



Air Quality Technical Memorandum

MoPac (State Loop 1) Intersections, Austin District

From North of Slaughter Lane to South of La Crosse Avenue

CSJ: 3136-01-015

Travis County, Texas

June 2015

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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APPENDIX

Appendix A - TxDOT Transportation Conformity Report Form

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1.0 AIR QUALITY

This technical memorandum presents the findings of an Air Quality analysis performed for proposed improvements to the intersection of Loop 1 (MoPac) and Slaughter Lane and the intersection of MoPac and La Crosse Avenue (CSJ: 3136-01-015). In addition to grade separations at the intersections, the proposed improvements would include construction of a shared use path for bicycles and pedestrians extending from Slaughter Lane to La Crosse Avenue.

1.1 CONFORMITY TO TRANSPORTATION PLANS

The project is located in Travis County, which is in attainment or unclassifiable for all National Ambient Air Quality Standards (NAAQS); therefore, the transportation conformity rules do not apply.

This proposed project is consistent with Capital Area Metropolitan Planning Organization's (CAMPO) *2035 Regional Transportation Plan* and Texas Department of Transportation's (TxDOT) *2015-2018 Statewide Transportation Improvement Program (STIP)* for the Austin District. The proposed project would be constructed using state and federal funds and is included in the CAMPO *Transportation Improvement Program (TIP)* under the Preventative Maintenance and Rehabilitation grouping, control-section-job (CSJ) 5800-00-9522-8 (see **Appendix A**). The total project cost is approximately \$45,874,993. Construction is anticipated to begin in 2016. The MoPac Intersections project is estimated to be open for traffic in 2019.

More information can be found in the attached Transportation Conformity Report Form.

1.2 CARBON MONOXIDE TRAFFIC AIR QUALITY ANALYSIS

Generally, projects such as the proposed action are considered exempt from a transportation air quality analysis (TAQA) because they are intended to enhance traffic safety and improve traffic flow. The proposed action would not add capacity to an existing facility. Current and future emissions should continue to follow existing trends not being affected by this project. Due to the nature of this project, a carbon monoxide analysis was not required.

1.2.1 Congestion Management Process

This project is located in Travis County within an area in attainment or unclassifiable for all NAAQS; therefore a Congestion Management Process analysis is not required.

1.3 MOBILE SOURCE AIR TOXICS

The purpose of this project is to reduce travel delay and enhance safety by improving intersection operations through the construction of grade-separated intersections at Slaughter Lane and La Crosse Avenue. This project has been determined to generate minimal air quality impacts for Clean Air Act Amendments of 1990 (CAAA) criteria pollutants and has not been linked with any special Mobile Source Air Toxics (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the No-Build Alternative.

Moreover, U.S. Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES model forecasts a combined reduction of over 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

1.4 AIR QUALITY CONSTRUCTION EMISSIONS

During the construction phase of this project, temporary increases in air pollutant emissions may occur from construction activities. The primary construction-related emissions are particulate matter (fugitive dust) from site preparation. These emissions are temporary in nature (only occurring during actual construction); it is not possible to reasonably estimate impacts from these emissions due to limitations of the existing models. However, the potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures such as covering or treating disturbed areas with dust suppression techniques, sprinkling, covering loaded trucks, and other dust abatement controls, as appropriate.

The construction activity phase of this project may generate a temporary increase in MSAT emissions from construction activities, equipment and related vehicles. The primary MSAT construction related emissions are particulate matter from site preparation and diesel particulate matter from diesel powered construction equipment and vehicles. The Texas Emissions Reduction Plan (TERP) includes incentive programs to encourage the development of multi-pollutant approaches to ensure that the air in Texas is both safe to breathe and meets minimum federal standards. TxDOT encourages construction contractors to utilize this program to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: <http://www.tceq.state.tx.us/implementation/air/terp/>.

Considering the temporary and transient nature of construction-related emissions, it is not anticipated that emissions from construction of this project would have any significant impact on air quality in the project area.

2.0 REFERENCES

Capital Area Council of Governments, Central Texas Clean Air Coalition adoption, 2013. *Austin-Round Rock Metropolitan Statistical Area Ozone Advance Program Action Plan*.

Capital Area Metropolitan Planning Organization. 2015. *CAMPO 2035 Regional Transportation Plan, as Adopted May 24, 2010 and amended April 2, 2015*.

_____. 2014. *2015-2018 Transportation Improvement Program. Adopted May 12, 2014*.

Texas Department of Transportation. *2015-2018 Statewide Transportation Improvement Program, Austin District. May 20, 2014*.

_____. Transportation Planning & Programming Division, 2013. *2014 Unified Transportation Program – 2014-2023, Version 8/26/2013 7:48:38 AM*

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APPENDIX A – TXDOT TRANSPORTATION CONFORMITY REPORT FORM

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Transportation Conformity Report Form

Project Facility Name: Loop 1 (MoPac)

MPO Project ID: n/a

Project CSJ Number 5800-00-9522-8

Project Limits¹

From: 0.7 miles south of La Crosse Avenue

To: 0.5 miles north of Slaughter Lane

Project Sponsor: Central Texas Mobility Authority

Project Description: Proposed Loop 1 grade separations at La Crosse Avenue and Slaughter Lane

Let Year: 2016 (2015 let date in CAMPO 2035, future amendment needed to make consistent)

ETC² Year:

Conformity Year: 2035

Cost: \$45,874,993

Adding Capacity: Yes No

Counties: Travis

Project Classification: CE EA EIS

Important Information

A determination of project-level conformity is not permanent. It is recommended that conformity be checked early and often in the project development process, but that this specific form be coordinated within 60 days of the anticipated environmental decision to avoid coordinating the form more than once. The following events would require a project's conformity determination to be reevaluated.

1. Changes to the project's design concept³, scope⁴, limit, funding, or estimated time of completion (ETC) year
2. Changes to the project's listing in the MTP, TIP, or STIP related to design concept, scope and limits; funding or ETC year
3. New conformity determinations on the applicable MTP, TIP, or STIP (even if it occurs after the FHWA/FTA project-level conformity determination has been made)

In particular, if there is a planned MTP update/amendment and associated transportation conformity determination expected to be completed on or near the time of project approval, it is recommended that the project sponsor prepare this conformity determination after the plan update/amendment and

¹ Project description, project details, and other project information should include enough detail in order to make a determination of project consistency with the MTP, TIP, STIP, and corresponding transportation conformity determination.

² The ETC or estimated time of completion year is the date the entire project as described in the environmental review document will be open to traffic. .

³ This refers to the type of facility being built.

⁴ This refers to the size of the project, such as: the number of each type of lane being built, or the project limits.



Transportation Conformity Report Form

associated transportation conformity determination is completed, if the update/amendment will affect the project as specified in item 1 above. Consult with ENV air specialist if further assistance is needed.

