



AGENDA ITEM #14 SUMMARY

Quarterly briefing on the following projects:
Maha Loop/Elroy Road, 183/183A
Intersection, SH 71 Express, Bergstrom
Expressway, Oak Hill Parkway, 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: Staff will provide a summary of project activities from April through June, 2014 for the following projects:

- Maha Loop/Elroy Road
- 183/183A Intersection
- SH 71 Express
- Bergstrom Expressway
- Oak Hill Parkway
- MoPac South
- MoPac Intersections
- 183 North
- SH 45 SW

Reference documentation:
GEC Quarterly Activities Reports

Contact for further information:
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Melissa Hurst, Community Outreach Manager



CENTRAL TEXAS
Regional Mobility Authority

ENVIRONMENTAL STUDIES

**Quarterly
Progress
Report**

July 2014

BERGSTROM EXPRESSWAY

OAK HILL PARKWAY

MOPAC SOUTH ENVIRONMENTAL STUDY

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

183 NORTH MOBILITY PROJECT

SH 45SW ENVIRONMENTAL STUDY



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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:

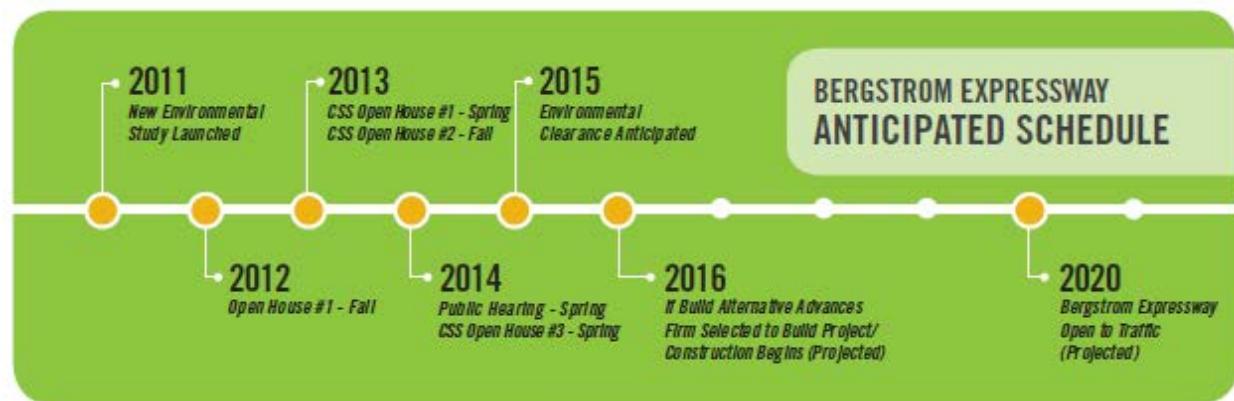
- Integrating the facility with the area's built environment to enhance community and in particular the area's economical quality of life
- Integrating the natural environment in order to maximize the facilities scenic, recreation and aesthetic qualities
- Incorporating aesthetics that fit the facilities 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.





