Exhibit F: Revised Summary of Select Plans, Ordinances, and Rules

DRAFT

November 25, 2014

Travis County

Summary of Select Plans, Ordinances, and Rules

LAND, WATER, AND TRANSPORTATION PLAN

Travis County Commissioners Court

Judge Samuel T. Biscoe, Travis County Judge

Commissioner Ron Davis, Precinct 1

Commissioner Bruce Todd and Commissioner Sarah Eckhardt, Precinct 2

Commissioner Gerald Daugherty and Commissioner Karen Huber, Precinct 3

Commissioner Margaret Gómez, Precinct 4

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Introduction

The Land, Water, and Transportation Plan (LWTP) is built upon existing growth-related plans, ordinances, and rules that have been vetted by the public and adopted by the Commissioners Court. They pertain to a) regulating the subdivision of property, construction of streets and drainage in subdivisions, and development in floodplains, b) implementing endangered species protection, hazards mitigation, and storm water management programs, c) planning and implementing capital improvement programs, and d) maintaining roadways. The purposes, goals, capital improvement programs, implementation strategies, horizon issues, and next steps for each plan, ordinance, or rule are summarized in this chapter.

CHAPTER 64, TRAVIS COUNTY REGULATIONS FOR FLOODPLAIN MANAGEMENT AND GUIDELINES AND PROCEDURES FOR DEVELOPMENT PERMITS

1. DATE ADOPTED

December 15, 1975: Travis County Commissioners' Court originally approved Regulations for Floodplain Management.
January 29, 1976: County residents became eligible to purchase federally subsidized flood insurance.
May 3, 1976: Development permits are required for all new development within the unincorporated areas of the County.
September 28, 2008: Travis County Commissioners' Court adopted a new comprehensive floodplain management order.

2. PURPOSE

The flood hazard areas of Travis County are subject to periodic inundation which can result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect public health, safety and general welfare. The purpose of the regulation is to protect human life and health and enable Travis County to qualify for the National Flood Insurance Program (NFIP) so that property owners may obtain federally subsidized flood insurance. Flood Insurance through the NFIP is mandatory for federally backed mortgages on properties in flood hazard areas. In addition, On May 24, 1999 House Bill 1018 was approved requiring all political subdivisions of the State to adopt measures necessary to participate in the NFIP.

3. OVERVIEW

Chapter 64 provides a regulatory system to manage land use in the County in order to reduce the likelihood that land use will increase the dangers of flooding on both new and existing development. The chapter applies to all properties in the unincorporated areas of the County. As land is subdivided, flood hazard areas are restricted to drainage easements to ensure that the land is not developed in a manner incompatible with flood hazard areas. On existing platted or exempt tracts, the regulation does not prevent or restrict development rather it seeks to ensure that development does not increase the risk of flooding with in the County. A person may build a structure in a flood hazard area, but that structure would have to be elevated to reduce the likelihood that it is inundated. Additionally the structure could not cause an increase in flood heights or velocities. Development outside a flood hazard area is also required to mitigate the effects of the increase in run off caused by the development. Certain land uses, such as the placement new solid waste facilities, are prohibited in flood hazard areas.

CHAPTER 82, TRAVIS COUNTY DEVELOPMENT REGULATIONS

1. DATE ADOPTED

Travis County's Standards for Construction of Streets and Drainage in Subdivisions (Chapter 82) was originally adopted on January 28, 1980. Amendments effective 7/26/2005 established storm water quality, riparian corridor, and other environmental requirements for development in unincorporated areas outside of municipal ETJs. Amendments effective x/x/2012 established water availability requirements for subdivision matters. On 8/14/12, Chapter 82 was amended with a new title "Travis County Development Regulations" and new subchapters H – L set out expanded water quality protection requirements.

2. PURPOSE

The primary purpose of Chapter 82 is to provide for the safety and well-being of the general public by requiring roadways, streets, structures, and drainage facilities consistent with good practice and established standards of constructions for subdivision and other development. By following these requirements the facilities constructed during the development process, for the use by citizens of Travis County, will be able to be maintained without imposing a burden to taxpayers.

The requirements of Chapter 82 also assure that public facilities that meet requirements will be completed prior to public need and within a reasonable time. The subdivision of real property must also comply with the applicable portions of the County's current Rules for Private Sewage Facilities and the County's Regulations for Flood Plain Management and Guidelines and Procedures for Development Permits.

3. OVERVIEW

Travis County regulates the subdivision of real property under the authority set forth in Chapter 232 of the Texas Local Government Code and other statutes applicable to counties. Chapter 82 has been amended several times since it was originally adopted to reflect changes in our regulatory authority and in response to challenges associated with a rapidly growing population. Some of the more notable amendments have been to add manufactured home rental community regulations, water quality regulations, conservation subdivision regulations, and water availability requirements.

CHAPTER 48, TRAVIS COUNTY RULES FOR ONSITE SEWAGE FACILITIES

1. DATE ADOPTED

March 28, 1995: Travis County Commissioners' Court originally approved the Travis County Rules for Onsite Sewage Facilities
June 20, 2000: The current version of Chapter 48 was adopted by the Travis County Commissioners' Court

2. PURPOSE

The State is the primary regulator of onsite sewage facilities (OSSF) and as such they have established minimum criteria for the installation and maintenance of OSSFs within the State. The State did not have the resources to adequately review and inspect OSSFs in rapidly growing areas of the State like Travis County. Additionally, the States rules did not adequately address the unique geography and topography of the County. In order to address these issues, the County became an Authorized Agent of the State for OSSFs within its jurisdiction. This allowed the County to establish its own program for review and inspection of OSSFs. It also allowed the County to adopt more stringent regulations.

3. OVERVIEW

Onsite sewage facilities (OSSF) allow development on land that is not served by a municipal sewage treatment plant. They are typically located on a single tract and designed to process less than 5000 gallons of water per day. There are currently 35,000 OSSFs within the unincorporated areas of the County. The State is the primary regulator of onsite sewage facilities (OSSF) and as such they have established minimum criteria for the installation and maintenance of OSSFs within the State. The County acts as an Authorized Agent of the State for OSSFs. The County adopted Chapter 48 in order to enhance the States minimum criteria. It provides additional protection for the health and safety of its citizens. It also provides greater protection for the quality of ground and surface water.

CONSERVATION DEVELOPMENT ORDINANCE

1. DATE ADOPTED

The Commissioners Court adopted the Travis County Conservation Development Design Ordinance and associated Conservation Development Design Manual on December 19, 2006.

2. PURPOSE

The primary purpose of the Conservation Development Ordinance is the promotion of safe, orderly, and healthful development of the unincorporated areas of the County. The intent of the ordinance is to reduce the threat of flooding by limiting the amount of development in watersheds, conserve endangered species habitat, and encourage the type of economic development the County desires to promote.

The primary purpose of the Conservation Development Design Manual is to provide guidance for the practical execution of property development per the Conservation Development Ordinance. Key components of the manual include application submittal requirements, information for identifying conservation areas, and examples of ecological assessments and land plans. Incentives available to the developer for subdividing property under the Conservation Development Ordinance include: the County Executive will designate and assign a lead staff reviewer who will facilitate the timely processing and review of the application and County Executive will exempt the application of the parkland dedication or parkland fees-in-lieu of dedication requirement as well as all county fees associated with the processing of the application, inspection, and permit review. In addition to these incentives, the developer may benefit from lower infrastructure costs due to the potential to cluster subdivision improvements.

3. OVERVIEW

The Conservation Development Ordinance is the first set of guidelines adopted by Travis County that allows and promotes non-traditional subdivision development. The ordinance only applies to property located outside any municipality's extra-territorial jurisdiction (ETJ).

One of the first steps in subdividing property per the Conservation Development Ordinance is the submittal and approval of a conservation development agreement, which the property owner shall enter into with the county. The development agreement

shall: require the property to be developed only in compliance with the ordinance as it exists at the time the agreement is executed, constitute a conservation easement and covenant running with the property in favor of the county, include provisions for any conservation development incentive payments outlined in the ordinance, be approved or amended only by the Commissioners Court, and be recorded in the Official Public Records of Travis County.
Please note: an owner proposing to enter into a conservation development agreement with the County and/or to file a preliminary plan or final plat application under the ordinance shall follow each step of the process below in sequence unless steps are combined by the County Executive.

Step 1: The owner shall prepare and submit to the County Executive preliminary drafts of an ecological assessment of and a conceptual land plan for the property meeting the requirements of the Conservation Development Design Manual. The owner shall meet with the County Executive and staff in a pre-application meeting to acquaint staff with the proposed development, including its ecological assessment and conceptual land plan, to obtain preliminary staff comments, and to identify major issues or needs for additional information. The County Executive may require the owner to visit the property with County staff.

Step 2: At any time after the pre-application meeting, the owner may file a preliminary plan or final plat application meeting the requirements of the Travis County Code and shall provide the following materials and information meeting the requirements of the Conservation Development Design Manual: an ecological assessment; a land plan delineating the conservation areas and setting out planned development of the remainder of the property; a scenic view preservation plan; a historic site preservation plan and/or historic structure or relocation or preservation plan (if historic structures or sites are located on the property); an integrated pest management plan; an ecological assets management plan; any variance, waiver, and exemption requests, and a list and copies of all legal documents necessary for the proposed development, including the following:

(A) Draft conservation development agreement, if not yet executed by the owner and the County.
(B) Conservation easement for the conservation areas, if not yet executed by the owner and the County.
(C) Title commitment including copies of all relevant deeds, easements, etc., if not yet provided to the County.
(D) Conditions, covenants, and restrictions.
(E) Excess or available creditable acreage or impervious cover transfer documents, with an accompanying narrative explaining the document's general provisions, purpose or justification.
(F) Property owners association documents, including charter, bylaws, and any architectural and landscape design standards.

Step 3: To be considered complete, an application filed under the ordinance must indicate that approval under the ordinance is sought and must include the items outlined above.

Step 4: An application under the ordinance shall meet all requirements of the Travis County Code except as expressly or modified, waived, or exempted by the ordinance or the design manual. Unless otherwise specifically authorized by the Commissioners Court, for a development project to receive approval, reserved uses must be prohibited by covenants, conditions, and restrictions or other means approved by the County.

Step 5: The conservation development agreement, preliminary plan and/or final plat application, and all items required to be submitted under the ordinance are subject to the approval of the County. To implement this ordinance and ensure both that development will comply with this ordinance and that the ecological, historic, and other values of the conservation areas and buffers will be maintained, the owner must establish legally binding mechanisms, such as preliminary plan and plat notes, contracts, licenses, covenants, conditions, and restrictions, or property owners' association charters and bylaws enforceable by the County and other entities deemed necessary by the County. Historic structures or sites ranked as significant features in the ecological assessment may only be relocated or removed as approved by the County. A property owners association or other entity established in association with development of the property may be required to hold a license or enter into another contract for the operation and maintenance of the stormwater management facilities and/or the maintenance of the conservation areas and historic and rural buffers.

Step 6: If the County Executive determines that a preliminary plan or final plat application meets all requirements of the Travis County Code, the County Executive may approve it administratively. Also, the County Executive may administratively approve amendments or variances.

4. CONSERVATION DEVELOPMENT GOALS

The goals of the Conservation Development Ordinance include:

- allowing for greater flexibility and creativity in the design of subdivisions;

- encouraging the permanent preservation of open space, ranch and agricultural lands, woodlands and native prairie, wildlife habitat, natural resources including aquifers, water bodies and wetlands, and historical and archeological resources, and to promote interconnected green space and corridors throughout the county;
- protection of county water supplies;
- minimizing the amount of storm water runoff that flows into the floodplain as a result of development through limiting impervious cover;
- encouraging development that conforms to existing topography and natural features;
- facilitating the construction and maintenance of housing, streets, utilities, and public service in a more economical and efficient manner;
- facilitating the provision of community services in a more economical and efficient manner;
- encouraging economic development that is desirable for the affected area;
- fostering stewardship or caring for the land and wildlife as well as surrounding neighborhoods; and
- Preservation of the natural character of Travis County and central Texas.

5. CAPITAL IMPROVEMENT PROGRAM

N/A

6. IMPLEMENTATION STRATEGIES

There are several different types of incentives for conservation development projects. For instance, a lead staff reviewer is designated and assigned to the application to assist in facilitating the timely processing and review of the application. Other incentives for landowners to utilize the conservation development policy include:

1. Fee Waivers.

These include waivers of application review fees, construction plan review and construction inspection fees, driveway permit fees, and parkland dedication or fees in lieu of parkland dedication;

2. Reimbursement Payments

An ecological assessment of the property is required as part of the conservation subdivision application. The County may reimburse the owner an amount equal to reasonable costs and fees associated with conducting, preparing, and reporting of an ecological assessment or conservation development design/plan recommendations, including conservation area design.

3. Incentive Payments

In exchange for the owner's commitment to develop the property as a conservation development, the Commissioners Court may agree to make annual and/or lump sum payments to the owner up until the time of development. The Commissioners Court may also agree to make payments after the development is complete that must be used to for management of the area set aside for conservation;

4. Grandfathering
At the owner's option, simultaneous with pursuing a conservation development project, the owner may also prepare and submit to the County a master plan for a traditional subdivision. If the County subsequently breaches or fails to make any incentive payments under the conservation development agreement, the owner has the opportunity to pursue the alternative project free of any additional regulations that the County may have adopted since the effective date of the conservation development agreement.
5. Transfer of Impervious Cover and Conservation Area Credits
If the owner provides more conservation area than the minimum required or less impervious cover than the maximum allowed, the amount of the extra conservation acreage or impervious cover can be transferred to other conservation development projects.

7. HORIZON ISSUES

Although staff has conducted several meetings in 2006 and 2007 with interested property owners, no applications for a conservation subdivision have been submitted to Travis County. Chapter 82.237(c)(2) states the incentives for developing under the conservation development ordinance will expire after five years from the adoption of the ordinance or after five projects are given incentives; any new conservation subdivision applications will likely fall into the latter category.

8. NEXT STEPS

Several sections of the Conservation Subdivision Design Manual will need to be completed or updated. For instance, the Preferred Commercial Development Areas and Authorized Reserve Uses section (Section XIII) lists eastern and northwestern Travis County as areas where the preserved and reserved uses were to be determined at the time of manual's adoption. Southwestern Travis County identifies five preferred commercial development areas and authorized reserve uses yet does not state the exact distances. These areas of the manual will need to be reviewed by staff and completed.

TRAVIS COUNTY PARKS AND NATURAL AREAS MASTER PLAN

1. DATE ADOPTED

The Commissioners Court adopted the "Travis County Parks and Natural Areas Master Plan" (plan) on May 23, 2006.

2. PURPOSE

This plan describes Travis County's intentions for developing, operating, and managing its park system. It provides the framework for capital improvement programs that have typically been funded through voter-approved bonds. It also is a means for developing more competitive applications to Texas Parks and Wildlife Department (TPWD) grant programs: although not a requirement for submitting an application, having a TPWD approved master plan generates additional points in the grant application process. TPWD approved the County's parks master plan following Commissioners Court adoption by resolution in May 2006.

3. OVERVIEW

This plan continues the County's commitment to improving Lake Travis parks (as prioritized in the County's previous parks master plan) but limits investments in new metropolitan (metro) parks (also a previous priority) because the County has built three new metro parks in the SH 130 Corridor that address needs for this type of facility. The plan also kicks off the County's initiative to build linear parks along waterways.

Projects proposed for western Travis County include improving Lake Travis parks, developing a linear Pedernales River park, developing a Northwest Metro Park, and developing a Big Sandy Creek greenway (see *Figure 1*). Projects proposed for eastern Travis County, include developing greenways along eastern creeks (see *Figure 2*). This includes a Gilleland-Wilbarger Creek greenway north of the river and Onion Creek greenway south of the river. Rural conservation districts (orange circles) and spring protection zones (blue circles) are also included in the parks concept plan as "…desirable areas and features for conservation".