Instructions

Check the appropriate box for each question, using the most current information available, and be aware that the answers will dictate which questions must be answered for each specific project. Start with Step One, and follow the instructions included in each step, if any additional instructions are provided.

The information displayed between carets, <like this> represents a field that should be customized with project specific information. In the electronic file, these fields are highlighted in grey. Content prompts, like *Choose an item.*, represent dropdown menus, which also must be customized with project specific information.

If the form requires the preparer to “STOP” because something is lacking, then it is recommended that the time it would take to make the necessary changes to the MTP, TIP, or project should be re-evaluated against the project’s proposed letting date (i.e., letting date may need to be adjusted).

Step 1: Is this a federal project with a federal lead other than FHWA/FTA?

- Yes – If yes, **transportation conformity does not apply to the project, however, general conformity may apply.** Consult the ENV air specialist regarding this project and potential general conformity requirements. Proceed to Step 21.
- No – If no, continue to Step 2.

Step 2: Is this a FHWA/FTA project⁵ or otherwise considered regionally significant⁶ in accordance with [40 CFR 93.101](#)?

- Yes – If yes, continue to Step 3.
- No – **If no, transportation conformity does not apply to the project.** Proceed to Step 21.

Step 3: In accordance with the EPA’s [Green Book](#), is the project located in a nonattainment or maintenance area for ozone, nitrogen dioxide (NO₂), carbon monoxide (CO), particulate matter (PM_{2.5} or PM₁₀)?

- Yes – If yes, continue to Step 4.
- No – If no, **transportation conformity does not apply to the project.** Proceed to Step 21.

⁵ Note that this includes projects which may not have federal funding but would otherwise require federal approval.

⁶ If a project is on the MPO’s NON-regionally significant project list, it is not regionally significant. Each MPO may have different criteria for designating a project as regionally significant.



Transportation Conformity Report Form

- Step 4:** Is the area ONLY in nonattainment or maintenance for the 1997 ozone standard⁷?
- Yes – If yes, **transportation conformity does not apply to the project.** Proceed to Step 21.
- No – If no, **transportation conformity rules apply.** The project is located in the EPA designated <insert area's name> <insert area's classification>⁸ area for <insert appropriate NAAQS>. Continue to Step 5.
- Step 5:** Is the project exempt⁹ from conformity in accordance with [40 CFR 93.126 or 40 CFR 93.128](#)?
- Yes – If yes, **transportation conformity does not apply to the project.** This project falls under the following exemption: *Choose an item.* Proceed to Step 21.
- No – If no, continue to Step 6.
- Step 6:** Is the project exempt from the regional conformity analysis in accordance with [40 CFR 93.127](#)?
- Yes – If yes, **the project is exempt from regional conformity requirements.** This project falls under the following exemption: *Choose an item.* Proceed to Step 16.
- No – If no, continue to Step 7.
- Step 7:** Does the project fall within the boundaries¹⁰ of an MPO?
- Yes – If yes, proceed to Step 9.
- No – If no, continue to Step 8.
- Step 8:** Is the project design concept, scope and limits, conformity analysis year, and funding consistent with an approved¹¹ regional conformity analysis for an isolated rural area that meets the requirements of [40 CFR 93.109](#)?
- Yes – If yes, **the project is consistent with an approved regional conformity determination that meets the requirements of 40 CFR 93.109 for isolated rural areas.** Proceed to Step 16.
- No – If no, **STOP. The project is not consistent with a regional conformity determination for an isolated rural area. TxDOT will not take final action until the project is consistent with an approved regional conformity determination that meets the requirements of 40 CFR 93.109 for isolated rural areas.**
- Do not sign this form. Please ensure that the project is included in and consistent with an approved regional conformity determination then reevaluate the project using this form.*

⁷ As opposed to the 2008 ozone standard

⁸ Area classifications can be either maintenance, marginal nonattainment, moderate nonattainment, serious nonattainment, severe nonattainment, or extreme nonattainment

⁹ Most added capacity projects will not be exempt, whereas most non-added capacity projects will be exempt.

¹⁰ i.e., within a Metropolitan Planning Area (MPA)

¹¹ The consultation partners are responsible for approving regional conformity analyses.



Transportation Conformity Report Form

Step 9: Are all of the project phases¹² for the entire project described in the environmental document included in the fiscally constrained portion of the MTP?

Yes – If yes, continue to Step 10.

No – If no, **STOP. The project was not included in the area's regional conformity determination, and, therefore, is not consistent with it.** The MTP needs to be amended to include this project and a new conformity determination needs to be made on the MTP before consistency can be determined for the project, or the project needs to be revised to be consistent with the existing MTP.

Consult with the district TP&D and MPO on how to proceed.

Step 10: Is at least one phase of the project beyond the NEPA study (corridor study) included in the TIP¹³?

Yes – If yes, continue to Step 11.

No – If no, **STOP. The project is not included in the TIP and is therefore not consistent with it.** At least one phase of the project must be added to the TIP before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

Step 11: Are the current project limits the same¹⁴ or do they fall within the project limits listed in the MTP and TIP?

Yes – If yes, continue to Step 12.

No – If no, **STOP. The project is not consistent with the MTP and TIP.** Either the MTP and TIP, or the project needs to be revised before consistency can be **determined.**

Consult with the district TP&D and MPO on how to proceed.

Step 12: Is the activity being proposed the same as that in the MTP and TIP project description in both type¹⁵ of facility and number¹⁶ of lanes?

Yes – If yes, continue to Step 13.

No – If no, **STOP. The project is not consistent with the MTP and TIP.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

¹² A project phase is a separate portion of a project such as: NEPA study, ROW acquisition, final design, construction, and/or partial construction.

¹³ The project or project phase must be listed either in the appropriate year of the TIP, or in Appendix D of the TIP if will not be let within the timeframe of the TIP.

¹⁴ The limits are considered the same if the logical termini noted in the environmental document fall within the limits of the project noted in the MTP or the logical termini noted in the environmental document are not significantly greater (~1mile) than the limits noted in the MTP due to transition areas for safety or other factors required to be considered when establishing logical termini for environmental document purposes.

¹⁵ The type of activity refers to the type of enhancement, such as: main lanes, frontage roads, HOV lanes, direct connectors, bridge replacement, etc...

¹⁶ The number refers to the amount of each activity type, such as: number of main lanes or number of frontage lanes.



Transportation Conformity Report Form

Step 13: Does the project's ETC year fall between its identified conformity year¹⁷ in the MTP and the previous conformity year identified in the MTP?

Yes – If yes, continue to Step 14.

No – If no, **STOP. The project is not consistent with the MTP and TIP.** Either the MTP and TIP or the project needs to be revised before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

Step 14: Is the estimated total project cost or the cost identified in the MTP greater than \$1,500,000?

Yes – If yes, continue to Step 15.

No – If no, **fiscal constraint requirements do not apply. This project is consistent with the currently conforming MTP and TIP.** Proceed to Step 16.