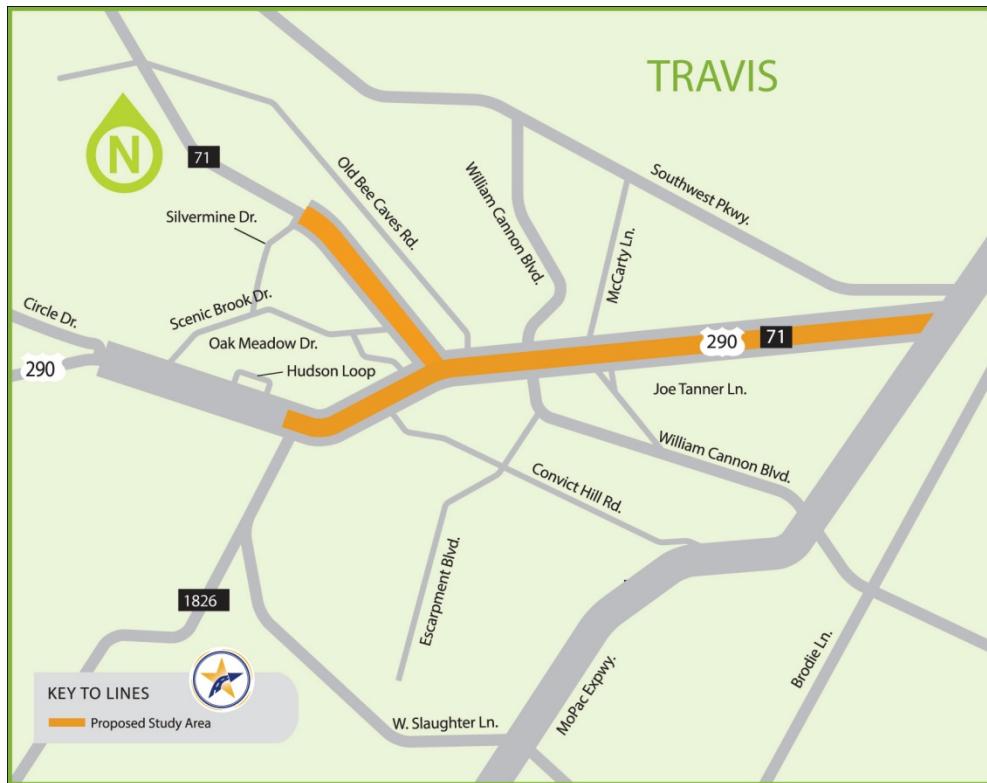
Oak Hill Parkway

INTRODUCTION

This report documents and describes the Oak Hill Parkway Project for the period through June 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 January 27th, the team began outlining the framework for the Context Sensitive Solutions (CSS) process and the schedule for implementation.
- On February 4th, a public workshop was held to discuss extending the transition on the western end and to seek input from stakeholders about their needs and concerns regarding that transition.
- On March 22nd, a public funding workshop was held to educate stakeholders about funding sources available for added capacity projects.
- 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:

- The comments on the western transition from the February 4th workshop were taken into consideration, and a design was developed that would provide an innovative intersection design at Circle Drive minimizing the right of way footprint needed. A follow up workshop was held May 27th to present the new design to stakeholders. Refinements were made as a result of comments at the workshop, and the refined design will be carried forward on all concepts.
- Based on comments received at the May workshop, separate follow-up meetings were held with various property owners and public entities that expressed a desire for additional information on the entire project.
- The screening criteria were finalized on April 14 in collaboration with FHWA and ENV.
- Analysis was completed on each concept to be able to perform the screening, and the implementation of the criteria resulted in all concepts dropping out but two: Concepts A & C.
- An Open House was held June 17th at Covington Middle School to discuss the results of the screening process and seek comments regarding such.
- The comments from the Open House are being reviewed to determine if additional actions are needed.
- Ongoing analysis continues regarding the potential for a regional detention system

- 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.