4. IMPLEMENTATION STRATEGIES

Most funding for park improvements is obtained through voter-approved bond programs: since 1997, voters have approved approximately $183 million for park projects. TPWD grants and parkland dedications are also used to acquire land and build improvements. Project priorities and estimated budgets for the current plan are as follows:

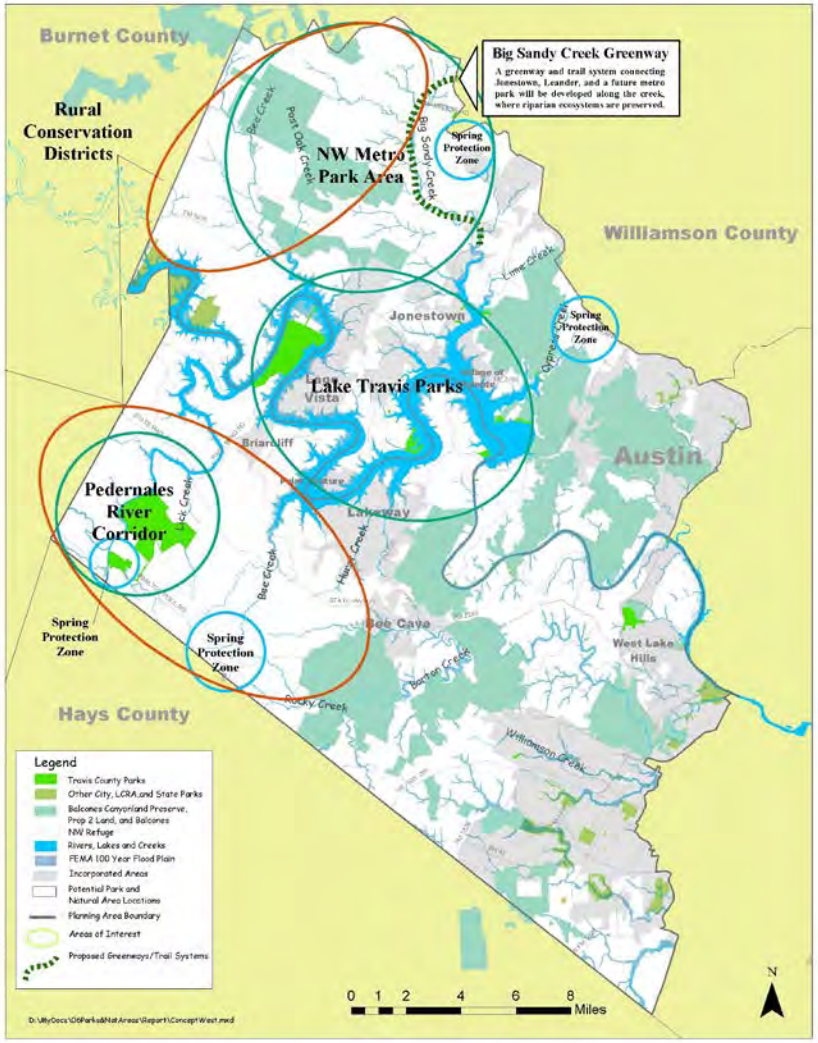


Figure 1: Western Travis County Concept Plan

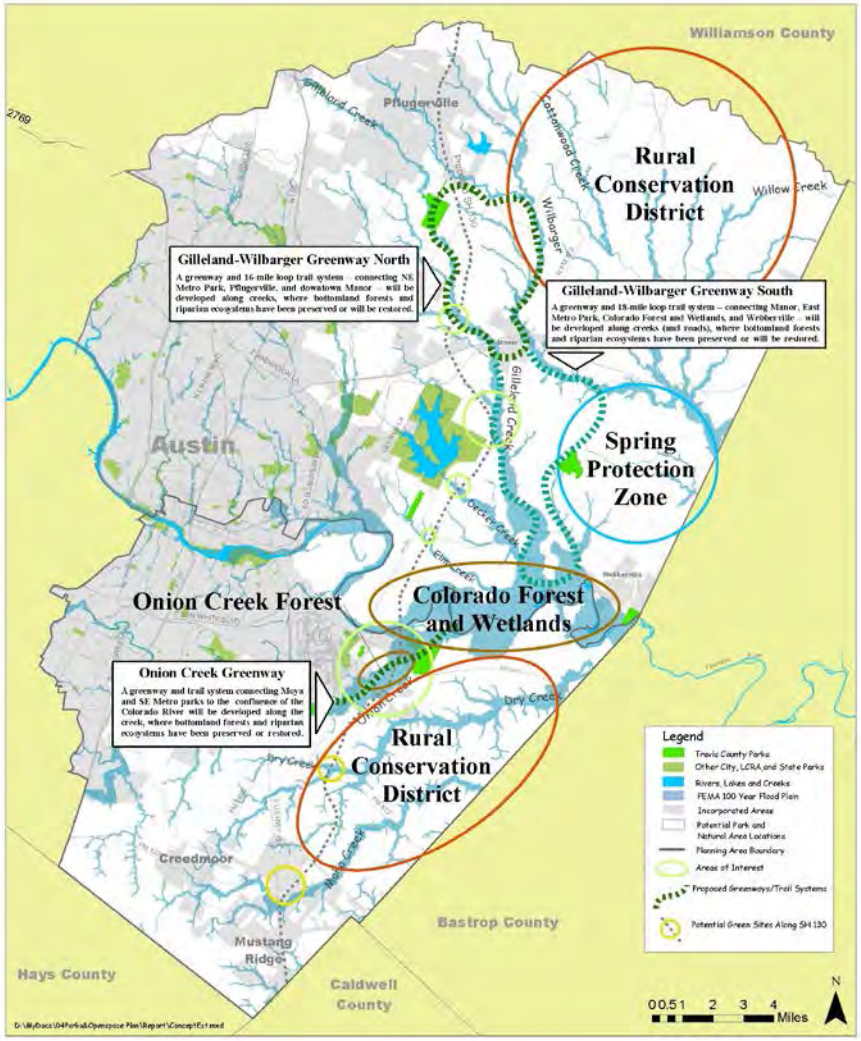


Figure 2: Eastern Travis County Concept Plan

Figure 3: Priorities and Estimated Budgets

Project	**Budget**
NE Planning Area	
East Metro Park Phase II Improvements	$7,080,000
NE Metro Park Phase III Improvements	$4,000,000
NE Natural Areas/Greenways	TBD
NW Planning Area	
Arkansas Bend Park Improvements	TBD
NW Metro Park Phase I	TBD
SW Planning Area	
SW Metro Park Phase II	$7,580,000
SW Natural Areas	$18,030,000
SE Planning Area	
Southeast Metro Park Phase III Improvements	$3,310,000
Onion Creek Greenway	$8,600,000
NE and/or SE Planning Areas	
Unallocated Proposition 2 Proceeds	$6,400,000
Total	$55,000,000

5. HORIZON ISSUES

The most pressing horizon issue is funding the operation and maintenance of county parks at an amount that ensures the current level of services in county parks and that new responsibilities – managing more extensive natural areas – are met.

6. NEXT STEPS

Update the parks master plan and obtain TPWD approval; complete 2005 and 2011 capital improvement projects; and complete a land conservation plan that complements the parks master plan.

LAKE TRAVIS PARKS MASTER PLAN

1. DATE ADOPTED
The Commissioners Court adopted the "Lake Travis Parks Master Plan" (LTPMP) in September, 2010.

2. PURPOSE
The purpose of the LTPMP is to provide a comprehensive framework for capital improvements in the nine parks Travis County owns and/or manages on Lake Travis.

3. OVERVIEW
Of the nine parks that Travis County manages on the lake, six of them – Arkansas Bend, Cypress Creek, Hippie Hollow, Mansfield Dam, Pace Bend, and Sandy Creek parks – are owned by the Lower Colorado River Authority (LCRA), one – Bob Wentz at Windy Point Park – is comprised of both LCRA-owned and county-owned land, and two – Dink Pearson and Tom Hughes parks – are owned by the county. As popular destinations, these parks are in danger of being "loved to death" by the growing population of nearby Austin and more distant central Texas. Investments in their infrastructure, buildings, amenities, and natural environment are required for them to be safe, comfortable, attractive places to visit (see *Figures 4-12*). Highlights of the plan are as follows:

- The most extensive capital improvement will be made at Arkansas Bend Park and Pace Bend Park.
- Camping will be eliminated at Cypress Creek Park because of its small size which makes it costly to operate. Campsites will continue to be available at nearby Sandy Creek Park.
- The feasibility of acquiring Windy Point (a private park adjacent to the county's Bob Wentz at Windy Point Park) will be investigated.
- A boat ramp and related facilities will be built at Dink Pearson Park.

CAPITAL IMPROVEMENT PROGRAM
Arkansas Bend Park: Development of new facilities including improved entrance, beach/day use area, campground with improved camp sites, extensive bike/pedestrian and hiking trail system, boat ramp, and maintenance yard improvements.

Pace Bend Park: Development of new facilities including a ranger/administration center, beach/day use area, campground with improved camp sites, extensive bike/pedestrian and hiking trail system, and boat ramps.

Figure 4: Arkansas Bend Park Concept Plan

Figure 4: Arkansas Bend Park Concept Plan



Figure 5: Bob Wentz at Windy Point Park Concept Plan

Figure 4: Arkansas Bend Park Concept Plan



Figure 6: Cypress Creek Park Concept Plan

Figure 4: Arkansas Bend Park Concept Plan



Figure 7: Dink Pearson Park Concept Plan

Figure 4: Arkansas Bend Park Concept Plan



Figure 8: Hippie Hollow Park Concept Plan

Figure 4: Arkansas Bend Park Concept Plan



Figure 9: Mansfield Dam Park Concept Plan

Figure 4: Arkansas Bend Park Concept Plan



Figure 10: Pace Bend Park Concept Plan

Figure 4: Arkansas Bend Park Concept Plan



Figure 11: Sandy Creek Park Concept Plan

Figure 4: Arkansas Bend Park Concept Plan



Figure 12: Tom Hughes Park Concept Plan



Bob Wentz at Windy Point Parks: Development of new and redevelopment of existing facilities including improved entrance, beach/day use area, bike/pedestrian trail system (including pedestrian bridge over causeway), pavilions, playground, and maintenance yard.

Cypress Creek Park: Development of new and redevelopment of existing facilities including improved entrance, boat ramp/parking, bike/pedestrian trail system including a pedestrian bridge over Cypress Creek.

Hippie Hollow Park: Redevelopment of existing facilities including improved entrance and parking lot, bike/ pedestrian trail system, fencing, and lockers at restrooms.

Sandy Creek Park: Redevelopment of existing facilities including improved entrance and vehicular circulation, bike/pedestrian and nature trails, restroom renovations, and courtesy dock for boat ramp.

Alternate: Joint LCRA/TC CIP Account Funded Projects (if no park bonds are approved by voters)
Cypress Creek Park Entrance: Replace fee booth and park entrance sign.

Hippie Hollow Park Entrance: Replace fee booth and park entrance sign.

Sandy Creek Park Entrance: Replace fee booth and park entrance sign.

Park Land Acquisition/Sale (in accordance with Chapter 26 of The Texas Parks and Wildlife Code)

Purchase privately-owned Windy Point Park that is for sale, and which is adjacent to the County's Bob Wentz at Windy Point Park (the County has spoken to the land owner but no agreement has been reached).

Purchase land adjacent to Dink Pearson Park to extend the park to the water edge and accommodate boat ramp improvements (the county has investigated this but complicated land ownership issues might make it difficult to accomplish).

4. IMPLEMENTATION STRATEGIES

Voter-approved bond funding is required to implement the major improvements proposed in this master plan. In November, 2011, voters approved a park bond package that includes approximately $9.4 million for improving Arkansas Bend Park as described herein.

5. HORIZON ISSUES

Pressure on Lake Travis parks will increase as the population of Central Texas grows, threatening the environmental quality and recreational experience of the parks and lake. The need to fund and build the appropriate infrastructure to accommodate use increases accordingly, and as lake parks are improved, staff will need to grow as well to adequately maintain new facilities and manage restored habitat.

6. NEXT STEPS

The most immediate "next step" is to contract professional services for the design and construction of Arkansas Bend Park improvements. Advocacy for improving the Lake Travis parks also needs to continue to generate support for implementing additional large capital improvement projects.

CONCEPT PLAN FOR ONION CREEK GREENWAY

1. DATE ADOPTED

The Commissioners Court adopted "Concept Plan for the Onion Creek Greenway" (greenway plan) on March 16, 2010.

2. PURPOSE

The purpose of the plan is to provide a comprehensive framework for investing approximately $8 million in bond funds that voters approved in 2005 for parkland acquisition along the creek. It is also a guide for developing future bond programs and coordinating with other public agencies owning land along the creek.

3. OVERVIEW

As shown in *Figure 13,* Onion Creek Concept Plan below, the greenway plan defines the broad limits of an approximately 21-mile linear park extending from the confluences of Onion Creek with Slaughter Creek to the Colorado River. It includes a conceptual trail alignment for a hike and bike trail extending its length that connects an array of nature-based facilities and active, capital intensive athletic complexes. Trails heads are sited strategically in both existing and new parks. Preservation of exiting ecosystems and restoration of degraded areas is a critical part of this plan also.

4. GREENWAY PLAN GOALS

The goals of the greenway plan are as follows:

- Support the health and wellbeing of county residents by providing access to parks and natural areas
- Protect water resources by conserving and restoring bottomland woods
- Provide recreational opportunities that people want
- Provide connectivity between parks, neighborhoods, schools and civic and commercial centers for recreational and active transportation purposes
- Enrich county residents lives by preserving our natural and cultural roots
- Provide open-air opportunities to learn about the natural environment
- Develop a strong "sense of place"
- Support the economic vitality of the community

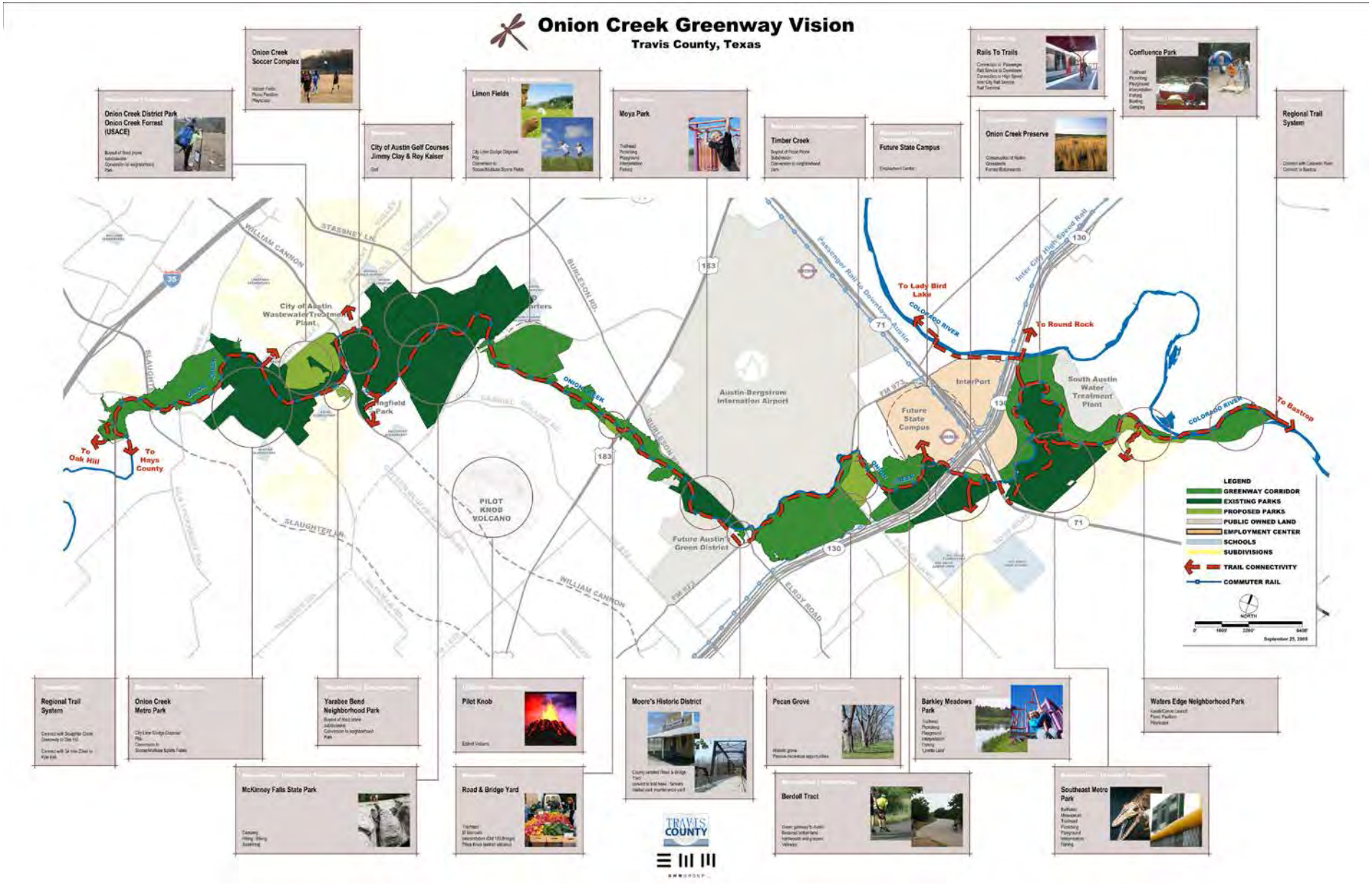


Figure 13: Onion Creek Greenway Vision

5. CAPITAL IMPROVEMENT PROGRAM

The capital improvements program is shown in Figure 14.