Step 15: Does the estimated project cost exceed what is contained in the MTP by more than 50%¹⁸?

Yes – If yes, **STOP. The project is not consistent with the MTP and TIP because it is not fiscally constrained.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined or a case-by-case decision will need to be made by FHWA.

Consult with the district TP&D and MPO on how to proceed.

No – If no, **this project is consistent with the currently conforming MTP and TIP.** Continue to Step 16.

Step 16: Is the project located in either a CO, PM_{2.5}, or PM₁₀ nonattainment or maintenance area?¹⁹

Yes – If yes, continue to Step 17.

No – If no, **hot-spot conformity requirements do not apply.** Proceed to Step 21.

Step 17: Is this a state or local project with NO federal funding and NO federal decision required?

Yes – If yes, **hot-spot conformity requirements do not apply.** Proceed to Step 21.

No – If no, **hot-spot conformity requirements apply.** Request the local MPO to initiate a consultation call with the Consultation Partners.

Fill out the Hot-Spot Analysis Data for a Consultation Partner Decision Form to present the project data to the Consultation Partners for review prior to the consultation call.

Continue to Step 18.

¹⁷ For the purposes of this determination, the term conformity year is synonymous with the network analysis year for the MTP.

¹⁸ Multiply the MTP cost by 1.5. The current estimated total project cost should not exceed this amount.

¹⁹ Note that this currently only applies to projects in El Paso.



Transportation Conformity Report Form

Step 18: Did the consultation partners determine that this is a project of air quality concern (POAQC)?

- Yes – If yes, **a hot-spot analysis is required and must be approved by the consultation partners.**

Conduct a hot-spot analysis in accordance with the methodology approved by the consultation partners, and use the applicable [EPA hot-spot guidance](#).

Continue to Step 19.

- No – If no, **a hot-spot analysis is not required because the project is not a POAQC. The consultation partners made this determination on <insert date>.** Proceed to Step 21.

Step 19: Does the approved hot-spot analysis verify that the project will not cause, contribute to, or worsen a violation of applicable CO, PM_{2.5}, or PM₁₀ NAAQS or that the project will at least improve conditions from that of the no-build alternative?

- Yes – If yes, **the project is not anticipated to cause, contribute to, or worsen a violation of the applicable NAAQS.** Continue to Step 20.

- No – If no, **STOP. The project, as it is currently presented, does not comply with conformity requirements because it is anticipated to cause, contribute to, or worsen a violation of the applicable NAAQS.**

Identify and get consultation partner agreement upon mitigation measures to offset project impacts to air quality. Reevaluate this project using this form once these mitigation measures have been identified and committed to.

Step 20: Have all the agreed upon mitigation measures as well as any applicable SIP control measures received a written commitment?

- Yes – If yes, continue to Step 21.

- No – If no, **STOP.**

Do not proceed until there are written commitments to implement all the agreed upon mitigation measures and any applicable SIP control measures. Reevaluate this project using this form once these commitments have been made in writing.



Step 21: The transportation conformity evaluation is complete.

Attach applicable pages of the MTP and TIP, or the STIP, project schematics, typical sections, hot-spot analyses and determinations, and any conformity related public comment and response. Implement the following processing instructions as applicable.

The answer to Step 1 is yes and therefore:

Additional documentation must be prepared, after consultation with the ENV air quality specialist, to meet applicable general conformity requirements, if any, that may apply.

Retain this form and the additional general conformity documentation in the project file.

This is a NEPA assignment project, and the answer to Steps 2 and 3 is yes, and the answer to Steps 4, 5 and 6 is no; therefore:

Coordinate this form with ENV and FHWA/FTA for a project level conformity determination. If FHWA/FTA agrees that all project level conformity requirements have been met, they shall sign the project level conformity determination line below. A project level conformity determination is not complete and project clearance cannot be given until FHWA/FTA signs this form.

Retain this form and any coordination with FHWA/FTA in the project file.

TxDOT ENV Transportation Conformity Validation Complete:

Signature _____

Printed Name: Jenise Walton

Title: TxDOT Environmental Affairs Division

Date: <Enter Date>

FHWA/FTA Determination of the Project-level Conformity:

Signature _____

Printed Name: <Enter Name>

Title: <Enter Title>

Date: <Enter Date>

- | |
|---|
| <p>Attachments:</p> <ol style="list-style-type: none"> 1. Nov 2013 – CAMPO 2035 – Plan Priority Project List 2. Sept 2014 – Project Scope Amendment 3. 2014 – Unified Transportation Program Projects 4. May 2014 – TxDOT-Austin District, 2015-2018 STIP 5. May 2014 – CAMPO 2015-2018 TIP 6. May 2014 – TxDOT – Grouped Projects CSJs 7. April 2015 – CAMPO 2035 – Administrative Amendment 8. June 2015 – Preliminary Layout |
|---|



Appendix A

The following table shows the revision history for this guidance document.

Revision History	
Effective Date Month, Year	Reason for and Description of Change
June 2015	An administrative amendment was made to <i>CAMPO 2035</i> such that the project description is consistent with the MoPac Intersections project. The MoPac Intersections project is listed within a grouped CSJ (5800-00-9522-8 – Preventative Maintenance and Rehabilitation). Revisions to this form include a revised CSJ, let date and estimated project cost and the list of attachments includes current planning documentation.



Attachments



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CAMPO 2035 Regional Transportation Plan

As Adopted May 24, 2010

www.CAMPOTexas.org

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
Bastrop • Caldwell • Hays • Travis • Williamson

CAMPO 2035 Plan Priority Project List: Regionally Funded Projects

(Projects may be funded by Federal, State or Local funding)

AS AMENDED: 1/10/2011, 3/11/2011, 10/10/2011, 4/9/2012, 10/8/2012, 4/8/2013, 6/10/2013 and 10/14/2013