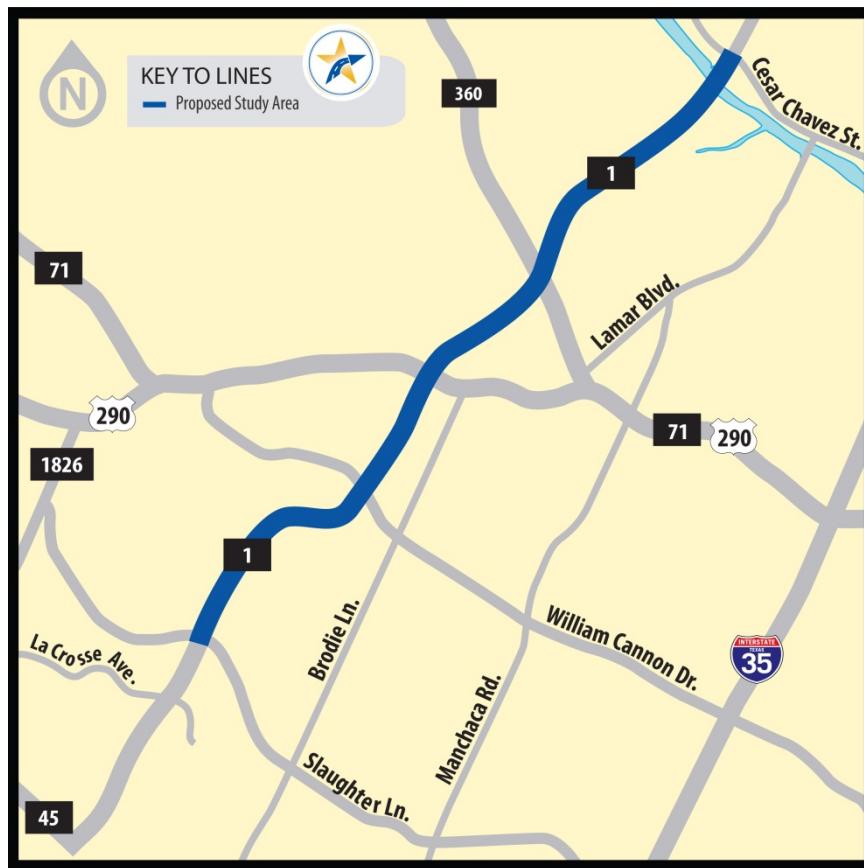


MoPac South ENVIRONMENTAL STUDY

MoPac South Environmental Study

PROJECT DESCRIPTION

MoPac Expressway south of Cesar Chavez Street 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 Texas.



The Mobility Authority is leading the environmental study and community outreach program which launched in April 2014 in partnership with the Texas Department of Transportation (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 second quarter of 2014.

RECENT ACTIVITIES

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

PROJECT DEVELOPMENT

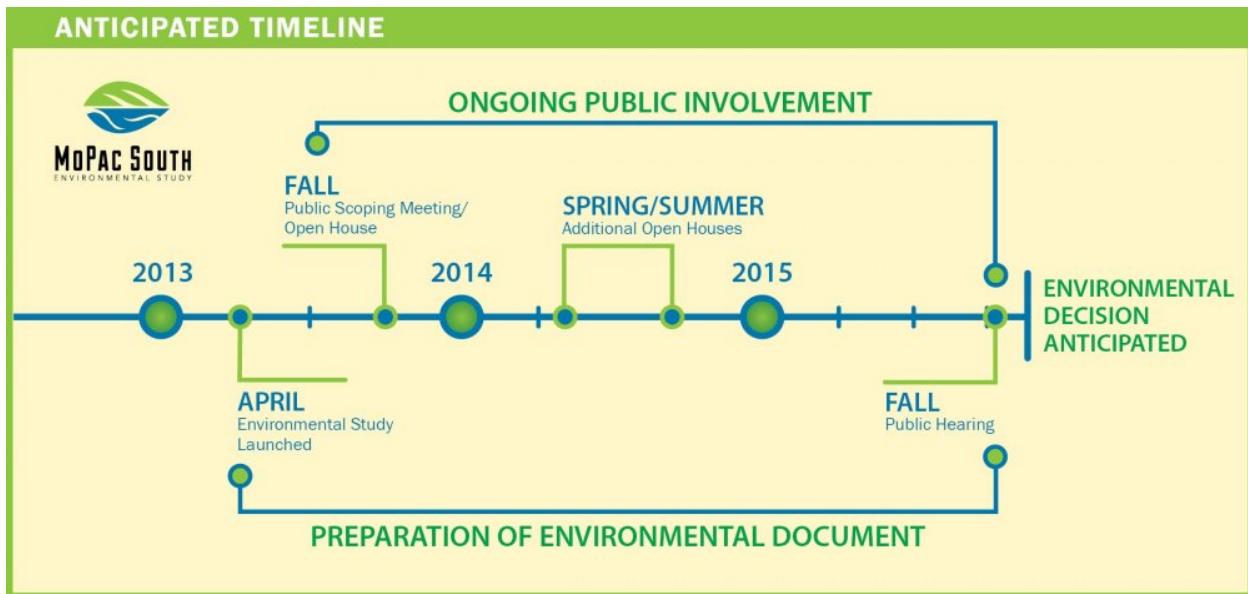
- The first Technical Working Group meeting was held April 16 in order to preview the second Open House information, including the latest draft of the: Purpose and Need, preliminary alternatives, and the evaluation criteria for both preliminary and reasonable alternatives.
- Initial traffic data has been developed and evaluation of Preliminary Alternatives against evaluation criteria will begin.
- Technical memoranda are being prepared for the alternative analysis as well as for the social, economic, and environmental impact evaluations.
- Engineers are initiating sketch level designs.
- Initial draft environmental assessment submittal is planned for early 2015 with a public hearing planned for the Summer of 2015.