Figure 14: Onion Creek Capital Improvement Program

Project	Budget
1 Colorado Confluence Park	$2,500,000
2 Barkley Meadows	$2,500,000
3 Airport	$500,000
4 Moore's Crossing	$800,000
5 Pilot Knob	$1,000,000
6 Nueve Parques	$3,000,000
7 Slaughter Confluence	$1,000,000
Total	$11,300,000

6. IMPLEMENTATION STRATEGIES

Obtaining voter-approved bond funding of improvements is the primary strategy for implementing the plan. These funds will be leveraged when possible to match other local, state, and federal grants. Other agencies will fund improvements on their properties according to their capital improvement programs.

7. HORIZON ISSUES

The most pressing horizon issue is the funding of parkland acquisition and capital improvements. Budgeting for the additional staffing, operation, and maintenance of the greenway is another horizon issue, particularly as it relates to the management of large natural areas that are to be preserved or restored.

8. NEXT STEPS

- Parkland acquisition with 2005 bond funds has been ongoing; the first phase of improvements is being designed.

- Additional parkland will be acquired with a portion of $approximately $16.7 million allocated for parkland acquisition on eastern creeks and the Colorado River; major capital improvements will be made with 2011 bond funds totaling approximately $13.3 million for the Onion Creek Greenway.
- Complete a land management plan.

COLORADO RIVER CORRIDOR PLAN

1. DATE ADOPTED

Commissioners Court approved the CRCP on May 15, 2012 by unanimous vote.

2. PURPOSE

The purpose of the Colorado River Corridor Plan is to coordinate regional and local planning to facilitate the preservation and enhancement of the many valuable environmental, economic, recreational, and cultural resources of this region over the next 25 years. The Plan includes objectives for improved protection of local bio-diversity, preservation and restoration of floodplains and natural areas; the creation of parks, open spaces and greenways; enhancement of Corridor quality of life through the long-term reclamation of mined sites; and enhancement of mobility through capital project development and new transportation alternatives.

3. OVERVIEW

Travis County, the City of Austin (COA), and the Lower Colorado River Authority (LCRA) partnered in the development of this plan. The project team sought to identify priorities, concerns of stakeholders and opportunities to proactively address these issues in the Colorado River Corridor. The study area covers over 30,565 acres on a 32-mile stretch of the Colorado River in eastern Travis County, bounded by US 183 on the west, the Travis-Bastrop County line on the east, FM 969 on the north, and SH 71 on the south.

4. GOALS, OBJECTIVES, AND POLICIES

The Corridor Plan identifies long- and short-term strategies for improving one of the Travis County's most important natural resources, the Colorado River. The Corridor Plan provides a framework for protecting and enhancing the scenic beauty and ecological integrity of the corridor and outlines goals, objectives and policies to increase the public's opportunities to enjoy the natural resources offered.

The Corridor serves multiple functions. The suggested goals and actions acknowledge the need to balance competing desires, as different strategies may be appropriate according to context (e.g., rural versus urban/village). The goals for the Corridor Plan were established by the advisory group and involved a consensus with stakeholders.

GOAL 1: Conserve and Protect Natural Resources

Protecting natural systems is critical to human, plant, and animal health and well-being. The concept of natural community planning calls for the protection of natural communities and habitats.

GOAL 2: Improve Quality of Life
Quality of life is an essential consideration in a person's decision to live in a community or a business' decision to locate there. In order to attract new residents as well as make the corridor livable for those already residing there, an attractive physical environment and necessary services and facilities need to be provided.

GOAL 3: Provide Improved Mobility and Transportation Choices.
Transportation has and will have a profound impact on the Corridor. Therefore, we must plan and design our transportation system with consideration for those who live with it as well as those who use it.

The Corridor Concept Plan is envisioned to maintain a rural, agricultural character while still allowing for the planned growth expected to occur over the next 25 years. In achieving this goal, high density growth would occur closer to the city limits in the western half of the Corridor and along major transportation corridors, but would scale down in density near the river and the county line to a more rural/agrarian lifestyle in the eastern half. Large areas of the Corridor would be used as working lands, providing food for the table, hay for livestock, growing grounds for nurseries and natural resources that the region needs to sustain itself. People living in this area would continue to enjoy a suburban-rural way of life. Rural roadway setbacks along FM 969 would help preserve the visual character of the Corridor as you drive into the city.

5. CAPITAL IMPROVEMENT PROGRAM

The Colorado River Corridor Plan communicates the values and intentions of the respective partners and helps ensure continuity in policy application and capital improvement project expenditures within and across jurisdictions. Capital improvement projects will compete for scarce funding sources which will require local jurisdictions to identify the most beneficial cost-effective improvements for mobility.

6. IMPLEMENTATION STRATEGIES

Plan implementation requires intergovernmental cooperation since multiple government entities are responsible for the various aspects of transportation, natural resource conservation and environmental protection in the Corridor. Based on these various factors, including ease of implementation, agencies involved, and funding availability, priority focus areas have been identified. The implementation strategy identifies and describes the projects and procedures that the County will need to initiate and carry out to successfully achieve its vision for the Colorado River Corridor.

From the onset of developing the implementation strategies staff engage in extensive discussions with stakeholders and the public to develop a time frame. Implementation does not occur over night and the recommended strategies reflect how the specific projects could be

implemented over time. Some projects might be triggered by the economy or political actions taken at a regional or state level; however, the main objective of the implementation strategy is to identify a course of action that allows the County to be at the forefront rather than reacting to change. Certain projects may take priority over others and be completed within 2 years, while others would be expected to occur 10 or 15 years from now, while some will be ongoing. The consensus was to phase the goals and objectives due to factors such as funding, operational constraints, physical constraints, and or community impacts.

7. NEXT STEPS

The Corridor Plan was developed in response to the need for a comprehensive plan that provides a vision and a framework for a positive long-range future for the Colorado River Corridor. At its heart, this plan acknowledges the unique and exemplary geographical and historic role for Austin and Travis County. This Plan is a first step. It will require periodic updates to account for changing community and resource protection needs and strategies as indicated by new information or research.

BALCONES CANYONLANDS CONSERVATION PLAN (BCCP)/ BALCONES CANYONLANDS PRESERVE (BCP)

1. DATE ADOPTED

August 3, 1995: Interlocal Agreement/Shared Vision Agreement with City of Austin
May 2, 1996: US Fish and Wildlife Service (USFWS) 10(a)1(B) Permit - BCCP
The acquisition and management of BCP land is the mitigation required by the permit.

2. IMPETUS FOR THE PROJECT

In the late 1980's and early 1990's, several species were listed as endangered in Travis County which were impacting the ability of landowners to develop their land. From 1988 through 1996, in order to help facilitate the continuation of development projects in western Travis County, a collaboration of local concerned citizens, business leaders, landowners, developers, environmental groups, scientists and the U.S. Fish and Wildlife Service (USFWS) worked together to create a Habitat Conservation Plan under the Endangered Species Act (ESA) for the Austin Area that led to the issuance of the following permit.

3. PURPOSE

The BCCP provides a quick and efficient pathway for the Permit Holders and private landowners to comply with federal law and mitigate for impacts that their land use practices may have on protected species. The Permit provides a streamlined alternative to the normal USFWS consultation and determination process.

4. OVERVIEW OF PROCESS

On May 2, 1996, the City of Austin (COA) and Travis County (TC) were jointly issued a regional USFWS Incidental Take (or Section 10(a)1(B)) permit as a result of this community effort. The 30 year Balcones Canyonlands Conservation Plan (BCCP) allows for the "incidental take" of two endangered bird species and six endangered karst species within Western Travis County.

An incidental take permit authorizes the loss of endangered species or their habitat associated with otherwise legal activities in exchange for minimization and mitigation measures that benefit the affected species. The BCCP is such a permit, and provides coverage for the following endangered species listed here, plus 27 additional species of concern:

Black-capped vireo (*Vireo atricapillus*)
Golden-cheeked warbler (*Dendroica chrysoparia*)
Tooth Cave spider (*Neoleptoneta myopica*)
Tooth Cave pseudoscorpion (*Tartarocreagris texana*)
Kretschmarr Cave Mold Beetle (*Texamaurops reddelli*)
Bee Creek Cave harvestman (*Texella reddelli*)
Bone Cave harvestman (*Texella reyesi*)
Tooth Cave ground beetle (*Rhadine persephone*)

In return, the COA and TC agreed to create the BCP to protect the 8 endangered species and 27 species of concern throughout 7 watersheds in western Travis County. Requirements of the Permit include:
1) Minimum Preserve Acreage - the BCCP Permit set a Preserve size of 30,428 acres and 62 specific karst features (including three cave clusters) as the minimum size.
2) Priority Macrosites - the Permit identified four priority macrosites that are considered critical to the success of the BCCP, and lists these according to acquisition priority: Bull Creek, Cypress Creek, South Lake Austin, and North Lake Austin.
3) Configuration: Minimum Specifications for Priority Macrosites - the BCCP requires that specific minimum acreage totals be acquired within each macrosite and also lists target acreage goals for each. When all target acreages in the seven macrosites are added together, they equal 30,428 acres, the minimum Permit acreage required. Configuration of each Preserve macrosite block must meet or surpass the minimum Preserve design standards that minimize the effects of habitat fragmentation, with no more than 20 percent of the total Preserve area occurring within 330 feet of the edge in each of the five largest macrosites.

5. RESULTS OF EACH PHASE (E.G., INVENTORY, DEMAND, NEEDS ASSESSMENT, PUBLIC INPUT, GOPS, ETC)

The permit was issued to the COA and TC, but its success is a multi-agency effort with BCP acreage managed by the COA, TC, Lower Colorado River Authority, Travis Audubon Society, The Nature Conservancy of Texas, St. Edwards University, Concordia University, Texas Cave Management Association, and numerous private land owners.

The BCP protects a unique cross section of the flora and fauna along the Balcones Escarpment of the Edward's Plateau and strives to maintain functioning ecosystems by managing for the benefit of all our native wildlife and plants, regardless of their regulatory status.

The Balcones Canyonlands Preserve not only provides habitat and protection for the endangered species, but also provides important air quality, water quality and open space benefits to communities in Central Texas.

6. FISCAL IMPACT/CAPITAL IMPROVEMENT PROGRAM

Funding for the program comes from several sources: the General Fund, funds received from landowners mitigating under the BCCP permit, Tax Benefit Financing, USFWS Section 6 grants, developer funding received as payment for management of landowner's individual 10(a)

permit requirements. Currently, the source of the majority of both land acquisition and land management funding is from Tax Benefit Financing.

7. CONCLUSIONS

The BCCP was the first Regional multi-species Habitat Conservation Plan in the nation and continues to serve as a national model for community-based conservation that seeks to balance a healthy economy with healthy ecosystems.

The Permit Holders are intensively managing the BCP to protect the endangered birds and karst species and all of the native flora and fauna found on the preserve. Management activities include surveys (for endangered species habitat, sensitive areas, creeks, springs, caves, rare plants, etc.); census and monitoring of golden-cheeked warbler, black-capped vireo, karst species, and Jollyville Plateau salamander; maintaining fences, signs, roads and trails; management of populations of deer, feral hogs, brown-headed cowbirds, and red imported fire ants; monitoring of adjacent development to prevent damage from erosion and sedimentation; and patrols to protect the tracts.

In a 2005 letter, the Home Builders Association of Greater Austin called the BCCP a "win-win situation for both developers and endangered species by establishing (1) a habitat preserve, and (2) the ability of developers to pay into the BCCP in return for development rights elsewhere. These arrangements allows for growth in parts of west Travis County where more and more people want to live, shop and work while supporting large, uninterrupted areas of endangered species habitat and natural beauty."

The Permit Holders provide BCP education and outreach opportunities for the community. Students from elementary grades to graduate schools visit and explore the preserve each year. The BCP Hike and Lecture Series provides monthly guided hikes on the BCP as well as opportunities for the public to delve into the issues related to managing wild lands from some of the leading experts in the field of conservation. In Fiscal Year 2010, Travis County BCP provided education and outreach programs to 2,032 individuals. In 2010, City of Austin and Travis County BCP programs provided education and outreach events attended by over 6,700 citizens.

Volunteers annually dedicate thousands of hours to maintaining and restoring the different habitats found in the BCP. In 2010, almost 1,000 volunteers contributed over 6,000 hours of service on projects throughout the City of Austin and Travis County lands of the BCP.

Approximately 1/3 of the Preserve is currently open to the public including Barton Creek Greenbelt, Emma Long Park, Commons Ford Park, St. Edwards Park, Mount Bonnell Park, Wild Basin Preserve, Hamilton Pool, and Westcave Preserve. The public can visit other parts of the Preserve on regularly scheduled tours, on Hike and Lecture Series tours, and through Preserve Volunteer programs.

The Preserve serves as a living laboratory for Universities and researchers from across the nation studying the area's unique native wildlife. Recent and ongoing research on the BCP includes the U.S. Forest Service, University of Texas, St. Edwards University, Concordia University, Texas State University, Baylor University, Texas A&M University, Duke University, New Mexico State, San Diego State and others.

8. STATUS OF PLAN

To date, the Permit Holders have processed 660 Habitat Determination Applications with landowners, and have issued 246 Participation Certificates for 11,856 acres of land in Western Travis County which have been mitigated allowing development under the Permit.

As of June 2011, the Preserve includes 29,975 acres of the minimum 30,428 acres required for the benefit the golden-cheeked warbler (Warbler) and black-capped vireo (Vireo), and 45 of the 62 karst features listed in the BCCP have some form of protection.

As of June 2011, Travis County is currently managing about 7,000 acres out of this total acreage with the remainder of the BCP acres managed by the City of Austin or other partners.

9. NEXT STEPS

Travis County and the City of Austin as Permit Holders will continue with acquisition and management of the Balcones Canyonlands Preserve land and continue to administer the BCCP Public Participation process as required by the BCCP Permit.

A Balcones Canyonlands Conservation Plan: Completion Task Group Report was recently completed. The report found that Permit Holders still need to acquire 453 acres of habitat for the Warbler and Vireo to meet the minimum acreage requirement, plus an additional 17 karst features (including two cave clusters) for approximately 355 acres to complete the minimum acreage and caves required by the Permit. In addition, to meet the Preserve design configuration specifications outlined in the Permit, the Permit Holders are estimating that approximately 792 to 992 additional acres will be needed for the Warbler and Vireo. Therefore, the total acreage still needed for BCCP completion is approximately 1600 to 1800 acres. This is an estimate since the USFWS will make the final determination on the amount of additional acreage needed to meet the Preserve design configuration specifications.

Once all required actions are completed and a final "Completion Report" is submitted to USFWS, they will then review it and determinate compliance. USFWS may determine that the mitigation requirement has been completed or they may determine that additional acres or actions are still needed, and the BCCP Permit Holders will then work to complete these actions.

This report estimated that acquisition of this remaining 1600 to 1800 acres may cost from $24 million to $54 million. The majority of this acquisition cost is expected to be borne by Travis County, though some of the needed acreage may be acquired by the City of Austin or other parties. Funding for Travis County's portion of the land acquisition effort will come from Travis County's Tax Benefit Financing funds, and also BCCP Participation Certificate fees, grants, and land donations.

Biological monitoring and management of the Preserve will continue since they are requirements of the Permit. Long term funding for the management of Travis County's portion of the Preserve land will be paid using the BCCP's Tax Benefit Financing mechanism which is a funding source for Travis County that provides funding for Preserve land acquisition and long term land management as established in the City of Austin and Travis County Interlocal Agreement/Shared Vision Agreement and included in the BCCP 10(a) permit.