I. Roadway Projects

Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description	Amended on:
Short Term	21	Interchange/Overpass	TxDOT	IH-35	At BI-35 N / Lakeway Dr, Georgetown	2011	2013	6.3	Replace underpass and realign frontage roads	
Long Term	912	Expand Freeway	TxDOT	IH 35	Lakeway Drive to RM 2338	2020-2025	2020-2025	10.0	Construct northbound 3 lane frontage roads and associated ramps.	10/10/2011
Short Term	314	Interchange/Overpass	TxDOT	IH 35 / US 183 Direct Connec	IH 35 @ US 183	2015	2017	70	Construct 1 remaining direct connect ramp	
Short Term	341	Interchange/Overpass	TxDOT	IH 35/Ben White Interchange	IH 35 @ Ben White	2010	2012	previously let	Complete interchange by constructing 4 direct connect ramps.	
Short Term	12	Expanded Freeway	TxDOT	IH-35	Slaughter Creek Overpass	2010	2012	15.3	Reconstruct bridge and add lane to frontage road.	
Short Term	900	Expand Freeway	TxDOT/Hays County	IH 35 Phase IIB Frontage	FM 1626 - Yarrington Rd.	2011	2012	17.2	Construct 2 lane southbound frontage road along IH 35 and Convert existing frontage road to one way northbound operations.	1/10/2011
Medium Term	901	Expand Freeway	TxDOT	IH 35 Phase III Frontage	FM 1626 - Premier Rd	2020-2025	2020-2025	17.8	Expand frontage roads to three lanes in each direction.	1/10/2011
Short Term	11	Interchange/Overpass	San Marcos	IH-35 / River Ridge Exit Ramp	At Exit 207 (River Ridge)	2010	2012	0.5	Construct a northbound exit ramp and southbound entrance ramp for IH 35	
Short Term	70	Expand Arterial	TxDOT/Williamson Coun	US 79	1000' east of 1660 to 3349	2010	2012	6.0	Widen roadway to four-lane divided	
Short Term	71	Expand Arterial	TxDOT/Williamson Coun	US 79	FM 3349 to CR 401	2010	2012	6.0	Widen roadway to four-lane divided	
Long Term	297	Bus Only/High Capacity Lane	Un-sponsored	US 79/Northeast Bus only lanes	IH 35 to SH 130	2026-2035	2026-2035	1	Provide priority lanes for buses or implement other strategy to increase person throughput in the US 79 corridor.	
Short Term	83	Expand Arterial	TxDOT/Williamson Coun	US 183 (N)	SH 29 to 183 A	2010	2012	28.0	Construct 4 lane divided roadway	
Short Term	87	New Freeway	CTRMA	183A North Extension Project: 183A-2	0.1 miles N of FM 1431 to 1.5 miles N of RM 2243	2010	2012	previously let	Engineering and construction of six tolled mainlanes, access ramps, and a shared-use path. Existing continuous non-tolled frontage roads will be maintained.	
Short Term	88	New Freeway	CTRMA	183A North Extension Project: 183A-3	1.5 miles N of RM 2243 to 0.4 miles S of S San Gabriel River	2011	2013	46.8	Engineering and construction of six tolled mainlanes, access ramps, and a shared-use path. Existing continuous non-tolled frontage roads will be maintained.	
Short Term	41	New Freeway	TxDOT	US 183 (S)	Springdale Road US 290 - N. of Boggy Creek (segment 1)	2015	2017	288.2 349.2	Engineering, ROW acquisition, utility relocation, and construction of ultimate 6 lane turnpike with 3 lane non-tolled frontage roads in each direction. Project may be phased.	4/9/2012
Short Term	89	New Freeway	TxDOT	US 183 (S)	Boggy Creek to Patton Ave (segment 2)	2015	2022	320.5	Engineering, ROW acquisition, utility relocation, and construction of ultimate 6 lane turnpike with 3 lane non-tolled frontage roads in each direction. Project may be phased.	

Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description	Amended on:
Short Term	40	New Freeway	TxDOT	US 290 (W) ("Y" at Oak Hill)	Circle Drive to Joe Tanner Lane	2017	2019	535.5	Engineering, ROW acquisition, utility relocation, and construction of ultimate 6 lane turnpike with 2 lane non-tolled frontage roads in each direction. Project may be phased.	
Short Term	208	Interchange/Overpass	Austin	US 290 @ Loop 1 Interchange	US 290 and S. Lp 1	2010	2011	13.0	Construct direct connects: Northbound Loop 1 to Eastbound US 290 and Westbound US 290 to Southbound Loop 1.	
Short Term	20	Interchange/Overpass	TxDOT	US 290(E) Direct Connectors	US 290 at US 183	2010	2012	previously let	Construct Interchange Direct Connectors	
Short Term	38	New Freeway	TxDOT	US 290 (E)	East of US 183 to east of FM 734 (Parmer Lane)	2011	2015	466.2	Engineering, ROW acquisition, utility relocation and construction of 6 tolled mainlanes and 6 continuous, non-tolled access road lanes.	
Short Term	321	Expand Arterial	TxDOT	US 290 (E) Safety Project and Hurricane Evacuation Route	1 mile east of FM 696 to Lee County Line	2015	2018	57.1	Reconstruct existing 4 lane undivided rural principal arterial to a 4 lane divided rural principal arterial. (Contingent on Proposition 12 funding.)	
Short Term	37	Managed Lanes	TxDOT/CTRMA	Loop 1 Managed Lanes (Phase I)	FM 734 to Cesar Chavez interchange	2013	2015	252.5	Phase I: Construct 1 northbound and 1 southbound managed lanes	3/11/2011
Short Term	286	Managed Lanes	TxDOT/CTRMA	Loop 1 Managed Lanes (Phase II)	Cesar Chavez - Slaughter	2015	2017	290	Construct 1 managed lane in each direction.	
Short Term	311	Interchange/Overpass	TxDOT	Loop 1 Grade Separation	Davis Ln	2015	2017	23	Implement grade separation at select intersections	
Short Term	312	Interchange/Overpass	TxDOT	Loop 1 Grade Separation	Slaughter Ln	2015	2017	23	Implement grade separation at select intersections	
Short Term	43	Expand Arterial	TxDOT	Loop 275 / S. Congress	Eberhart Lane Williamson Creek - Foremost Drive (1.1 miles)	2011-2013	2013-2014	12.0 22.0	Widen existing 4 lane undivided major arterial to a 4 lane major arterial with continuous left turn lane, and reconstruct existing 2 lane undivided major arterial roadway to a 4 lane divided major arterial roadway with bicycle and pedestrian accommodations. Roadway will accommodate Bus Rapid Transit.	10/10/2011
Long Term	244	Expand Arterial	TxDOT	SH 21 (Bastrop County)	SH 71 to Caldwell County Line	2020-2025	2026-2035	54	Widen to 4 lane divided major arterial.	
Short Term	39	New Freeway (Design Only)	TxDOT	SH 45 (SW)	Loop 1 - FM 1626	2012	2014	6.0	Engineering, ROW acquisition, and utility relocation.	
Medium Term	251	New Freeway	TxDOT/CTRMA	SH 45 (SW)	Loop 1 - FM 1626	2020-2025	2020-2025	93.5	Construct 4 lane toll freeway.	
Short Term	91	New Freeway	TxDOT	SH 71 (W) ("Y" at Oak Hill)	Silvermine to US 290 W	2015	2017	229.1	Engineering, ROW acquisition, and construction of 2 tolled direct connector bridges from US 290 (W) and continuous non-tolled access road lanes	
Short Term	42	New Freeway	TxDOT	SH 71 (E)	West of Riverside - E. of Presidential Blvd.	2014	2016	45.0	Engineering, ROW acquisition, utility relocation and construction of grade separation at Riverside Drive and Elimination of signal at Thornberry Drive	

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Project Scope Amendment

This form should be used any time a project scope amendment is necessary.

If this amendment includes a restated project scope, please complete a revised project scope document.

Amendment Number:

1

Date: September 9, 2014

Restatement of project scope.

