and positive impacts are maximized. In part, this will be accomplished by taking no action that will create additional demand on the adjoining street network that will require increased capacity on it.

The goals of the Panel are to insure that alternatives are studied to:

1. Focus on enhancing alternative forms of transportation such as commuter rail, light rail, busses, and ridesharing which will decrease dependence on single-occupant cars;
2. Prevent increased air, water and noise pollution and
3. Achieve community support.

The concepts that will be considered are included above in Sections B.1. and B.2.

Term and Voting:

The Panel will be authorized for the duration of the project (until completion of construction) and CAMPO, as represented by the Panel, will remain a cooperating agency member through the decision document phase of the NEPA process. If a Committee member resigns from the committee or is otherwise unable to serve, a replacement shall be named from the same position or organization as the resigning member.

Each committee member shall have one vote on committee matters. If a committee member is not present, the member may declare a proxy representative. This proxy representative may not already be a voting committee member.