COMMUNITY OUTREACH

- The second Open House was held on April 29 at Barton Creek Square Mall. Over 120 members of the public attended. Bob Moore representing Travis County Commissioner Gerald Daugherty and Jake Cottingham for State Representative Donna Howard were also in attendance. The public was asked to provide input on the refined Purpose and Need, preliminary alternatives, and evaluation factors to screen alternatives.
- A concurrent Virtual Open House launched on April 29 on the project website for those who wished to download and review the Open House materials online and provide their comments electronically. During the comment period, the site received 414 unique page views that resulted in 56 online surveys being submitted. The official comment period for Open House No. 2 closed May 9.
- The Context Sensitive Solutions (CSS) process will be implemented over the next year.
- The next public meeting is planned for early 2015.

SCHEDULE

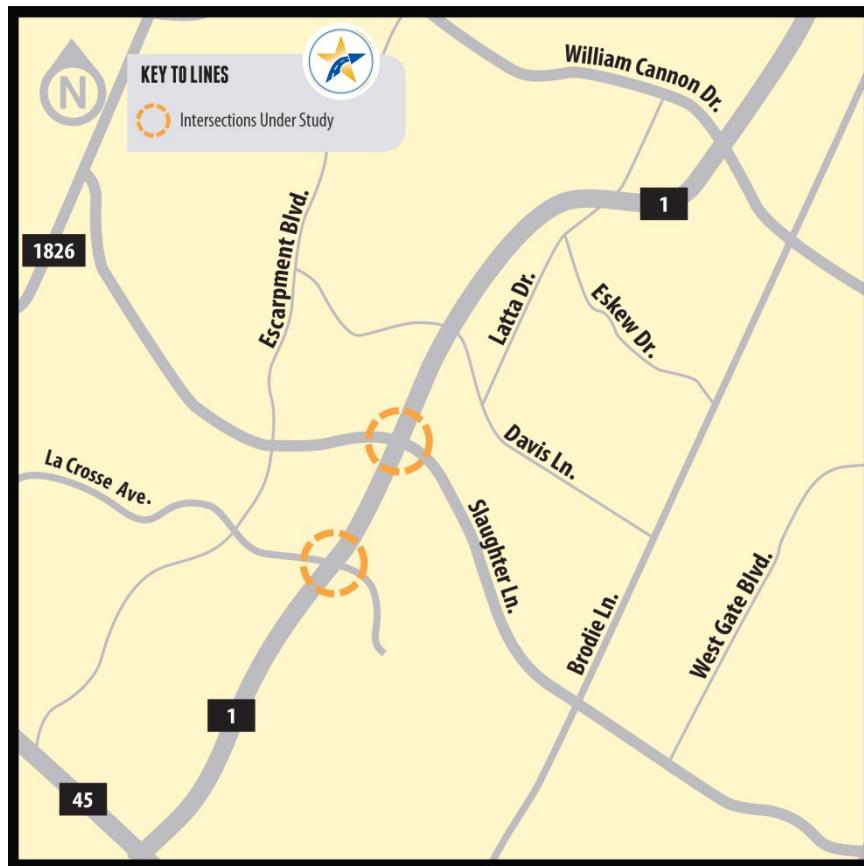
The environmental process is anticipated to take two to three years.



MoPac Intersections Environmental Study

PROJECT DESCRIPTION

The Mobility Authority, in coordination with the Texas Department of Transportation (TxDOT), will prepare an environmental study document 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 second quarter of 2014.

RECENT ACTIVITIES

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

PROJECT DEVELOPMENT

- The schematic design and the majority of the technical memoranda have been submitted to TxDOT for review and comment.

COMMUNITY OUTREACH

- The team is currently preparing for a community event during Fall/Winter 2014.