Check this box if a restated project scope is completed.

A restated project scope may be completed if changes to the original scope are substantial.

I. Project Definition

Control Section Job Number (CSJ): 3136-01-015

Facility Name: MoPac Expressway (Loop 1)

County Name: Travis County

Project Description: Proposed Loop 1 grade separations at La Crosse Avenue and Slaughter Lane

Project Limits:

From: 0.7 mile south of La Crosse Avenue

To: 0.5 mile north of Slaughter Lane

Letting Date: 2019

Funding Source(s):

FHWA State Local Other

Included in TxDOT 2013 Unified Transportation Program

\$45,874,993 STP Funding (L24E) Category 2 - Metropolitan Corridor Projects

Briefly describe the reason for amendment:

The project is being amended from a categorical exclusion (CE) to an environmental assessment because the project was determined by TxDOT Environmental Affairs Division to not qualify as a CE.



Project Scope Amendment

Describe any other changes to Project Definition, if any:
Note: It is not necessary to describe changes reflected above.

None.

II. Changes to Project Scope

Describe the changes to the project scope.

It is not necessary to complete this section if this amendment includes a restated project scope.

Identify the Section number and title (e.g. IV. Coordination with Participating Agencies).

Check the appropriate box to identify the Responsible Party.

Section number and title: Draft EA submittal

- Project Sponsor
 Department delegate

Description of revised provision: Dec. 2014

Section number and title: <Identify Section and title>

- Project Sponsor
 Department delegate

Description of revised provision: <Describe revisions>

Section number and title: <Identify Section and title>

- Project Sponsor
 Department delegate

Description of revised provision: <Describe revisions>

Section number and title: <Identify Section and title>

- Project Sponsor
 Department delegate

Description of revised provision: <Describe revisions>

Section number and title: <Identify Section and title>

- Project Sponsor
 Department delegate

Description of revised provision: <Describe revisions>




X. Project Scope Amendment Approval Signatures

The department delegate's approval is based on information about the project provided by the project sponsor either on this form or by separate written correspondence to the department delegate.

By signing below, the project sponsor's and department delegate's authorized representatives each indicate approval of the project scope, as amended, as fulfilling the requirements of 43 T.A.C. §2.44, relating to Project Scope.

Project sponsor

Central Texas Mobility Authority



Signature of Project Sponsor

9-17-14

Date

Department delegate

Texas Department of Transportation



Signature of Department delegate

10/30/14

Date

FHWA (to be completed at FHWA's option for FHWA transportation project)

FHWA's approval is based on information about the project provided by the project sponsor either on this form or by separate written correspondence to FHWA, and is subject to revocation if warranted by the results of surveys or studies or other new information.

By signing below, FHWA's authorized representative indicates approval of the anticipated project classification and planned coordination with participating agencies; state and federal approval authorities and permits; public involvement; and surveys, studies and other tasks described herein.

Justin Ham, P.E.

Signature of FHWA Authorized Representative

Date



Project Scope Amendment

Section number and title: <Identify Section and title>

Project Sponsor

Department delegate

Description of revised provision: <Describe revisions>

Unified Transportation Program (UTP) Projects

Unified Transportation Program (UTP) Projects <input checked="" type="radio"/> 2015 <input type="radio"/> 2014 <input type="radio"/> 2013 <input type="radio"/> 2012						
Project	District	County	Highway	Let Year	Category	Category Amount
3136-01-015	Austin					>=
3136-01-015	Austin	Travis	SL 1	2019	CATEGORY 2M - METRO CORRIDOR	\$45,874,993

Unified Transportation Program (UTP) Projects

Unified Transportation Program		
Project	District	County
3136-01-015	Austin	
3136-01-015	Austin	Travis

Project Detail 3136-01-015

Detail

District	Austin
County	Travis
Highway	SL 1
Length	2.44
Let Year	2019
Estimate	\$45,874,993
Work From	N/A
Work To	N/A
Category	CATEGORY 2M - METRO CORRIDOR
Category Amount	\$45,874,993
Local Amount	\$0
Other Category Amount	\$0
Level of Authority	CONSTRUCT
Existing	URBAN DIVIDED
Proposed	URBAN DIVIDED
Non-Traditional Fund Source	N/A
Description	CONSTRUCT ROADWAY UNDERPASSES FOR A 6-LANE FACILITY

Map

TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

STIP 2015-2018

AUSTIN DISTRICT 2015-2018 TIP

HIGHWAY



Initial 2015-2018 STIP



May 20, 2014

Mr. Greg Malatek, P.E.
District Engineer
Texas Department of Transportation - Austin District
P.O. Drawer 15426
Austin, TX 78761 – 5426

Dear Mr. Malatek:

On May 12, 2014, the CAMPO Transportation Policy Board approved for submission to TxDOT the attached *FYs 2015 – 2018 Transportation Improvement Program*. We have attached a copy of the *FYs 2015 – 2018 Transportation Improvement Program* and a copy of the signed resolution approving the *FYs 2015 – 2018 Transportation Improvement Program* with this letter.

We ask that the State Transportation Improvement Program be updated to include the *FYs 2015 – 2018 Transportation Improvement Program*.

Please call me at 512.974.1861 or Art Zamorano at 512.974.2275 if you have questions regarding the adoption of the *FYs 2015 – 2018 Transportation Improvement Program*.

Sincerely,

A handwritten signature in black ink that reads "Cathy Stephens". The signature is written in a cursive, flowing style.

Cathy Stephens
Planning and Environmental Program Manager

copy: Ed Collins, TxDOT – Austin District
Lori Morel, TxDOT – TPP
Jose Campos, FHWA



FYs 2015 - 2018 Transportation Improvement Program

Adopted: May 12, 2014



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CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Bastrop • Burnet • Caldwell • Hays • Travis • Williamson

FY 2015-2018 Transportation Improvement Program (TIP)

Appendix C

Projects in this list are anticipated to be constructed after the current TIP timeframe, but are currently undergoing environmental evaluation.

District	Project Sponsor	Project Name	Project County	Project City	CSJ Number (if available)	Limits		Project Description	Revision Date	Project History (if applicable)
						From	To			
Austin	TxDOT	IH 35	Williamson, Travis, Hays	various	unknown	SH 130	Posey Road	study for various operational improvements on mainlanes and frontage roads, plus potential future transportation corridor (added capacity)		
Austin	TxDOT	US 183 N	Williamson, Travis	Austin	0151-05-100	Lp 1	SH 45/RM620	managed lane study		
Austin	TxDOT	Loop 1 S	Travis	Austin	3136-01-015	Cesar Chavez	Slaughter Ln	ROW acquisition and construction of managed lanes		
Austin	TxDOT	FM 2304	Travis	Austin	2689-01-023	RAVENS ROFT	FM 1626	RECONSTRUCT 5 LANE URBAN ROADWAY		
Austin	TxDOT	RM 1431	Williamson	Cedar Park	1378-02-038	COTTON WOOD CREEK TR IN CEDAR PARK	FM 734 (RONALD REAGAN)	WIDEN TO 6-LN DIVIDED ROADWAY		

**Grouped Projects CSJs****Definition of Grouped Project for Use in the STIP**

Revised May 22, 2014

Proposed CSJ	Grouped Project Category	Definition
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project that is not added capacity in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, 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, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.