Monitoring and management activities include boundary fence installation; baseline biological survey of all significant biological features (endangered species habitat, sensitive areas, creeks, springs, caves, rare plants, etc) and ongoing monitoring of these features for biological health; GIS mapping of all roads, trails and environmental features; developing and conducting golden-cheeked warbler presence/absence surveys; maintaining roads and trails for staff use; management of populations of deer, feral hogs, brown-headed cowbirds, and red imported fire ants; management and oversight of adjacent developer activities on all preserve boundaries easements to prevent damage from erosion and sedimentation.

TRAVIS COUNTY DRAINAGE BASIN STUDY 2009

1. DATE ADOPTED

The Travis County Drainage Basin Study was completed in March 2009.

2. PURPOSE

The purpose of the study is to develop a plan to address flood problems though an evaluation of problems on a watershed-wide basis to help guide Travis County in implementing measures to reduce the threat of flooding to structures and roadways. Travis County maintains over 1,200 miles of roads in the unincorporated area, and over 72 miles of the roads are located within the 100-year floodplain.

3. OVERVIEW

The drainage basin study focused on areas of the County that were not being evaluated by others. Almost 100 preliminary areas of interest were identified by County staff and citizens. Detailed evaluation was conducted for each area. Criteria were developed as a basis for screening and ranking the areas of interest for additional study and alternative analysis. Criteria included threat to public safety, impact to emergency access, flooding of habitable structures and severity of the flood condition. Engineering analysis was performed to narrow down the list to 40 priority areas of interest for which mitigation alternatives were developed. Six of the areas include drainage retrofits to existing subdivisions; the remaining 34 are improvements to low-water crossings.

4. GOALS, OBJECTIVES, AND POLICIES

Travis County is located is an area well known as “flash flood alley”. With 72 miles of roads and nearly 7600 residents located within the 100-year floodplain, flooding poses a serious threat to public health and safety and the potential for loss of life. The primary goal of the study was to identify areas where flooding is a threat and to develop mitigation actions for each area.

Travis County has floodplain management regulations (Chapter 64 of the Travis County Code) and drainage design regulations. In order to accomplish its purpose and objectives, this chapter utilizes methods and provisions to:

- restrict or prohibit land uses that are dangerous to health, safety, or property in times of flood or cause excessive increases in erosion, flood heights, or velocities;
- require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters;

- control filling, grading, dredging, and other development which may increase flood damage; and
- regulate, including prohibiting, the construction of flood barriers which will unnaturally divert flood waters or which may otherwise increase flood hazards in other areas.

Travis County has drainage design regulations (Chapter 82 of the Travis County Code) in place for new development. In order to accomplish its purpose and objectives, this chapter utilizes methods and provisions to:

- establish width requirements for right-of-way in Subdivision;
- adopt based on the amount and kind of travel over each street or road in a Subdivision, reasonable specifications for the construction of each street or road;
- adopt reasonable specifications to provide adequate drainage for each street or road in a subdivision in accordance with standard engineering practices;
- adopt reasonable specifications that provide for drainage in the subdivision to efficiently manage the flow of stormwater runoff in the subdivision and coordinate subdivision drainage with the general storm drainage pattern for the area; and
- require lot and block monumentation to be set by a registered professional surveyor before recordation of the plat.

5. CAPITAL IMPROVEMENT PROGRAM

The study identified $50,000,000 of mitigation actions. The improvements will require several years to implement. The County can use its own staff to implement some of the structural up grades. However, most are beyond the current capabilities of staff and will require additional expertise and funding.

6. IMPLEMENTATION STRATEGIES

The detailed ranking criteria developed in the study prioritized the potential flood mitigation projects, thereby allowing the County to focus in its budget and annual work plans on the most severe flooding problems first.

7. STATUS

TNR Road and Bridge Division is addressing 7 of the low water crossings as a part of its annual work plan. Two of the low-water crossing projects are included in TNR's CIP. An additional 2 projects to improve low water crossings were approved by voters in the 2011 Bond referendum.

8. NEXT STEPS

The Drainage Basin Study should not be considered an all-inclusive study for Travis County; many watersheds were excluded for the study because they were being studied by others. With the majority of the studies completed, it is important for the County to consolidate the results so that County wide priorities for flood mitigation can be developed.

2010/2011 HAZARD MITIGATION PLAN UPDATE

1. DATE ADOPTED

The completed plan was presented to the Commissioner's Court on January 20, 2011 in a work session, and then submitted to the Texas Department of Public Safety Division of Emergency Management. When the State review is complete, the plan will go to FEMA for review and approval. It will be re-submitted to the Commissioners' Court for adoption after any changes required by the State and FEMA are incorporated.

2. PURPOSE (SPECIFIC REASONS WHY THE COUNTY COMPLETED OR USES THE PLAN)

- FEMA requires local jurisdictions to update Hazard Mitigation Plans every 5 years to maintain eligibility for mitigation grants, including federal funds that become available after a declared disaster.
- Plans keep local understanding of risks of natural disasters current
- Updates to plans identify new mitigation projects

3. OVERVIEW

The plan examines Travis County's risks from natural hazards, analyzes hazards that have occurred in the past, and identifies measures to be taken to reduce life and loss of property due to hazards in the future.

Eight hazards were profiled: floods, tornadoes, wildland grass/brush fire, drought, severe storms, winter storms, seismic/earthquakes, and landslides. The hazards were ranked and evaluated using five criteria to identify those with the most potential impact to the County: 1) history, 2) potential for mitigation, 3) presence of susceptible areas, 4) data availability, and 5) federal disaster declarations and local emergency declarations. A detailed risk assessment was then undertaken for the two hazards of greatest significance to Travis County, floods and tornadoes.

Flooding remains the most significant risk in Travis County. An estimated 20% of buildings in the County are exposed to some degree of flooding. Nearly 6,800 buildings are located within flood hazard areas on FEMA maps.

4. GOALS, OBJECTIVES, AND POLICIES

Develop long-term disaster resistance to protect people and property from losses due to natural hazards.

a. Review actions that can be taken to reduce the exposure of people and property to natural hazards, identified in 2004 HMP.
b. Report on progress made implementing actions since original plan approval

c. Re-evaluate and update risks to the community from natural hazards
d. Identify new mitigation actions and/or update original actions

5. CAPITAL IMPROVEMENT PROGRAM

No capital projects are associated with this plan.

6. IMPLEMENTATION STRATEGIES

New action items for 2010/11 HMP Update:

- Evaluate feasibility of structural elevations as flood mitigation on Lake Travis
- Consider mitigation alternatives for Lake Travis properties, in light of new data and apply for grants to implement cost effective projects:
    - Elevation
    - Mitigation reconstruction
    - Acquisition / demolition
- Establish central information line for County residents to call for information during post-disaster recovery, cleanup, mitigation, permitting
- Complete acquisitions and demolition in Timber Creek to remove all remaining properties in 25-year floodplain
- Continue acquisition/demolition on Citation Ave
- Post information from Elevation mark Database on County web site

Continue progress on original, 2004 actions items:

- Improve consistency and efficiency of communications with public before and after natural disasters
- Review flood history and vulnerability of flood-prone roads and bridges; work with TXDOT to factor safety considerations into upgrade reviews
- Provide community outreach and education concerning winter storm alerts and preparatory actions for homes and businesses
- Encourage the construction of tornado-safe community shelters

7. STATUS

The State review is underway. When complete, the plan will go to FEMA for review and approval. It will be re-submitted to the Commissioners' Court for adoption after any changes required by the State and FEMA are incorporated.

8. NEXT STEPS

- Incorporate changes required by State and FEMA
- Adopt Plan in final form

TRAVIS COUNTY STORM WATER MANAGEMENT PROGRAM (SWMP)

1. DATE ADOPTED

The first Travis County Storm Water Management Program (SWMP) 5-year Plan was approved by the Commissioners' Court on January 29, 2008 and submitted to the Texas Commission on Environmental Quality (TCEQ) for their approval. On May 4, 2009, TCEQ approved the SWMP Plan. ~~This 5-year Permit Term~~The term for the SWMP ~~is~~ ran from August ~~August~~ December 12, ~~2012~~2013. On June 19, 2009 the governor signed SB 1299 into law, amending Chapter 573 of the Texas Local Government Code to give Travis County additional, and explicit water quality authority to develop and enforce all aspects of the SWMP and to assess fees to support the program. A new SWMP was submitted to the TCEQ on June 10, 2014. The SWMP is expected to be approved by the TCEQ and will be implemented through December 12, 2018, the end of current permit term.

2. PURPOSE

The SWMP is a comprehensive long-range plan of on-going activities performed by the County to prevent and reduce storm water pollution to our streams and lakes from storm water runoff and pollution discharges. The SWMP is mandated by the Texas Pollutant Discharge Elimination System (TPDES) State regulations for Small Municipal Separate Storm Sewer System (MS4) Operators under the Federal Clean Water Act. The SWMP requirements apply in the County MS4 area, which includes all unincorporated areas outside all municipal city limits, where Travis County is considered the MS4 Operator.

3. OVERVIEW

The SWMP activities are grouped into ~~seven~~ six primary areas, called Minimum Control Measures (MCMs). Each MCM consists of multiple specific Best Management Practices (BMPs) which are tasks that must be performed as scheduled in the ~~5-year plan~~SWMP. ~~The 5-year plan is required to be performed by the County within the Permit Term.~~ At the conclusion of ~~the first 5-year~~ Permit Term, a new 5-year SWMP plan will be implemented~~. The second SWMP Permit Term is expected to run from August 13, 2012 to August 12, 2017,~~ with the Permit Term and a new SWMP repeating every five years.

TNR performs the majority of the SWMP activities through the Natural Resources and Environmental Quality (NREQ) Division and a core group of SWMP staff. In TNR, the Development Services Division, Road and Fleet Maintenance Division, and the Public Works/Capital Improvements Project (CIP) Division also have a large role in these activities. Other key County SWMP activities are performed by the Travis County Attorney's Office and the Travis County Sheriff's Office (Environmental Crimes Unit), the Texas AgriLife Extension Office in Travis County, the Austin/Travis County Health and Human Services Department (Environmental and Consumer Health Unit), and the Travis County Department of Emergency Services.

4. GOALS, OBJECTIVES, AND POLICIES

The mandated goal is to prevent and reduce pollutant discharges of storm water from the urban storm drainage system or MS4. Seven Minimum Control Measures (MCMs) are the objectives that include more specific implementation strategies, tasks, and schedules. The ~~seven~~ six MCMs applicable to Travis county include:

1. Public Education, Participation, and Involvement
2. ~~Public Participation~~
3. ~~3.~~2. Illicit Discharge Detection and Elimination
4. ~~4.~~3. Construction Site Runoff Controls (applies to Development Permits)
5. ~~5.~~4. Post-Construction Storm Water Management (applies to Development Permits)
6. ~~6.~~5. Pollution Prevention for County Operations (applies to Maintenance Operations)
7. ~~7.~~6. Authorization of County Construction Activities (applies to TNR capital road projects)

Each MCM has multiple specific Best Management Practices (BMPs) tasks with measurable goals that must be performed. These BMP objectives were developed and implemented with specific strategies and policies in mind, as explained below.

5. CAPITAL IMPROVEMENT PROGRAM

The TNR Capital Improvement Program implements ~~MCM #7 of~~ the SWMP, through the review and permitting of the CIP construction projects. Sufficient revenue must be included in bond project budgets to cover the cost of the temporary construction runoff controls and the permanent post-construction storm water ponds and controls required.

6. IMPLEMENTATION STRATEGIES

The County selected the BMPs and measurable goals for the SWMP using the following strategies. The County evaluated the MS4 General Permit requirements, potential sources of pollution, the BMPs used by existing local storm water programs, and other established, similar programs. Existing County efforts, legal authorities, organizational resources and constraints, recent community input, and County revenue sources were evaluated. The BMPs in the SWMP were then selected in order to:

- Meet the TCEQ-issued Small MS4 General Permit TXR040000 legal requirements;

- Use practices that have achieved success for other MS4 operators when performed correctly;
- Prevent and reduce storm water pollution to the maximum extent practicable (MEP) from the sources required in the SWMP;
- Adopt a level of storm water regulations county-wide which is equivalent and consistent with the other existing jurisdictions in the County and appropriate for the local community;
- Include all eligible Travis County program efforts already being performed;
- Keep program costs reasonable and affordable;
- Integrate new water quality protection practices into existing related County programs (particularly TNR operations) where feasible;
- Avoid duplication or redundancy with existing storm water jurisdictions, and partner with these jurisdictions where mutually desirable and beneficial to achieving SWMP goals;
- Address any significant sources of storm water pollution not being emphasized by other jurisdictions;
- Further address ongoing, significant construction activities in the County through additional construction runoff and post-construction BMPs, and consider the input of recent community storm water initiatives in this effort.

The SWMP ~~was~~ is required to cover only the urbanized areas in the County (as described in the ~~2000~~ 2010 Census) as a minimum. However, the following rationale was used in designating the scope of the MS4 county-wide:

- Major sensitive water resources and storm water jurisdictions outside of urban areas made exclusion of these areas difficult, particularly the Edwards Aquifer, Austin ETJ, and Lake Travis (these areas already exceed MS4 General Permit requirements and there is a higher local community standard);
- Adoption of storm water standards county-wide will ensure an equitable, minimum standard everywhere and not leave out any areas or residents;
- Existing County drainage and storm water programs are already county-wide, making implementation of new BMPs only in urbanized areas inconsistent with existing practice and making administration more difficult;
- Roadway infrastructure county-wide will benefit from BMPs to improve conveyance, flood control, erosion control; reduce sediment discharges, and extend pavement and embankment life.
- Significant land development in Travis County is projected to continue into the foreseeable future and will continually expand the areas qualifying as urban.

7. STATUS

The SWMP is currently in the ~~final~~ first year of the ~~first~~ second 5-year plan. Travis County TNR has the resources and expects ~~We are poised~~ to fulfill ~~with~~ all requirements scheduled in the SWMP. ~~A key implementation strategy being completed at this time is the adoption of~~

~~amendments to the Travis County to upgrade the environmental and storm water management requirements (Chapter 82) that must be implemented by the development community. The strategy also includes adoption of new Chapter 104 describing prohibitions against illicit discharges into the County's MS4.~~

8. NEXT STEPS

The next steps for the SWMP are to complete the remaining Year 5 requirements. Also, before the end of Year 5, a new 5-year plan (SWMP) must be developed and submitted to TCEQ to be approved for the Second Permit Term.

Key short term issues (five year horizon or less) must be addressed to fully implement the SWMP into the near future. These issues include:

- Funding to maintain county-owned water quality treatment structures was increased for FY 2013. As the county continuews to develop land and roadways, additional structures will be constructed and operated and funding for routine, long-term maintenance will be ~~Road and bridge funds cannot be used outside of the accepted County right of way, even when funds would be used for on going maintenance of County road drainage ways, drainage structures, ponds, and easements. Additional revenues sources will be necessary, such as a drainage fee,~~ in order to fully implement this key part of the SWMP responsibilities.
- The staffing level and data management necessary to optimize SWMP implementation is expected to grow as regulations become more refined, as staggering growth continues in unincorporated areas, and in order to eliminate duplicative permitting efforts between jurisdictions (for instance, LCRA).
- Bond-related CIP project estimates must include an adequate budget for all temporary controls during construction disturbance, permanent storm water controls, and land acquisition for placement of controls required by the SWMP.

WATER AVAILABILITY RULE

1. DATE ADOPTED

The rule was adopted by the Commissioners' Court on January 31, 2012.

2. PURPOSE

The Water Availability Rule was established to provide a stopgap level of management concerning the current rates of over pumping of the Trinity Aquifer in western Travis County. The TCEQ identified the Hill Country Priority Groundwater Management Area (PGMA) in 1989 as needing more effective management of the Trinity Aquifer based on groundwater use, anticipated future demands, and the limited availability of this groundwater source to meet demands. To date, the TCEQ has been unable to create a Groundwater Conservation District (GCD) in southwest Travis County where the PGMA exists. Therefore, Travis County determined it will use its authority over subdivision approvals towards this end.

3. OVERVIEW

On October 19, 2010, the Commissioners Court suspended approval of subdivisions using Trinity Aquifer groundwater and created a stakeholder committee to help develop new subdivision regulations regarding water availability. After several meetings and hearings, a proposed water availability rule was prepared. Total consensus was not reached but many contentious issues were narrowed, particularly issues relating to lot size and the use of amenity ponds based on groundwater. The rule strengthens the drinking water and fire protection planning requirements applicable to a person who proposes to subdivide land. The subdivision proposal must include a drought contingency plan, a more detailed survey of existing wells in use near the proposed subdivision, requires installation of a well for monitoring by the County, and limits the use of groundwater for aesthetic purposes. There are certain exemptions from these requirements for small scale subdivisions. Lot size minimums or an alternative to limit impervious cover are established for both subdivisions using ground or surface water sources.