SCHEDULE

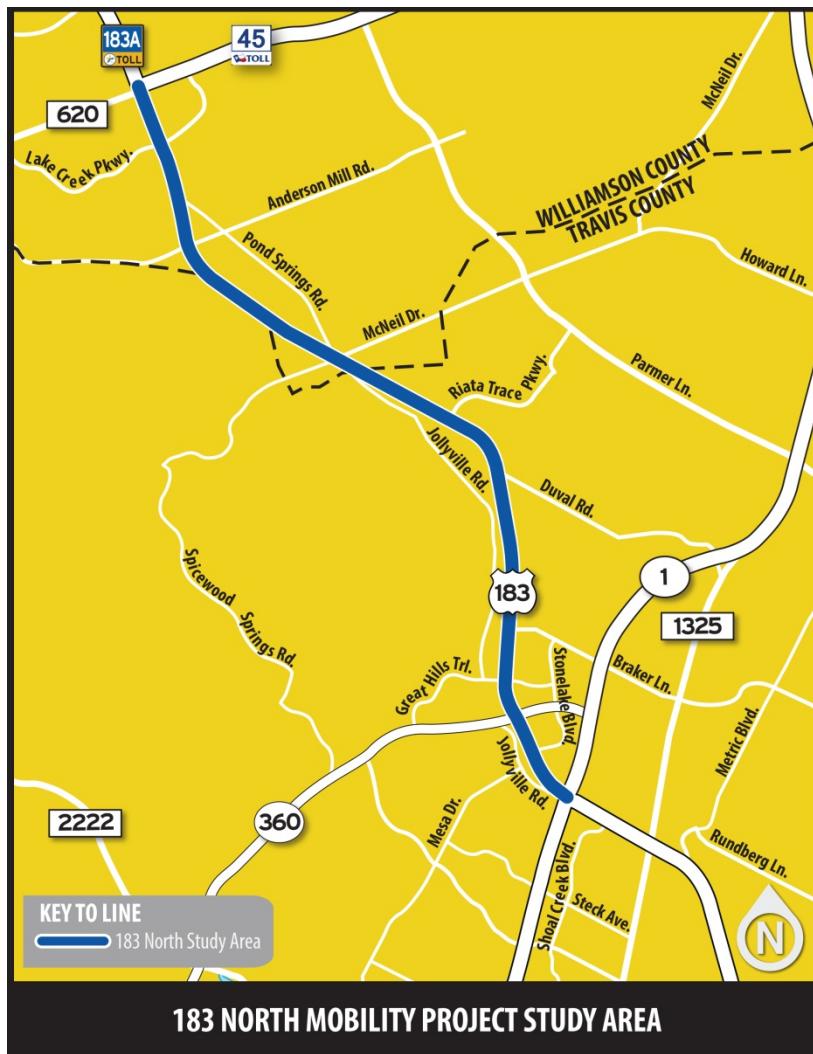
An environmental decision is anticipated in Winter 2014/2015.

183 North Mobility Project

PROJECT DESCRIPTION

In August 2013, the Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) 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 SH 45 North 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. This summer, the team announced that the alternatives being carried forward for further study are Express Lanes and the No Build alternative. 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 second 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

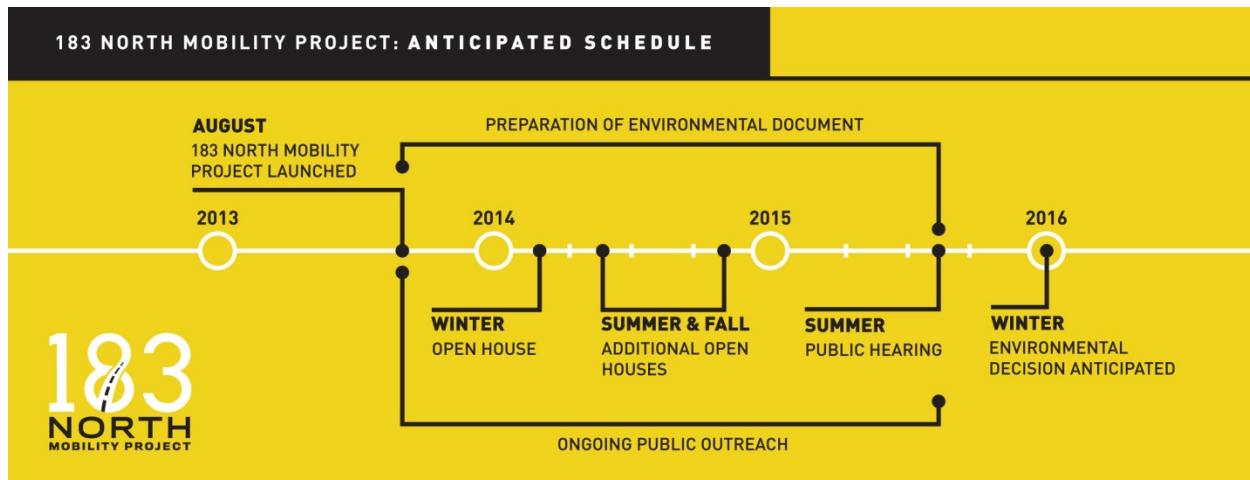
- The team continues preparation of environmental documentation, primarily data collection and public involvement activities, as well as schematic efforts.
- Comments from TxDOT and FHWA on the draft Purpose and Need and have been addressed and the updated draft is being circulated as of June 9.
- A second Technical Working Group was held on June 24 in advance of the July Open House.
- Project preliminary design development and traffic operational analysis is on-going. A Design Concept Conference meeting has been scheduled with TxDOT for June 9 and the draft Design Exception package is being developed.
- Initial traffic modeling micro simulations for the US183/MoPac interchange have been completed and reviewed; refinements are currently under way. Preliminary results of Origin and Destination Study have been submitted, reviewed and comments provided.