CAMPO 2035 Regional Transportation Plan

As Adopted May 24, 2010

www.CAMPOTexas.org

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
Bastrop • Caldwell • Hays • Travis • Williamson



Administrative Amendments to 2035 Regional Transportation Plan

Approved April 2, 2015



Executive Director, CAMPO

CAMPO Regional Transportation Plan Administrative Amendments:

The following are defined as Administrative Amendments under the *CAMPO 2035 Regional Transportation Plan* (as amended April 9, 2012):

- Decreases to year of expenditure cost of projects
- Increases to the year of expenditure cost of projects, where the cost increase will be offset by decrease in the cost of another project, or by an increase in reasonably assumed revenues
- Changes in anticipated let year or open year of projects where these changes do not cause a regionally significant project to move across an air quality analysis year.
- Modifications to the project list to allow for construction of interim improvements to a larger project as long as the modifications do not materially change the project's intended function, nature, costs, or environmental impact
- Changes in project sponsor
- Corrections to typographical errors

These amendments do not require action by the Transportation Policy Board (TPB). If an Administrative Amendment is approved by the Executive Director, the amendment shall be provided online for the benefit of the public and to the TPB for informational purposes before the next meeting of the TPB.



Figure 1: Detailed Amendments









Loop 1 Grade Separation

ID	Project	Sponsor	Project Type	Limits/Location	Let Year	Open Year	YOE Cost (\$M)	TIP Description
311	Loop 1 Grade Separation	TxDOT	Interchange/ Overpass	Devis Lane <u>La Crosse Avenue</u>	2015	2017	23	Implement grade separation at select intersections


Amend Project 311

- **Limits/Location** – Revise Limits/Location to address administrative error and reflect actual project location in coordination with the environmental review process.

LEGEND

-  EXISTING RIGHT-OF-WAY
-  GENERAL PURPOSE LANES
-  AUXILIARY LANES
-  GENERAL PURPOSE LANES & RAMPS
-  SHARED USE PATH
-  PROPOSED VIOLET CROWN TRAIL
-  CITY OF AUSTIN TRAIL
-  PRELIMINARY NOISE BARRIER

0 50 100 200



**PRELIMINARY
SUBJECT TO CHANGE**



**MOPAC INTERSECTIONS
ENVIRONMENTAL STUDY**

CSJ: 3136-01-015
NET LENGTH OF PROJECT = 10,929 FT = 2.07 MI

TRAVIS COUNTY

LIMITS: NORTH OF SLAUGHTER LANE
TO SOUTH OF LA CROSSE AVENUE

SHEET 1 of 7

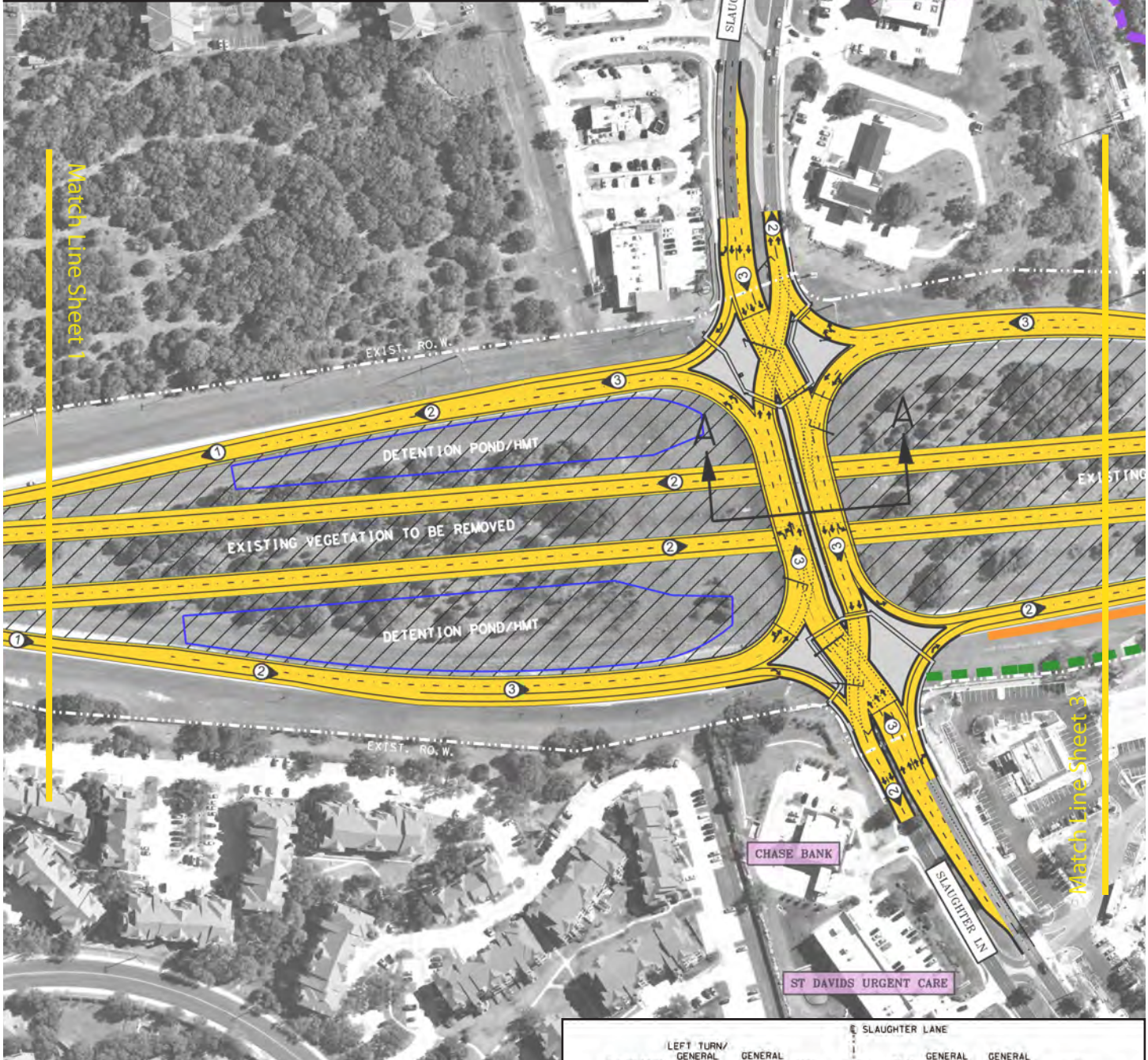


LEGEND

- EXISTING RIGHT-OF-WAY
- GENERAL PURPOSE LANES
- AUXILIARY LANES
- GENERAL PURPOSE LANES & RAMPS
- SHARED USE PATH
- PROPOSED VIOLET CROWN TRAIL
- CITY OF AUSTIN TRAIL
- PRELIMINARY NOISE BARRIER