4. GOALS AND OBJECTIVES

Travis County seeks to greatly reduce the vulnerability of residents and businesses to water shortages or loss of water due to drought, inadequate surface water supply infrastructure, or drying up of a water supply well. This is accomplished by requiring the subdivider of land to demonstrate in the preliminary plan and final plat application that a sound and adequate source of water is available commensurate with the anticipated population to be served.

5. CAPITAL IMPROVEMENT PROGRAM

None identified.

6. IMPLEMENTATION STRATEGIES

The rule includes a required form that must be submitted by the applicant and certified by either a professional geoscientist or engineer that groundwater will be available for expected demand for a 30-year time horizon. The form was made available by TCEQ for use by all local jurisdictions that approve of the subdivision of land. In FY 2012, TNR will hire a professional geoscientist using existing levels of funding to provide technical review of these proposals. Additionally, TNR expects to begin an effort to monitor and collect groundwater-related data, to assess existing research associated with the Trinity Aquifer as it related to water availability, water quality, and trends. The TNR website also includes a mechanism that residents can use to report information on well conditions, water levels, and supply problems.

7. STATUS

The rule has only recently been adopted and no significant changes in status can be reported.

8. NEXT STEPS

The State Office of Administrative Hearings has convened a contested case hearing process that will eventually lead to a proposal for decision by the Commission that governs TCEQ. The case decision will likely identify the preferred geographical boundaries and other features for one or more GCDs within the Hill Country PGMA. This process has been delayed pending the advent of possible legislation in 2013 to accomplish creation of a southwest Travis County GCD. In the event a GCD is created, confirmed, and funded, the Travis County subdivision approval process will work in concert and complement the purpose of the GCD.

WATER QUALITY PROTECTION RULE

1. DATE ADOPTED

August 14, 2012.

2. PURPOSE

Federal and state requirements under the Clean Water Act mandated that the County update its water quality protection requirements so that they are consistent with recent changes to the NPDES storm water program. Under these requirements, Travis County is a designated small MS4 due to its extensive urbanization.

3. OVERVIEW

In 2012, Travis County successfully completed the intial NPDES required Storm Water Management Plan (SWMP). ~~A new SWMP must be prepared by June, 2014, for the upcoming five-year period.~~ The County's MS4 permit sets out a broad mandate requiring the County to implement rules that:

- cover our entire jurisdiction;
- control pollutant runoff from construction sites disturbing more than one acre of land;
- ensure developments adequately manage runoff after being built;
- eliminate pollutant discharges into our storm sewers from industrial and commercial enterprises;
- reduce pollutants in runoff from road construction; and
- set out enforcement policies that will deter and correct violations.

Collectively, the ~~proposed~~ 2012 rules ~~would~~ resulted in greater protection and maintenance of water quality in Travis County rivers, streams, and lakes. ~~These proposals would~~The rules also expanded consistency between jurisdictions in a manner that ~~should~~ makes development design and approval processes more efficient and cost-effective. For example, the County ~~proposes to~~ adopted various technical criteria already in place in jurisdictions including Austin and the Lower Colorado River Authority. The rule was proposed to the Commissioners' Court on February 7, 2012 when a public hearing was convened. ~~The rule is expected to be recommended for adoption this Spring after consideration of public comments.~~

4. GOALS AND OBJECTIVES

The ultimate objective of the 1972 federal Clean Water Act (CWA) is to restore and maintain the chemical, physical, and biological integrity of the Nation's water. Two national goals support this objective: elimination of all pollutant discharges to navigable waters by 1985 and

achievement of fishable and swimable waters whereever attainable by 1983. It was widely recognized that the ambitious goals were not reached by addressing only municipal and industrial wastewater discharges. In 1987, amendments to the CWA specifically enacted standards to address pollutants discharged in storm water runoff. By law, each MS4 must prohibit non-stormwater discharges into storm sewers and must require sotrm water runoff controls to reduce the discharge of pollutants to the *maximum extent practicable*, including management practices, control techniques, system design and engineering methods.

5. CAPITAL IMPROVEMENT PROGRAM

All roadway CIP projects must include adequate construction controls and post-construction treatment of roadway runoff associated with the roadway. The rule specifically describes the requirements andtechnical standards that must be met in the construction of TC-funded roadways. Projects are individually approved and a storm water permit is issued by TNR and overseen by storm water inspectors. This ensures compliance with the County's MS4 permit.

6. IMPLEMENTATION STRATEGIES

The SWMP, described earlier in this plan, provides the programmatic implementation details of TNR in its efforts to fully comply with the TCEQ-issued MS4 permit. The Water Quality Protection Rule is one major task in the SWMP.

7. STATUS

The Water Quality Protection Rules were adopted and effective on August 14, 2012.~~Travis County's MS4 permit and its SWMP establish August 12, 2012 as the latest date on which to adopt final rules to set the minimum standards and practices acceptable under the federal/state framework. TNR staff is on track to meet this goal of rule adoption.~~

8. NEXT STEPS

~~TCEQ must adopt a renewal of the Small MS4 general permit and make that available by August 12, 2012. Once the general permit is issued, the TCEQ will allow Small MS4s like TC to submit a Notice of Intent and new SWMP to cover the tasks required for the upcoming 5-year permit term.~~ TNR ~~will~~ is consider ing implementation of additional rule making because of ~~if there are~~ new, required SWMP elements that must be addressed. Additionally, TC will continue rule making efforts to maintain consistency and equal stringency with neighboring jurisdictions' storm water requirements and technical criteria. TNR anticipates further development of innovative alternatives to traditional storm water controls, such as the use of low impact development (LID) methods and placement of green infrastructure. Emerging technology shows that LID alternatives can be cost effective and require less of a land footprint. LID technologies seek to mimic pre-development hydrology to reduce the volume of storm water that leaves a site.

CAMPO 2035 PLAN

1. DATE ADOPTED

The CAMPO 2035 Regional Transportation Plan was adopted on May 24, 2010 by the CAMPO Transportation Policy Board. Travis County traditionally adopts the CAMPO long range transportation plan as its transportation plan. Federal law requires CAMPO to update the long range transportation plan every five years. Next Plan adoption is expected in May 2015. Amendments to the Plan are considered between Plan updates and are considered on a semiannual basis.

Amendments- Since the Plan's adoption, amendments were approved by the Transportation Policy Board on January 10, 2011. These amendments included the addition of arterials to the Plan identified as Travis County's Illustrative List. CAMPO transportation plans have historically included all of Travis County's existing and planned arterial roadways. By including all arterials without regard to funding constraint and year of expenditure estimates, the County's authority to preserve right-of-way and require arterial roadway improvements from developers was established through the use of the Roadway Element of the plan. The CAMPO 2035 Plan is financially constrained in that no project can be included unless a project sponsor can certify that funds will be available within designated planning horizons. This change required the elimination of many "unfunded" arterial projects. Without the ability to preserve right-of-way and require developer contributions, future cost savings on future transportation projects would be lost. Without an Illustrative List, the County would not have the authority to continue this practice.

~~Horizon Issue- For areas under air quality non-attainment, the long range plan is updated every three years. It is expected that the region or parts of the 5 county region may be declared as non attainment once the Environmental Protection Agency (EPA) finalizes the new ozone standard as required in the Clean Air Act. It was expected that the new standard would be released on July 29, 2011; however, notification was received that there will be a delay in the announcement and no new date has been provided.~~

~~Currently, the region's national ambient air quality standard for ozone is at 73 ppb (8 hour standard) under the current 75 ppb (8 hour standard); the new standard is expected to be between 60 ppb and 70 ppb. Once the new ozone standard has been identified, implementation rules and designation of which areas in the region are identified as non attainment will occur. This could take between 1 and 2 years of the setting of the new ozone standard. Once the designation is determined, the region will have one year to bring its long-range plan under conformity. If the Plan is non-conforming, all transportation projects regardless of funding source could be stopped until plan conformity is reached (see *Figure 15* for additional information).~~

~~Figure 15~~
~~EPA'S PROPOSED 2011 OZONE STANDARDS AND NONATTAINMENT IMPLICATIONS~~

~~**Ground level ozone** is a federally regulated air pollutant. Ozone is not emitted directly into the air but is formed through chemical reactions between natural and man-made emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx) in the presence of heat and sunlight. Reducing ozone levels requires reductions in VOCs and NOx. Common sources of VOC and NOx are motor vehicles, industrial processes, electric generating facilities, construction equipment, lawn and garden equipment, fueling facilities.~~

~~**EPA proposes more stringent federal ozone standards.** On January 7, 2010, the U.S. Environmental Protection Agency (EPA) proposed a more stringent primary ozone standard in a range of 0.060 to 0.070 parts per million (ppm), or 60 to 70 parts per billion (ppb). The current standard is 0.075 parts per million (75 parts per billion). **EPA has not yet finalized where within that range they will set the level.**~~

~~EPA also proposed a different secondary standard (currently the two standards are identical) that is calculated using weighted hourly averages. EPA requires regions to comply with both standards.~~

~~**Protection of public health and environment** is the reason for the more restrictive ozone standards. The primary standard protects public health; the secondary standard protects the environment. High ozone causes irritation to throat and lungs, diminished lung capacity, aggravation of asthma or other respiratory problems. Increased health care costs and school absences occur. Exposure to high ozone damages sensitive vegetation and trees.~~

~~**The region's air quality compliance is threatened**. Our region's current design value (the three year rolling average of 4th highest readings on which compliance is based) of 73 ppb exceeds all values in the 60 to 70 ppb proposed range.~~

~~**EPA could designate part or all of the region nonattainment** for ozone. We would likely be classified as marginal or moderate, the least severe categories**. A nonattainment designation has significant, and long lasting, implications for the region's transportation planning, economic development and quality of life.**~~

~~**Nonattainment requirements include:** State and Federally enforceable state implementation plan (SIP) developed by TCEQ; transportation plans, programs and projects must pass transportation conformity reviews; nonattainment New Source Review requires offsets from industry; general conformity for federal projects and two 10 year maintenance plans for extended commitments after the area attains the standard.~~

~~**Transportation conformity** increases costs and time for conducting transportation planning. Difficulty in demonstrating transportation conformity **can delay transportation projects**. The Federal Highway Administration can withhold federal transportation funding if an area cannot demonstrate transportation conformity or the state fails to produce an approvable SIP. Transportation conformity must be demonstrated one year after the effective date of designation.~~

~~**Economic development potential can be diminished** by the negative stigma of a nonattainment designation. Diversion of resources to fund emission controls results in costs to businesses and the public. Nonattainment can place restrictions on business operations and expansion. General conformity requirements may affect some economic development.~~

~~**EPA has not finalized the 2011 Ozone Standards.** EPA has postponed this decision several times, most recently the scheduled July 29, 2011 announcement. They now anticipate a final decision coming sometime in summer 2011. If that happens, we can expect final nonattainment designations sometime between summer 2012 and summer 2013.~~

2. PURPOSE

Travis County is part of a five county metropolitan planning organization (MPO) known as the Capital Area Metropolitan Planning Organization (CAMPO). In 1962, the United States Congress passed legislation that required the formation of an MPO for any urbanized area (UZA) with a population greater than 50,000. Federal funding for transportation projects and programs is channeled through this planning process. MPOs were created in order to ensure that existing and future expenditures of governmental funds for transportation projects and programs are "based on a continuing, cooperative, and comprehensive (3-C) planning process". Federal law requires that MPOs complete a metropolitan transportation planning process which includes the development of a long range transportation plan that covers a planning horizon of at least twenty years.

Travis County adopts the CAMPO long range transportation plan as its transportation plan. Travis County uses the CAMPO long range plan as the basis to review for transportation needs in the land development process, development of capital improvement projects, identification of regional transportation policies, and identification of needs and connectivity between other jurisdictions and agencies.

Horizon Issue- Two changes in the current CAMPO plan have caused the need for the County to develop its own long range transportation plan. First, financial constraint of the plan has limited the number of projects that are currently shown in the Plan which limits the County's ability to plan for future projects. Without the "Illustrative List", Travis County could not exact for future right-of-way acquisitions along

corridors that were not included in the "constrained" project list. Secondly, the Policy Board's directive to provide for a "centers concept" to guide transportation investment assumes "the region establishes policies and incentives to accommodate new growth into multiple, high density, mixed use centers around the region". Currently, there are a limited number of mixed use centers in the unincorporated areas of the County and Travis County currently has no authority to regulate land use. Without land use authority, the County will have to use incentives to facilitate growth in these identified center locations. CAMPO staff has been reticent in allowing jurisdictions to make amendments to the Centers concept since it was the basis for the demographic forecast that drives the transportation model. County staff will seek to make changes to these Centers in the next plan amendment process and will be providing recommendations in the future County transportation plan.

3. OVERVIEW

The CAMPO 2035 Plan differs from previous plans of the past especially with regard to the ability to include future arterial projects, designation of projects in funding horizons and how the plan has forecasted growth. Past plans were based on a "trends scenario" that forecasted growth at the same rate and in the same development patterns that were observed in the past. The CAMPO 2035 Plan assumes that the region will work toward implementation of a network of centers oriented around transportation investments included in the Plan. The Centers concept is intended to serve as a guide for where transportation investments and planning resources could be targeted to encourage development of a connected regional network of high density, mixed use activity centers (see *Map 1*).

Previous plans were not as strictly financially constrained; thereby, the plans expressed a more robust transportation network that was built on added capacity projects, many that would not have been completed within the 25-year time frame of the plans. The CAMPO Mobility 2030 Plan assumed that approximately $23 billion would be available to construct, operate, and maintain the regional transportation system over the 25 year timeframe of the plan. CAMPO estimated that only 54% of the projects that were identified in the CAMPO 2030 Plan could have been built. The CAMPO 2035 Plan estimates that approximately $28 billion would be available to support construction, operation and maintenance of the transportation system between 2010 and 2035 from Federal, State, and local sources. Of that $28 billion, approximately $13 billion would be available to support added capacity projects and other improvements to the system over the next 25 years. Travis County has approximately $1.2 billion in the current Plan for added capacity improvements.

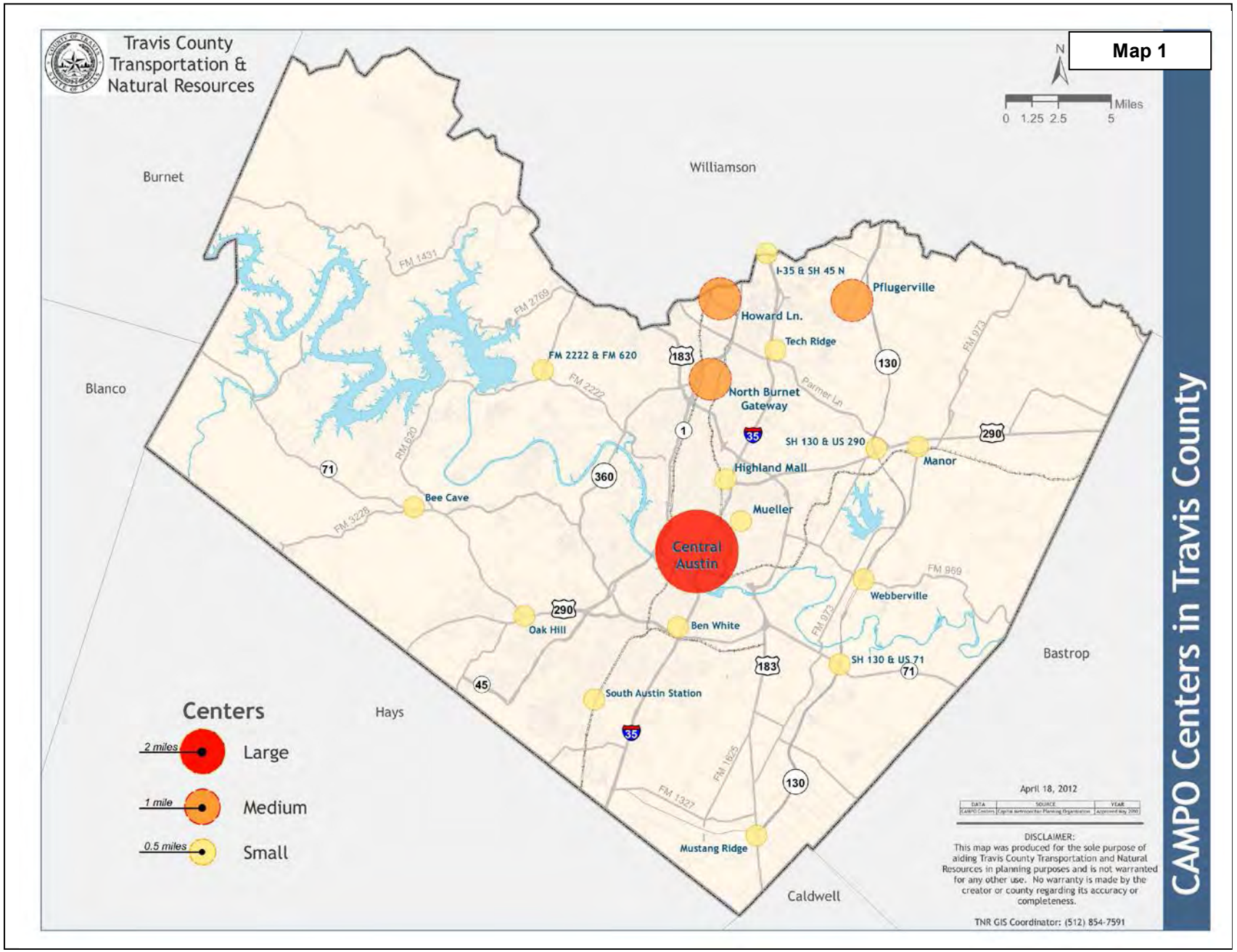
Horizon Issue- Financial constraint in the current Plan was identified differently amongst the members of the five county region. The use of different funding ability scenarios has led to project lists that are not comparable across jurisdictions and agencies. Concerns exist that jurisdictions that used different funding scenarios have an advantage since the ability to fund more projects, especially with regard to new sources of funding and short deadlines on applications, limits the ability to apply for those funds when a Plan amendment is necessary.