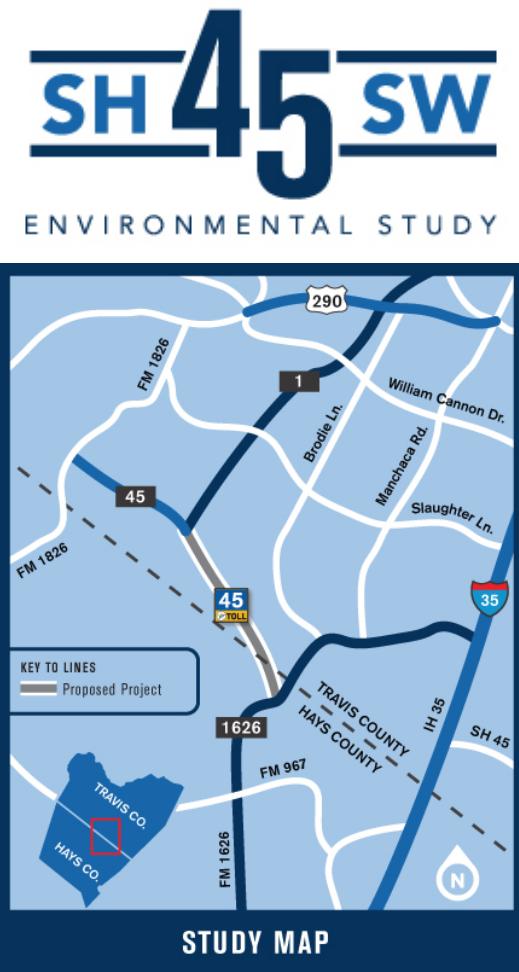
COMMUNITY OUTREACH

- Consideration of input from the stakeholder meetings and the Open House is underway in the refinement of the Purpose and Need and alternatives.
- Planning continues for an Open House No. 2 to be held July 8 at Westwood High School. The following will be available for public input: refined Purpose and Need, reasonable alternatives (build and no build) and evaluation factors to screen alternatives.
- The team is planning a “ride along” with City of Austin and city bicycle/pedestrian groups for July 7 to identify possible locations for bike and pedestrian improvements.

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 45SW Environmental Study

PROJECT DESCRIPTION

The Texas Department of Transportation (TxDOT) is working with the Central Texas Regional Mobility Authority (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 second 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).
- TxDOT provided a presentation on the project at the Kent Butler Summit on April 25
- The Draft Environmental Impact Statement was released for public review on June 27.
- The public hearing is scheduled for July 29, 2014.

DESIGN PROCUREMENT

- The Mobility Authority posted a Request for Qualifications (RFQ) for Design Procurement on May 23. A pre-proposal conference was held on June 3. Proposals are due July 30.
- Final Design Procurement shortlist and interviews are planned for late August.

SCHEDULE

The environmental process is anticipated to take two years.