0 50 100 200

**PRELIMINARY
SUBJECT TO CHANGE**



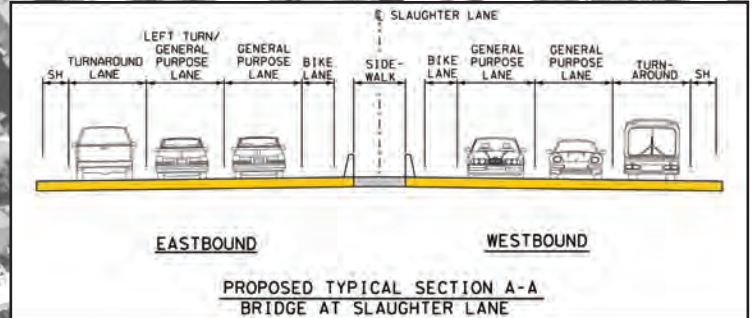
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ENVIRONMENTAL STUDY**

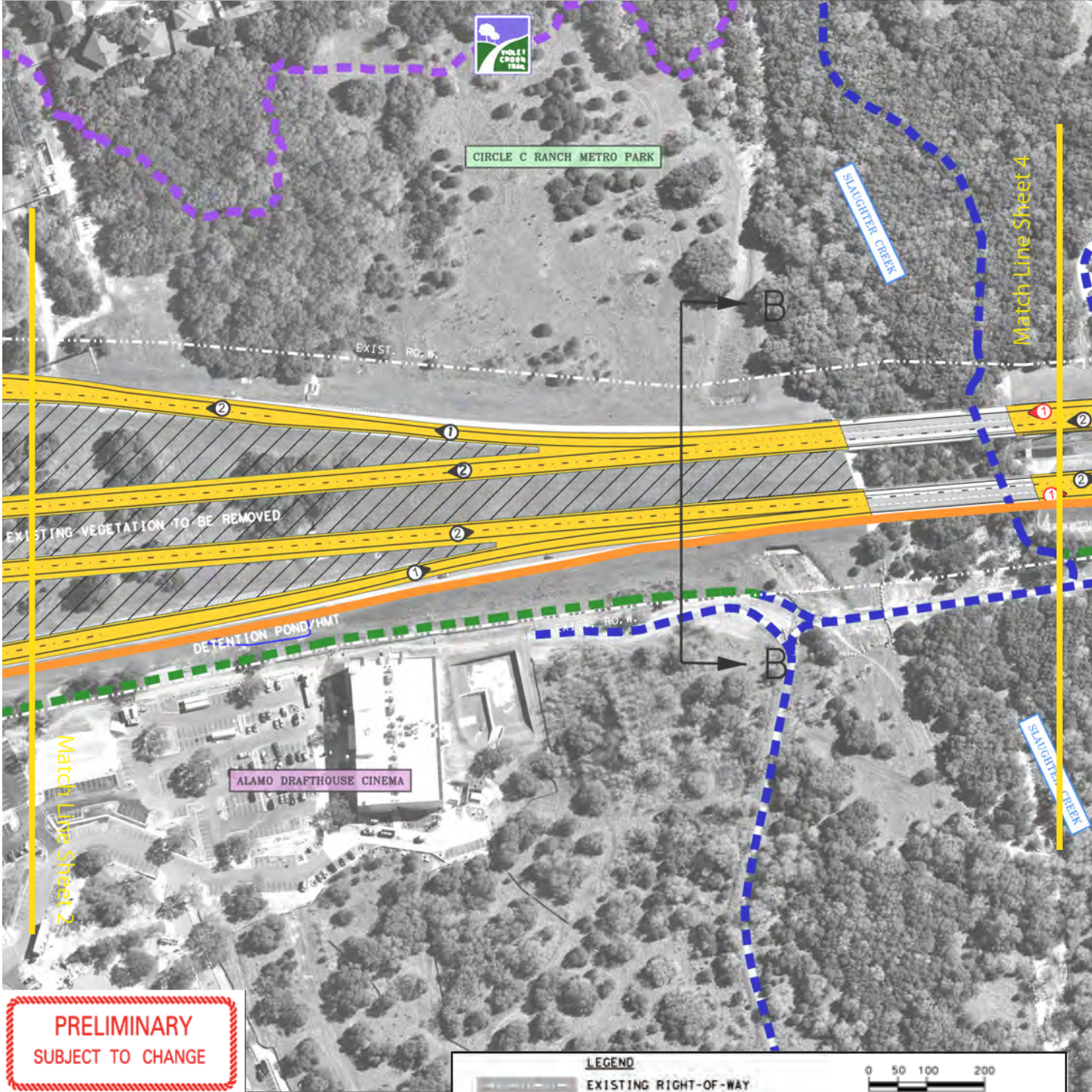
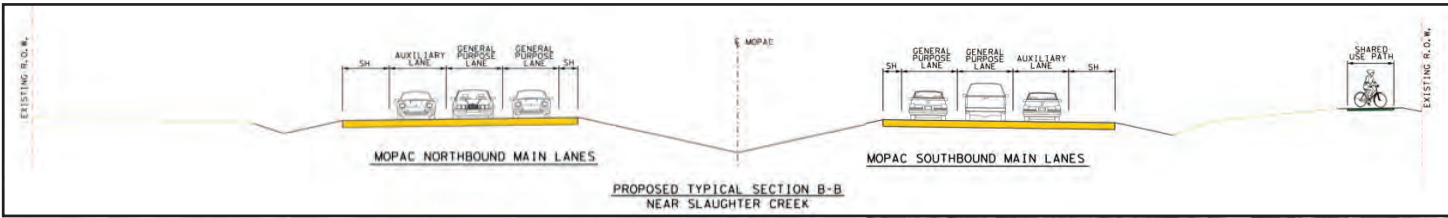
CSJ: 3136-01-015
NET LENGTH OF PROJECT = 10,929 FT = 2.07 MI

TRAVIS COUNTY

LIMITS: NORTH OF SLAUGHTER LANE
TO SOUTH OF LA CROSSE AVENUE

SHEET 2 of 7





PRELIMINARY
SUBJECT TO CHANGE









MOPAC INTERSECTIONS ENVIRONMENTAL STUDY
 CSJ: 3136-01-015
 NET LENGTH OF PROJECT = 10,929 FT = 2.07 MI
 TRAVIS COUNTY
 LIMITS: NORTH OF SLAUGHTER LANE TO SOUTH OF LA CROSSE AVENUE
 SHEET 3 of 7

LEGEND


- EXISTING RIGHT-OF-WAY
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- PRELIMINARY NOISE BARRIER

0 50 100 200

LEGEND

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-  CITY OF AUSTIN TRAIL
-  PRELIMINARY NOISE BARRIER

0 50 100 200



**PRELIMINARY
SUBJECT TO CHANGE**



THIS PROPOSED NOISE BARRIER MAY BE CONSIDERED AS THREE DIFFERENT BARRIERS (ONE FOR PARKSIDE VILLAGE, ONE FOR CIRCLE C RANCH METRO PARK, AND ONE FOR CIRCLE C ON THE PARK).