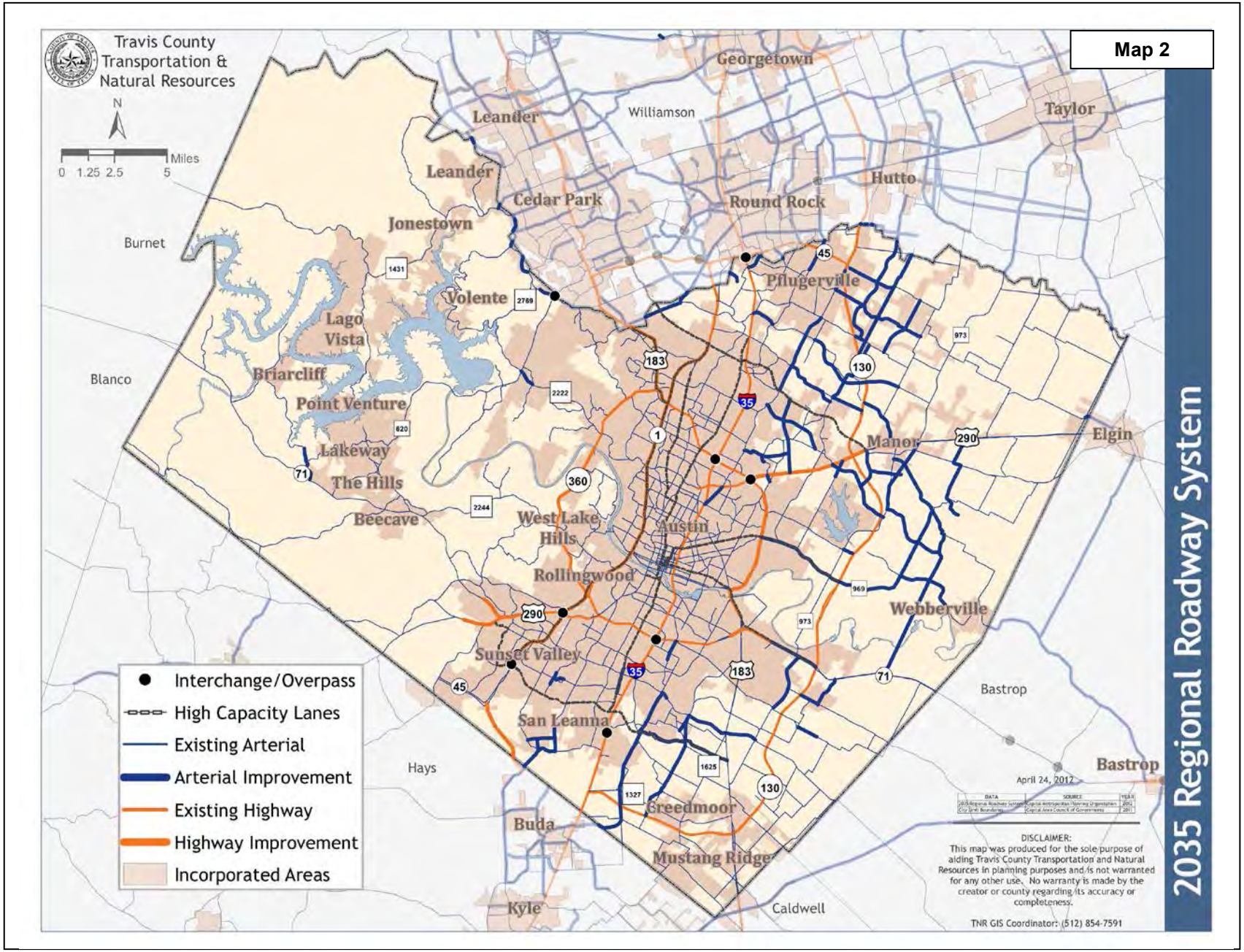
Major Components of the CAMPO 2035 Plan

Roadways (see *Map 2*)

Toll Roads and Tolled Express Lanes- Under the 2035 Plan, the existing system of regional toll roads and tolled express lanes will be expanded. Major projects include:

- US 290 E (US 183 to Parmer Lane)
- "Y" at Oak Hill US 290 West and SH 71 West
- SH 45 SW
- Loop 1 Express Lanes (Parmer Lane to Slaughter Lane) (Managed lanes)
- 183 A Extension
- US 183 S (Springdale Rd. to Patton Ave)
- 183 N Express Lanes (RM 620 to Loop 1) (Managed lanes)
- SH 130 in Caldwell County
- Parmer Lane (RM 620 to Loop 1) (Express lanes)


Travis County
Transportation &
Natural Resources
Map 1
N
Miles
0 1.25 2.5 5
Burnet
Williamson
Blanco
Hays
Bastrop
Caldwell
I-35 & SH 45 N
Pflugerville
Howard Ln.
Tech Ridge
FM 2222 & FM 620
North Burnet
Gateway
Parmer Ln
SH 130 & US 290
Manor
Highland Mall
Mueller
Bee Cave
Central
Austin
Webberville
Oak Hill
Ben White
SH 130 & US 71
South Austin Station
Mustang Ridge
FM 1431
FM 2769
FM 2222
FM 620
FM 3238
FM 969
FM 973
FM 1327
FM 1625
Centers
2 miles
Large
1 mile
Medium
0.5 miles
Small
April 18, 2012
DISCLAIMER:
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TNR GIS Coordinator: (512) 854-7591
CAMPO Centers in Travis County


Map 2
Travis County
Transportation &
Natural Resources
N
0 1.25 2.5 5 Miles
Georgetown
Williamson
Taylor
Leander
Leander
Cedar Park
Round Rock
Hutto
Jonestown
Burnet
Pflugerville
Volente
Lago
Vista
Briarcliff
Point Venture
Lakeway
The Hills
Beecave
Blanco
Manor
Elgin
West Lake
Hills
Austin
Rollingwood
Webberville
Sunset Valley
San Leanna
Bastrop
Hays
Creedmoor
Buda
Mustang Ridge
Kyle
Caldwell
Interchange/Overpass
High Capacity Lanes
Existing Arterial
Arterial Improvement
Existing Highway
Highway Improvement
Incorporated Areas
April 24, 2012
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2035 Regional Roadway System

Arterials- The CAMPO 2035 Plan includes expansions and extensions to the region's roadway network both on and off the state system. These facilities serve as the circulatory system providing connectivity within and between communities. The focus of state and federal funding will be on regionally significant roadways. The CAMPO 2035 Plan also identifies numerous projects which would be paid for entirely with local funding.

CAMPO Priorities for Improving and Expanding Arterials (identified in the CAMPO 2035 Plan)

- Improving safety and security
- Supporting public transportation
- Serving expected and desired future growth in the region
- Relieving existing congestion

Horizon Issue- The definition for regionally significant projects is currently being reviewed by the Technical Advisory Committee. Concerns with the definition relate to constraining the ability to apply for grant funds and the application of non-attainment restrictions to arterial projects.

Transit (see *Map 3*)

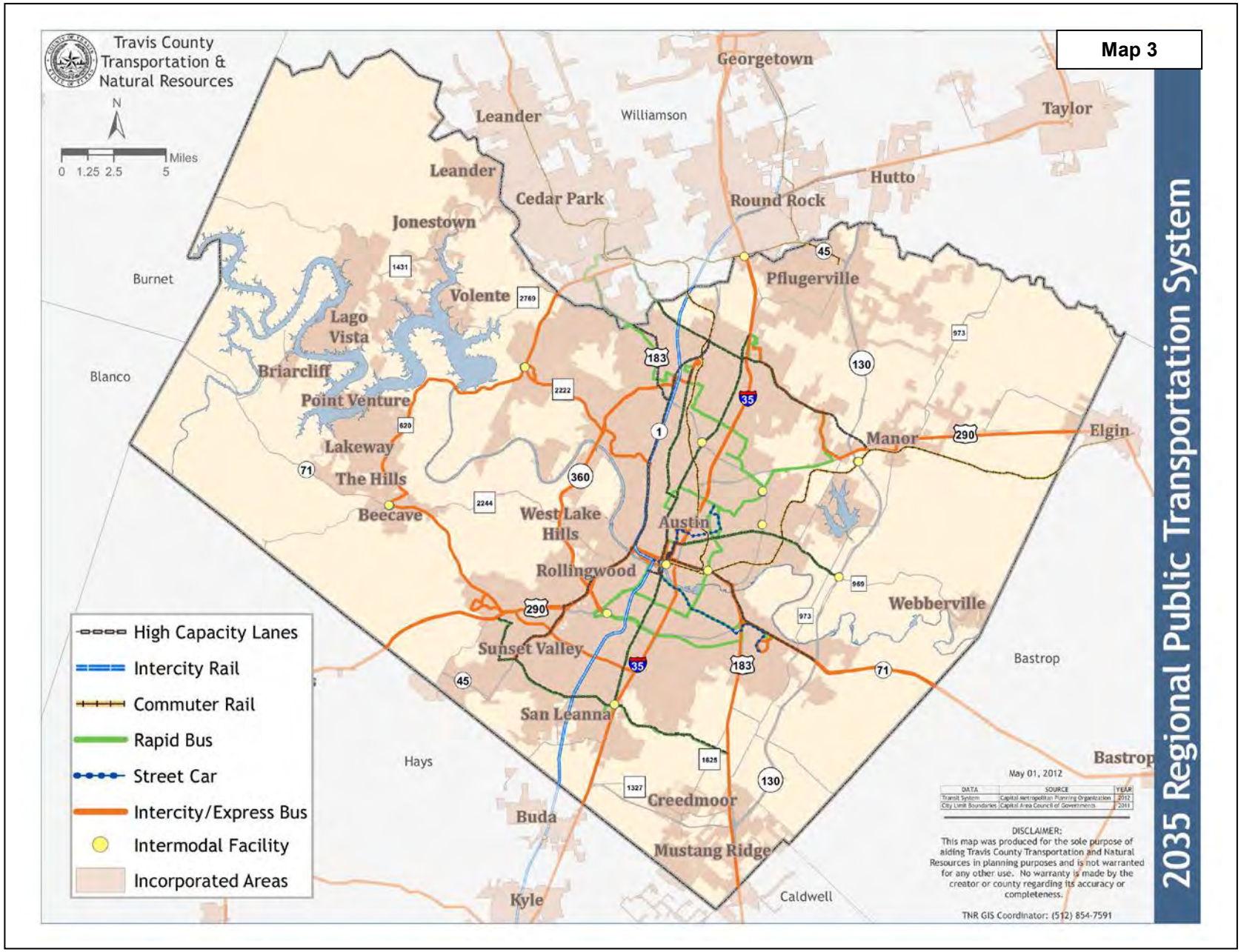
The CAMPO 2035 Plan provides a regional vision for major transit investments for the region. Included is the CapMetro All Systems Go! plan and high capacity regional transit lines serving the five-county area. The future regional system includes:

Commuter Rail- Plan includes improvements to Capital Metro's "Red Line" (Leander-Downtown MetroRail line), by increasing capacity along that line, and extending service to Pflugerville, Round Rock and Elgin. Commuter rail service is also planned by the Lone Star Rail District to connect Georgetown to San Antonio.

Urban Rail- The 2035 Plan includes a streetcar rail line that would serve downtown Austin and eventually connect to the Mueller redevelopment and to Austin Bergstrom International Airport, currently under consideration by the City of Austin.

Intercity Bus Service- CARTS currently operates several intercity bus routes in the region. The 2035 Plan calls for this system to be expanded with connections to outlying communities that have been identified as future Centers.

Express Bus and Commuter Bus- Capital Metro, CARTS, and TxTRAM currently operate express bus and/or commuter bus service. Expansion of these services is planned. This service provides high-speed, non-stop service between suburban/rural communities and the


Map 3
Travis County
Transportation &
Natural Resources
N
0 1.25 2.5 5 Miles
2035 Regional Public Transportation System
Georgetown
Taylor
Leander
Williamson
Leander
Cedar Park
Hutto
Round Rock
Jonestown
Burnet
Pflugerville
Volente
Lago
Vista
Briarcliff
Blanco
Point Venture
Lakeway
The Hills
Beecave
Manor
Elgin
West Lake
Hills
Austin
Rollingwood
Webberville
Sunset Valley
Bastrop
San Leanna
Hays
Creedmoor
Buda
Mustang Ridge
Kyle
Caldwell
Bastrop
High Capacity Lanes
Intercity Rail
Commuter Rail
Rapid Bus
Street Car
Intercity/Express Bus
Intermodal Facility
Incorporated Areas
May 01, 2012
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TNR GIS Coordinator: (512) 854-7591

City of Austin's central business district or a regional intermodal station- The 2035 Plan calls for this system to be expanded to serve additional communities.

Rapid Bus- This service is defined as semi-rapid, limited stop, using rubber-tired vehicles on roadways in combination with intelligent transportation system (ITS) to speed up buses through congested locations. Funding has been identified for North Lamar/South Congress with additional lines planned for corridors in the urban area.

Local Bus, Paratransit, vanpools and carpools- The CAMPO 2035 Plan calls for improvements and expansion to the system of local buses, demand responsive public transportation, vanpools, and carpools currently operated by CARTS and Capital Metro in the region.

Public Transportation Challenges (identified in the CAMPO 2035 Plan)

- Meet increasing demand
- Maintain affordability
- Coordinate across multiple boundaries and service providers
- Identify regional funding mechanisms
- Improve land use patterns and roadway designs to support transit

Horizon Issue- The CAMPO 2035 Plan leans heavily on increasing and providing new transit and rail services within the 5-county region. Many of the routes described in the Plan provided service to Centers or suburban and rural locations that had no sponsors identified. Additionally, as transit and rail plans are being developed, partnerships in funding these plans will be sought as was most recently seen in the City of Austin's request to discuss financial participation in Urban Rail. Travis County can expect to be sought as partners in future plans from CapMetro such as the "Green line", and Lone Star Rail's Commuter line.

2035 Plan Strategies for Bicycle and Pedestrian (identified in CAMPO 2035 Plan)

- Maintaining existing bicycle and pedestrian facilities.
- Ensuring bicycle and pedestrian facilities are developed in conjunction with roadway projects.
- Using discretionary funds at the regional level to focus on filling gaps in urban areas, and
- Funding projects with no other funding sources available.

4. GOALS AND OBJECTIVES (see *Figure 16*)

Vision Statement: Develop a comprehensive multimodal regional transportation system that safely and efficiently addresses mobility needs over time, is economically and environmentally sustainable, and supports regional quality of life.