**MOPAC INTERSECTIONS
ENVIRONMENTAL STUDY**

CSJ: 3136-01-015
 NET LENGTH OF PROJECT = 10,929 FT = 2.07 MI
 TRAVIS COUNTY
 LIMITS: NORTH OF SLAUGHTER LANE
 TO SOUTH OF LA CROSSE AVENUE
 SHEET 4 of 7

LEGEND

- EXISTING RIGHT-OF-WAY
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- CITY OF AUSTIN TRAIL
- PRELIMINARY NOISE BARRIER

0 50 100 200

**PRELIMINARY
SUBJECT TO CHANGE**



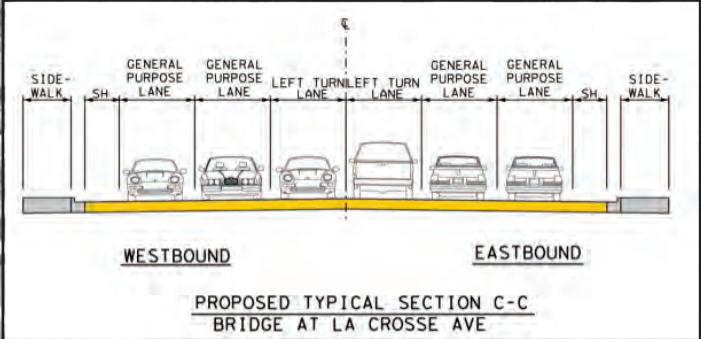
**MOPAC INTERSECTIONS
ENVIRONMENTAL STUDY**

CSJ: 3136-01-015
NET LENGTH OF PROJECT = 10,929 FT = 2.07 MI









TRAVIS COUNTY

LIMITS: NORTH OF SLAUGHTER LANE
TO SOUTH OF LA CROSSE AVENUE


SHEET 5 of 7



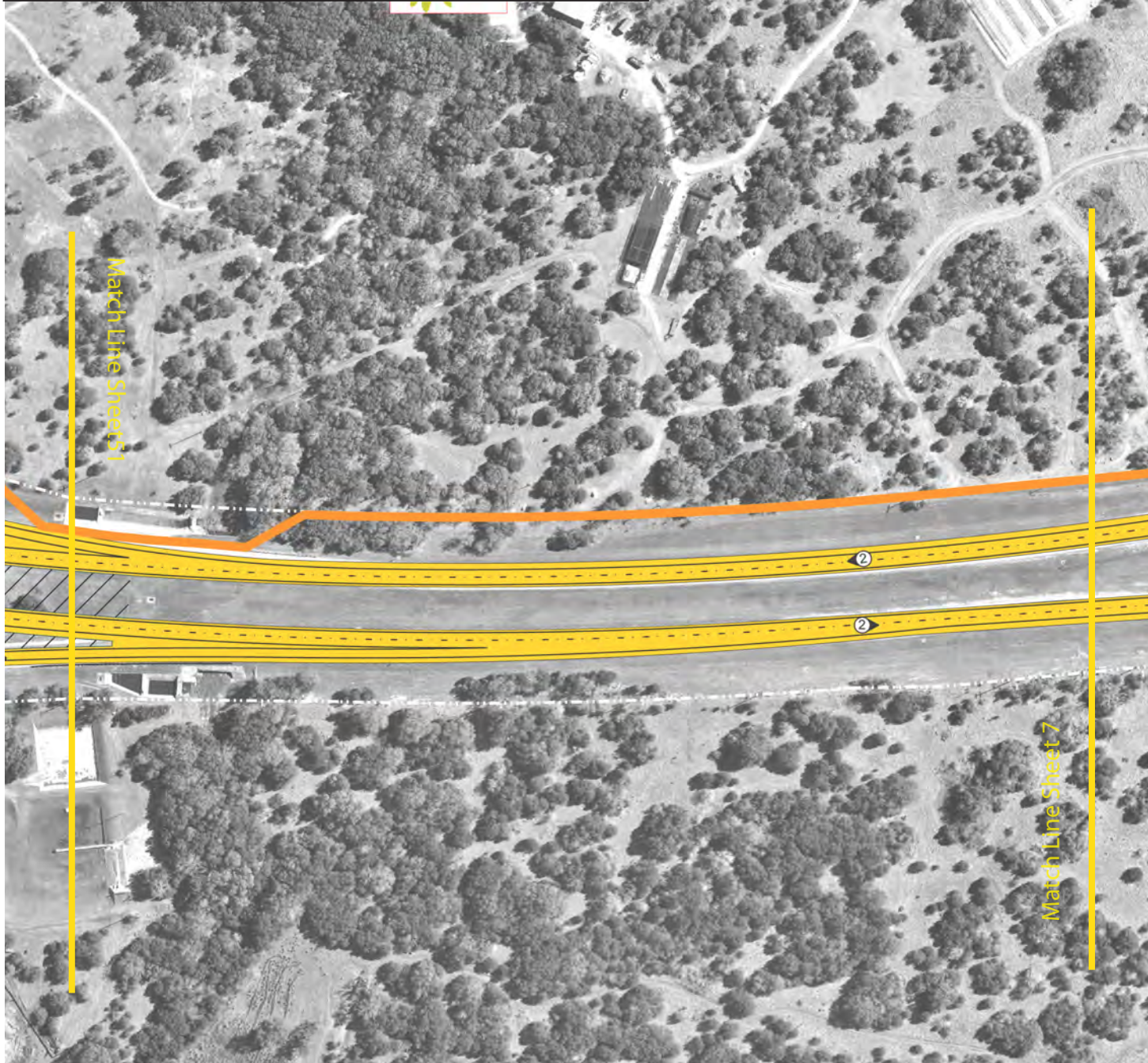
LEGEND

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0 50 100 200



PRELIMINARY
SUBJECT TO CHANGE



**MOPAC INTERSECTIONS
ENVIRONMENTAL STUDY**









CSJ: 3136-01-015
NET LENGTH OF PROJECT = 10,929 FT = 2.07 MI

TRAVIS COUNTY


LIMITS: NORTH OF SLAUGHTER LANE
TO SOUTH OF LA CROSSE AVENUE

SHEET 6 of 7

LEGEND

-  EXISTING RIGHT-OF-WAY
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PRELIMINARY
SUBJECT TO CHANGE



**MOPAC INTERSECTIONS
ENVIRONMENTAL STUDY**

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TRAVIS COUNTY

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SHEET 7 of 7

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