Goals

1. Maintain and enhance mobility and access of goods and people within the region.
2. Improve connectivity within and between the various transportation modes.
3. Improve the efficiency and performance of the transportation system.
4. Ensure that the transportation system can be maintained and operated over time.
5. Maximize the economic competiveness of the region.
6. Support economic development and efficient use of land.
7. Maximize the affordability of the transportation system.
8. Minimize air pollution, greenhouse gas emissions, and energy consumption related to the transportation system.
9. Minimize negative impacts to environmental resources, noise, and neighborhood character.
10. Ensure that the benefits and impacts of the transportation system are equitably distributed regardless of income, age, race, or ethnicity.
11. Increase the safety of the transportation system.
12. Increase the security of the transportation system and the region.

5. CAPITAL IMPROVEMENTS PROGRAM

The CAMPO 2035 Plan identifies a list of arterial projects that support the CAMPO preferred concept. The list provides a guide for investments in the 25 year planning horizon. In the Plan, staff identified over $1.2 billion of arterial projects that would include the provision of bike lanes and sidewalks. Funding sources for these projects include grants (STP-MM and Proposition 12), and general obligation bond funds through voter approved bond elections.

Horizon Issue- While County staff does not recognize the list as a prioritized project list, CAMPO staff has organized the list into funding horizons: short term (0 to 10 years), medium term (10 to 15 years), and long term (15+ years). Another issue has been the reporting of roadway projects through two lists. One list, “Regionally Funded Projects” identifies projects that are able to use Federal, State or local funding. Very few local projects were listed under this section. A second list known as “100% Locally Funded Projects” identifies a majority of the arterial projects for the region. However, a statement was included with the list that requires a plan amendment to utilize Federal or State funding. In the last call for projects, the issue came up that most projects would not be eligible for these Federal funds if “the second list” was not eligible to receive Federal and State funds. Ultimately CAMPO staff did allow the projects to be eligible; however, clarity on the display of the project list is needed in future plans.

Figure 15~~6~~
REGIONAL TRANSPORTATION GOALS AND OBJECTIVES

Vision: Develop a comprehensive multimodal regional transportation system that safely and efficiently addresses mobility needs over time, is economically and environmentally sustainable, and supports regional quality of life.

Goal 1-Mobility and Access: Maintain and enhance mobility and access of goods and people within the region.
Objective 1.1: Manage growth of vehicle miles of travel over time.
Objective 1.2: Reduce or maintain travel times.
Objective 1.3: Manage roadway congestion and minimize the number of roadways experiencing unacceptable congestion levels.
Objective 1.4: Increase capacity of regional transportation system, including transit, roadway, freight, and bicycle/pedestrian modes.
Objective 1.5: Reduce travel delay and increase predictability of travel time.
Objective 1.6: Provide appropriate levels of public transportation service to the entire region.

Goal 2-Connectivity: Improve connectivity within and between the various transportation modes.
Objective 2.1: Develop a connected system of regional arterials that allow alternative routes of travel.
Objective 2.2: Provide roadway and bicycle/pedestrian access to transit stations and stops.
Objective 2.3: Provide for a seamless public transportation system with viable connections and transfer points between passenger rail, fixed route bus, and rural community transit systems.
Objective 2.4: Connect transportation bicycle facilities with recreational bicycle facilities, particularly where recreational facilities are destinations.
Objective 2.5: Provide connections that allow for intermodal transfers between long haul truck freight, short haul truck freight, rail freight, and air freight.

Goal 3-Efficiency: Improve the efficiency and performance of the transportation system.
Objective 3.1: Develop a roadway system that is compatible with the needs of all modes, including transit, motor vehicles, freight, and bicycle/pedestrian modes.
Objective 3.2: Emphasize improvements that increase the transportation system's person-carrying capacity.
Objective 3.3: Use travel demand management and transportation system management measures to ensure efficient use of the transportation system.
Objective 3.4: Eliminate bottlenecks.

Objective 3.5: Build on the existing transportation network.

Goal 4-System Preservation: Ensure that the transportation system can be maintained and operated over time.
Objective 4.1: Maximize the ability of the system to pay for its own maintenance through fares and user fees.
Objective 4.2: Ensure that adequate funding exists to maintain and preserve the existing and future transportation system.
Objective 4.3: Minimize the cost of operating and maintaining the future transportation system.
Objective 4.4: Protect and enhance existing public and private investments in the freight network.

Goal 5-Economy: Maximize the economic competitiveness of the region.
Objective 5.1: Enhance and protect regional quality of life.
Objective 5.2: Increase the sustainability of local economies.
Objective 5.3: Increase access to employment and educational opportunities.
Objective 5.4: Increase access to Austin-Bergstrom International Airport.
Objective 5.5: Reduce the transportation costs associated with the movement of goods and people.

Goal 6-Land Use and Economic Development: Support economic development and efficient use of land.
Objective 6.1: Implement regional transportation projects that support existing and future desired land uses.
Objective 6.2: Develop a transportation system that supports sustainable development patterns.
Objective 6.3: Develop a regional transportation system that leverages local investments and economic development policies.
Objective 6.4: Enhance bicycle and pedestrian facilities within higher intensity mixed-use areas.
Objective 6.5: Encourage mixed land use patterns that support walking, biking and using transit.

Goal 7-Cost Effectiveness: Maximize the affordability of the transportation system.
Objective 7.1: Where appropriate, implement lower cost transportation improvements including: Intelligent Transportation Systems deployment (ITS), operational improvements, bicycle and pedestrian improvements, and travel demand management strategies.
Objective 7.2: Minimize total cost per system user.
Objective 7.3: Expedite system improvements to reduce the impacts of inflation, and increase net present value.

Goal 8-Air Quality, Climate Protection, and Energy: Minimize air pollution and greenhouse gas emissions.
Objective 8.1: Implement a transportation system that reduces transportation related air pollution emissions including VOC and NOx.
Objective 8.2: Implement a transportation system that reduces CO2 emissions.

Objective 8.3: Implement a transportation system that reduces energy consumption by reducing per capita vehicle miles traveled, increasing fuel efficiency, and improving the overall energy efficiency of the transportation system.
Objective 8.4: Implement a transportation system that supports energy-efficient land use patterns.

Goal 9-Environment, Noise, and Neighborhood Character: Minimize negative impacts to environmental resources, noise, and neighborhood character.
Objective 9.1: Develop a transportation system that minimizes direct and cumulative impacts on the 100-year floodplain, Edwards Aquifer recharge and contributing zones, historic landmarks, and other environmentally or culturally sensitive areas.
Objective 9.2: Develop a transportation system that has a positive impact on regional water quality and availability.
Objective 9.3: Develop a transportation system that minimizes impacts of transportation-related noise on neighboring properties.
Objective 9.4: Develop transportation projects that reinforce a sense of place at the regional and local levels.
Objective 9.5: Implement regional transportation projects that are context sensitive and create positive aesthetic impacts.
Objective 9.6: Avoid or mitigate adverse impacts of transportation projects through existing neighborhoods.

Goal 10-Social Equity: Ensure that the benefits and impacts of the transportation system are equitably distributed regardless of income, age, race, or ethnicity.
Objective 10.1: Improve access to jobs, healthcare, cultural and/or recreational opportunities for everyone and reduce opportunity disparities.
Objective 10.2: Provide greater transportation service to historically underserved areas of the region defined as "Environmental Justice" areas.
Objective 10.3: Develop a transportation system that provides viable alternatives to the automobile for travel.
Objective 10.4: Develop the transportation system with input from low income and minority residents.
Objective 10.5: Avoid creating negative impacts which disproportionately impact environmental justice populations.

Goal 11-Safety: Increase the safety of the transportation system.
Objective 11.1: Implement transportation projects which improve conditions at high crash locations.
Objective 11.2: Improve safety at railroad crossings, through implementation of grade separation and other strategies.
Objective 11.3: Improve the safety of bridges by providing for adequate maintenance and upgrades.
Objective 11.4: Construct bicycle and pedestrian facilities which provide safe accommodation for bicyclists and pedestrians.

Goal 12-Security: Increase the security of the transportation system and the region.

Objective 12.1: Develop a regional roadway and rail system that provides for safe transportation of hazardous materials.
Objective 12.2: Develop a regional roadway system that supports rapid response times by emergency vehicles.
Objective 12.3: Develop a regional transportation system that minimizes mobility loss during floods, natural disasters, and other incidents.
Objective 12.4: Develop a regional roadway system that supports hurricane evacuation.
Objective 12.5: Implement intelligent transportation systems which can support incident management, provide real time tracking of transit vehicles, and provide other security benefits.

6. IMPLEMENTATION STRATEGIES

The CAMPO 2035 Plan includes a set of policies (see *Figure 17*) that guides the implementation of projects. Of importance to Travis County, two policies define how project funding is to be allocated with regard to federal funding (Policy 3 and 4). Another policy (Policy 26) recommends supporting the Centers land use policy. Policy 18- State Highway 45 Southwest is in opposition to the actions taken by the Court before the adoption of the CAMPO 2035 Plan.

CAMPO STP-MM/Centers Policy- CAMPO Policy 3- "Target 50 percent of available CAMPO discretionary federal funding (STP-MM) to support development of the mixed use activity centers indicated on the CAMPO Centers Map. (The same project may address both the 15% bicycle and pedestrian aside and the 50% Centers set aside policies.

CAMPO Bike/Pedestrian Policy- CAMPO Policy 4- "Allocate at least 15 percent of available CAMPO discretionary funding (STP-MM) to bicycle and pedestrian projects through the CAMPO Transportation Improvement Program (TIP) process, using the Priority Pedestrian Districts Map and Priority Regional Bicycle Corridors Map in the project evaluation." (The same project may address both the 15% bicycle and pedestrian set aside and the 50% Centers set aside policies.)

Land Use Coordination Policy- Policy 26- "Support development of high density, mixed use activity centers in the locations shown on the CAMPO Centers map, and work with local jurisdictions and others to accommodate 31% of regional population and 38% of regional jobs in activity centers shown on the CAMPO Centers map by 2035. CAMPO will support achievement of the goals through activities such as: monitoring and reporting on growth and investment in the Centers, dissemination of best practices and tools, planning support, and funding for transportation investments. As appropriate, member jurisdictions will support development of centers through local planning and other methods." Travis County has supported this policy through developing road prioritization criteria that awards more points for projects that are in or near Center locations.

State Highway 45 Southwest- CAMPO Policy 18- This policy relates to the construction of SH 45 SW. The Travis County Commissioners Court has voted to remove SH 45 SW from the CAMPO 2035 plan and remove it from the TIP.

Bond Planning Process- The creation of additional implementation strategies will be a result of the development of the County's transportation plan. Currently, County staff has developed "Threshold and Prioritization Criteria for Mobility Projects" that is used in the bond planning process. While this process does not provide specificity to what projects should be implemented, criteria has been identified to prioritize projects. Currently, prioritization is scored through project readiness, existing need, future need, cost effectiveness/leveraging, project location; i.e., centers concept, targeted growth area and project effectiveness (type of project).

Figure 16~~7~~
REGIONAL TRANSPORTATION POLICIES

Plan Compliance and Funding Policies
1. For a CAMPO member jurisdiction to receive federal-aid funding under this plan, their local transportation plan or transportation element of their comprehensive plan must be consistent with the CAMPO Long Range Plan.

2. For a CAMPO member jurisdiction to receive federal-aid funding under this plan, the jurisdiction must adhere to the policies of and work toward implementing the projects of the CAMPO long range plan.

3. Target 50 percent of available CAMPO discretionary federal funding (STP-MM) to support development of the mixed use activity centers indicated on the CAMPO Centers Map. (The same project may address both the 15% bicycle and pedestrian set aside and the 50% Centers set aside policies.)

4. Allocate at least 15 percent of available CAMPO discretionary federal funding (STP MM) to bicycle and pedestrian projects through the CAMPO TIP process, using the Priority Pedestrian Districts Map and Priority Regional Bicycle Corridors Map in the project evaluation. (The same project may address both the 15% bicycle and pedestrian set aside and the 50% Centers set aside policies.)

Congestion Management and Transportation Demand Management Policies
5. Require travel demand management and transportation systems management projects and programs in conjunction with all new federally-funded added-capacity roadway projects.

6. Use transportation investments to support continued reduction of per capita vehicle miles traveled.

7. Consider transportation improvements that increase person carrying capacity, rather than vehicle carrying capacity of the regional transportation system.

8. Expand the public transportation system to keep up with the region's mobility needs over time.

Environmental Policies

9. Develop and implement a transportation system that reduces dependence on petroleum.

10. Develop a transportation system that minimizes impacts on the 100-year flood plain, Edwards Aquifer recharge and contributing zones, and other environmentally sensitive areas while providing for regional mobility.

11. Reduce vehicle emissions through implementation of transportation investments and other activities.

12. Develop a transportation system that incorporates context-sensitive design principles into the design of transportation projects.

Roadway and Tolling Policies

13. Facilitate preservation of right-of-way that is adequate to accommodate the planned functional classification of the roadway as shown in the CAMPO long range plan. Adequate right of way shall be determined by locally-adopted standards or engineering discretion, or along state system rights of way, consistent with standards promulgated by TXDoT, and should generally fall within the width ranges shown in Part 4 of the CAMPO 2035 Plan.

14. Any existing roadway to which additional tolled capacity is added shall continue to be maintained and improved and to provide the same amount or more non-tolled capacity as the roadway currently provides. To the extent that it is within the authority of the toll operator and the CAMPO Transportation Policy Board, the non-tolled capacity shall have the same number or fewer traffic control devices as the current roadway except where law and/or safety requires otherwise.

15. The initial operation of any tolled facility shown on Map 3 shall include rapid bus traffic. At such time that congestion on the tolled facility warrants dedication of a lane to rapid bus and high occupancy vehicles to ensure their swiftest passage, an existing lane will be dedicated and any excess capacity within the dedicated lane shall be available to other vehicles at a tolled rate.

16. At the discretion of the Central Texas Regional Mobility Authority ("CTRMA"), some or all of the following tolled facilities, and projects within the transportation corridor (as defined below) of these tolled facilities, may be combined into one or more systems for financing purposes:

- 183A;
- US 290(E) from US 183(S) to Parmer Lane;
- US 183(S) from US 290(E) to SH 71(E);
- SH 71(W) from Silvermine to US 290(W);
- US 290(W) from west of Scenic Brook to east of Williamson Creek and
- Loop 1 Managed Lanes from Parmer Lane (FM 734) to Slaughter Lane (the "System Eligible Projects").

For non-System Eligible Projects, surplus revenue (as defined in Section 370.003 (12), Texas Transportation Code), to the extent permitted by law, may be made available for use in the transportation corridor by the CTRMA for the following purposes:

1. Improvement of the alternative non-tolled capacity including improvement of arterials impacting or impacted by the tolled facility;
2. Further implementation of non-tolled access to tolled lanes by high occupancy vehicles beyond that made available in initial operations and any other transportation projects designed to reduce per capita vehicles miles traveled within the corridor;
3. Further mitigation of environmental or community degradation as a result of the tolled facility that was not previously addressed under state or federal requirements; and

4. Other public transportation or air quality benefits within the corridor.

For purposes of this policy, the phrase "transportation corridor" is defined as that area within 1 mile of the midline of the tolled facility and those zip codes from which 10% or more of the peak AM toll tag transactions on that facility originate. In the event the CTRMA determines that a non-System Eligible Project lacks adequate sources of funding, the CTRMA may request, and CAMPO may approve, adding the project to an existing system upon completion of the following:

1. The CAMPO Transportation Policy Board, with the input of the CTRMA, has approved the Statement of Purpose describing the transportation project and need;

2. CAMPO, in conjunction with the CTRMA, has convened two region-wide community meetings to elicit input regarding the Statement of Purpose; and
3. After the community meetings described above have been held and one public hearing before the CAMPO Transportation Policy Board has been completed, the addition of the project to an existing system is approved by a majority of the CAMPO Transportation Policy Board.

17. The Central Texas Regional Mobility Authority should engage in public outreach efforts to encourage DBE and HUB participation in CTRMA developed projects, and the CTRMA should report to CAMPO about those efforts on an annual basis. The CTRMA should (I) establish a process for outreach to minority-owned, women-owned and economically disadvantaged businesses to achieve appropriate levels of DBE and HUB participation in projects which are part of the Regional Implementation Program and (2) subject to Federal and State law set specific c goals and adopt policies for HUB participation consistent with 1 TEX ADMIN. CODE § 11 1 .I3 in any DBEIHUB policy finally adopted for the Regional Implementation Program.

18. State Highway 45 Southwest
SH 45 SW shall be developed as a toll parkway/freeway 4-lane road;

- TXDoT and the CTRMA shall implement where feasible, and if approved by federal authorities under existing restrictions governing the State Highway 45 Southwest corridor, the development of a non-tolled alternative within the corridor in the form of free parallel frontage roads;
- If the US Fish and Wildlife Service and other federal entities found the expansion to not be feasible under environmental concerns, then SH 45 would not be tolled;
  and,
- In the event non-tolled frontage roads cannot be developed within the corridor, it is the intent of CAMPO that TXDoT and the CTRMA consider toll rates and policies that promote the use of State Highway 45 Southwest and disincentives for the use of Brodie Lane by thru-traffic and trucks.

Bicycle and Pedestrian Policies
For the purposes of these policies:

- Pedestrian and bicycle facilities should follow the guidelines established in the most current versions of the AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities and Guide for the Development of Bicycle Facilities, respectively. Following

USDOT Policy, Part 4 Implementing the 2035 Transportation Plan CAMPO encourages implementing agencies to go beyond the minimum design standards where possible, and to anticipate likely future demand for bicycling and walking facilities.

- "Reconstruction" is defined as: work proposed on the approximate alignment of an existing route that meets the geometric criteria for a new facility. Reconstruction includes new location projects or projects that provide substantial changes in the general geometric character of a roadway, such as widening to provide additional through travel lanes, horizontal or vertical re-alignment, etc. Reconstruction work includes bridge replacement work.
- The bicycle and pedestrian projects required under these policies should be specifically described as part of the Transportation Improvement Program project listing for the roadway.
- Local governments are strongly encouraged to consider including bicycle and pedestrian accommodations as part of roadway resurfacing and maintenance projects.
- "Excessive cost" is generally defined as cost which exceeds 20% of the total cost of the project or project phase.

19. Provide pedestrian facilities with all new construction and reconstruction of roadways and bridges shown on the Priority Pedestrian Districts Map as "high" or "medium" priority, unless the jurisdiction constructing the roadway has demonstrated that providing the pedestrian facility is not feasible due to excessive cost.

20. Provide bicycle facilities with all new construction and reconstruction of roadways and bridges shown on the Priority Regional Bicycle Corridors Map as "high" or "medium" priority, unless the jurisdiction constructing the project has demonstrated that providing the bicycle accommodation is not feasible due to excessive cost.

21. Provide adequate bicycle and pedestrian connections across controlled access facilities within Priority Pedestrian Districts or Priority Regional Bicycle Corridors as part of new construction or reconstruction of controlled access facilities unless the jurisdiction constructing the project has demonstrated that providing the connection is not feasible due to excessive cost.

22. Sustain existing pedestrian and bicycle facilities and find ways to improve facilities through roadway resurfacing and other maintenance projects.

Freight Policies

23. Include freight stakeholders in the regional transportation planning process.

24. Consider reducing the cost of moving goods and enhancing the region as an effective freight transportation center as priorities when evaluating projects for funding under the CAMPO Transportation Improvement Program.

25. Work with local jurisdictions to encourage clustering of shipping activities near freight transportation termini, modal shifts, and accommodating safe and efficient flow of heavy duty vehicles.

Land Use Coordination Policies

26. Support development of high density, mixed use activity centers in the locations shown on the CAMPO Centers map, and work with local jurisdictions and others to accommodate 31% of regional population and 38% of regional jobs in activity centers shown on the CAMPO Centers map by 2035. CAMPO will support achievement of the goals through activities such as: monitoring and reporting on growth and investment in the Centers, dissemination of best practices and tools, planning support, and funding for transportation investments. As appropriate, member jurisdictions will support development of centers through local planning and other methods.

Safety, Security, Equity, and Involvement Policies

27. Consider safety as a priority issue when evaluating projects for funding under the CAMPO Transportation Improvement Program.

28. Consider security as a priority issue when evaluating projects for funding under the CAMPO Transportation Improvement Program.

29. Develop and implement a transportation system that distributes the impacts and benefits of transportation projects fairly to all residents regardless of their income level or ethnicity.

30. Include educational stakeholders in the regional transportation planning process.

7. STATUS

One year has elapsed since the adoption of the CAMPO 2035 Plan. If non-attainment status remains the same for the region, the next plan adoption will occur in May 2015. If a non-attainment determination is made for the region or a portion of it, the Plan will need to go under conformity analysis. If the Plan cannot pass air quality conformity, project construction can be halted in the region until conformity is achieved. Under non-attainment, plans would be adopted every three years until the region is considered in attainment.

8. NEXT STEPS

TNR staff is currently working on creating a transportation element as part of the County's comprehensive plan. The transportation element will be adopted as the County's transportation plan and used in the creation of the regional transportation plan developed by CAMPO. The county transportation plan will be a working document that uses recommendations from the land use plan to help guide transportation development.

PAVEMENT MANAGEMENT WORK PLAN

1. DATE ADOPTED

Travis County maintains only roads that are accepted by the Commissioners Court (i.e., are public and meet county construction standards) in the unincorporated areas of the county (i.e., outside municipalities) and not on the State Highway System (i.e., Interstate, U.S., State highways and Farm-to-Market Roads). The Commissioners Court adopted the County Road and Bridge Maintenance Strategic Plan 2005-09 in February 2005. A tool that is utilized to implement the strategic plan is the Pavement Management Work Plan.

2. PURPOSE

The Pavement Management Work Plan provides for the allocation of resources dedicated to maintaining over 3100 lane miles of county accepted roads. The program provides an appropriate response to work requests for emergency service on all county maintained roadways. The Pavement Management Work Plan is a tool utilized to identify roadway conditions, establish condition gaps with adopted policy, determine scope and cost for gap closure, and establish priorities for resource allocations. See *Map 4* for County Maintained Roads.

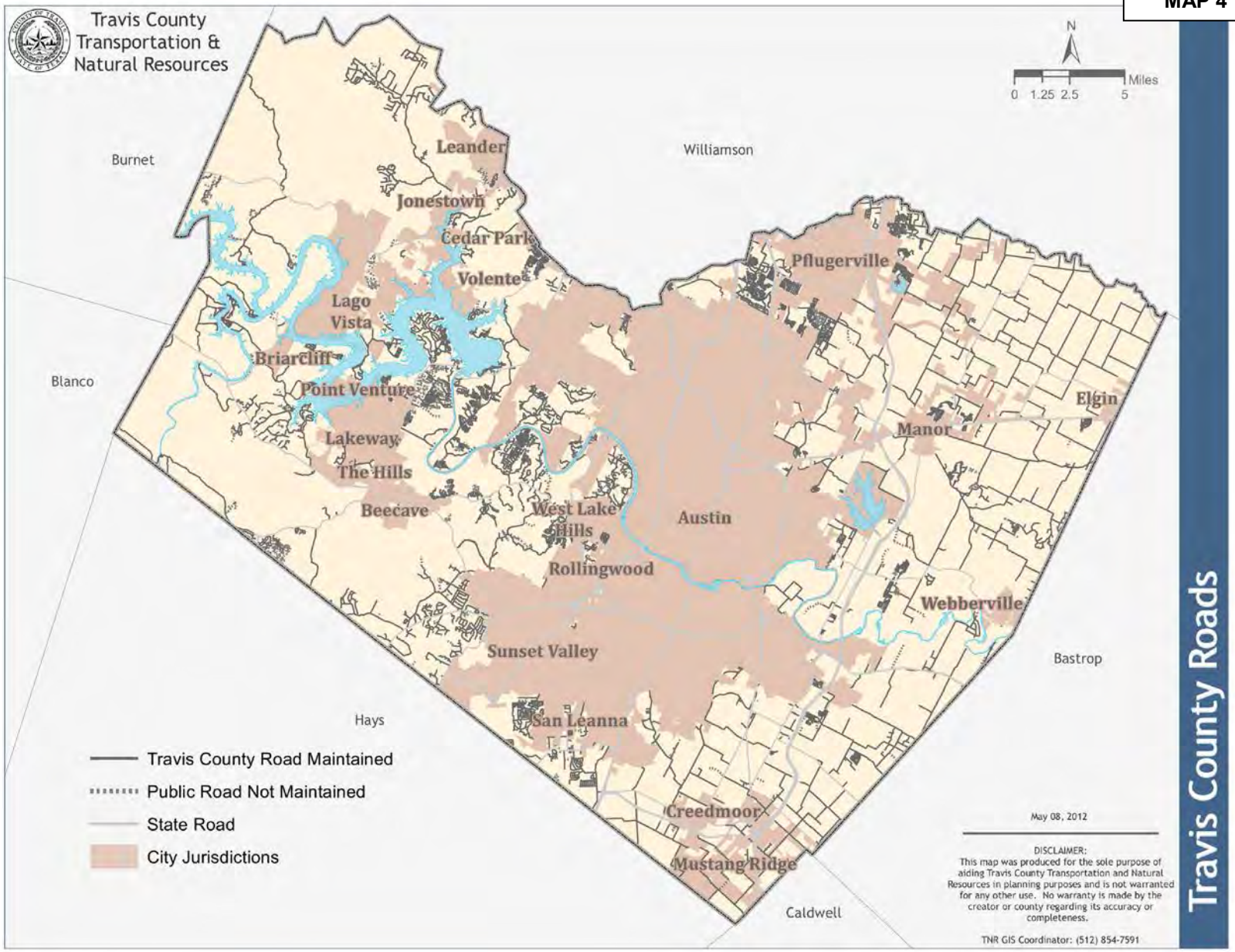
Ninety-five percent (95%) of all county roads are paved; however, there are 56 miles of unpaved, gravel, county roads, the majority in Precinct One. There are over 300 miles of public right-of-way which have not been accepted for county maintenance because the roads were not built to the county's minimum standards or the roadways have other facilities that do not meet current County requirements. A majority of these "substandard" roads are primarily in once speculative land subdivisions built before the 1980's in the vicinity of Lake Travis, within Precinct Three.

3. OVERVIEW

Roadway deterioration is caused both by traffic use and by environmental factors such as moisture, grass encroachment and soil expansion. Visual symptoms of deterioration include:

Traffic Related	**Environmental Related**
-Alligator Cracks	-Block Cracks
-Deformation	-Transverse Cracks
-Ruts	-Raveling
-Patches	-Construction Joints
-Edge Cracks	-Corrugation

MAP 4


Travis County
Transportation &
Natural Resources
N
0 1.25 2.5 5 Miles
Burnet
Williamson
Blanco
Hays
Caldwell
Bastrop
Leander
Jonestown
Cedar Park
Volente
Lago
Vista
Briarcliff
Point Venture
Lakeway
The Hills
Beecave
West Lake
Hills
Rollingwood
Sunset Valley
San Leanna
Creedmoor
Mustang Ridge
Austin
Pflugerville
Manor
Elgin
Webberville
Travis County Road Maintained
Public Road Not Maintained
State Road
City Jurisdictions
May 08, 2012
DISCLAIMER:
This map was produced for the sole purpose of aiding Travis County Transportation and Natural Resources in planning purposes and is not warranted for any other use. No warranty is made by the creator or county regarding its accuracy or completeness.
TNR GIS Coordinator: (512) 854-7591
Travis County Roads

Pavement Management Work Plan is an in-depth analysis of the existing pavement structure. The process looks at the durability and deterioration level of the pavement. It then applies various cost effective strategies to roadway reconstruction.

Beginning in 1987 and through 2001, HVJ Inc., (formerly Maxim Technologies Inc.) conducted 4 separate Pavement Condition Surveys of Travis County roadways (Figure 18). These field surveys used visual observation and computer analysis to estimate the remaining life of each pavement section. In 2004, Fugro Engineering performed a pavement condition survey. For the 2004 survey, actual data collection processes in the field, remote computer sensing methods and full video recording of each paved roadway were utilized.

The initial 1987 Survey results were used to implement Travis County's first pavement management organized process to prioritize maintenance and rehabilitation needs for each roadway surveyed and projected what future needs may be expected. That first comprehensive study of the roadway conditions determined that only fifty-three percent (53%) of the 932 miles were in fair to good condition. After implementation of this approach, the next survey in 1993 indicated that the roadway had improved and reflected that 74% of the county's 1,256 miles were in fair to good condition. However, condition improvement was lagging in the eastern portions of the county where soil conditions shortened the life expectancy of roadways.

In 1998 and again in 2001, the Maxim Technologies Survey indicated that up to 81% of all the roads were in fair to good condition. This continued to support the trend towards a continued improvement within the roadway network. However, Travis County was experiencing unprecedented growth, requiring a high work demand to not only maintain the system, but also enhance the conditions. This growth in the County placed stress on pavement conditions due to the increased vehicle travel miles, increased vehicle weights on rural and suburban roads with existing poor drainage conditions, narrow rights-of-way and weak existing sub-structure.

Figure 1~~7~~8: Historical Roadway Condition Surveys

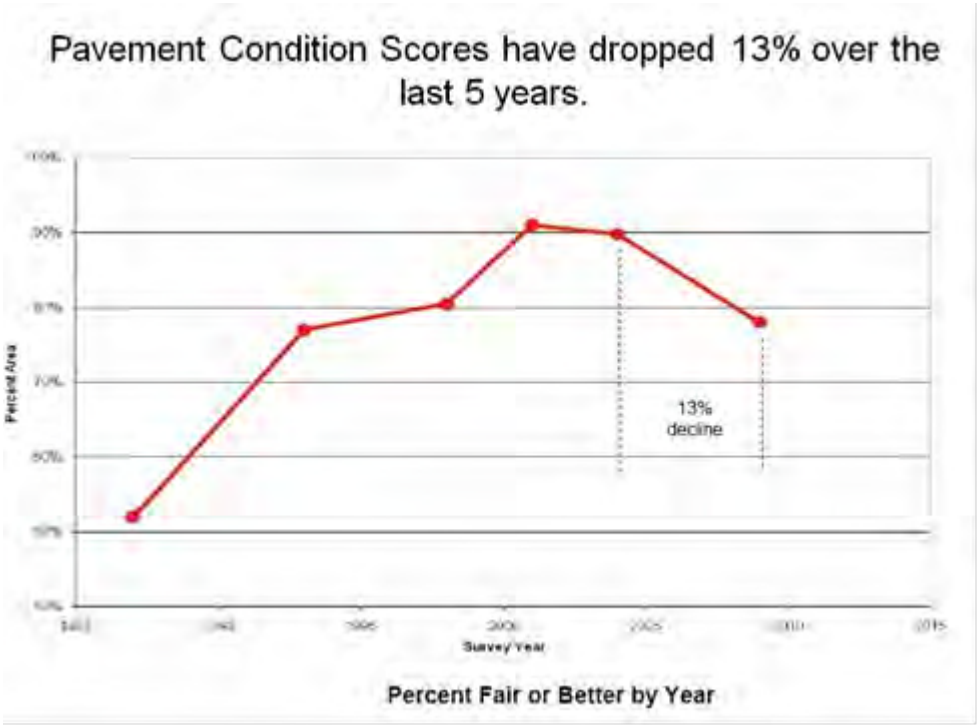
	1987		1993		1998		2001	
CONDITION	**Miles***	**Percent**	**Miles***	**Percent**	**Miles***	**Percent**	**Miles***	**Percent**
Poor- Very Poor Condition	199	22%	167	8%	57	5%	30.5	2.70%
Marginal Condition	214	25%	109	16%	155	14%	62.3	5.50%
Fair-Good Condition	459	53%	886	74%	926	81%	1043.5	91.90%
TOTAL	**872**		**1162**		**1138**		**1136.3**	

* Center Line Miles

In 2004, Fugro Engineering conducted a pavement survey that made available the entire County roadway network condition in a software format that allowed for various models of budget and work plan analysis to be developed. This database belongs to Travis County and has been utilized to track all contracted and in-house maintenance efforts, but needs to be updated within 4-5 years.

In May 2011, Infrastructure Management Services (IMS) provided their results of the new County-wide pavement management survey. Of the approximately 1,270 centerline miles surveyed, 78% were rated as fair or better. In comparison, the 2001 survey showed 89.8% of the roads were in fair or better condition, so the 2011 survey showed a drop in condition of 13% (Figure 19). The drop in condition was due to several factors: 1) heavy truck traffic related to toll roads construction, 2) increased truck traffic associated with subdivisions development in areas with very poor soil conditions, 3) severe cracking due to the extended drought, and 4) reductions in road maintenance funding. It is estimated that a yearly budget of $11 Million is required for the County-wide road conditions to remain stable.

Figure 189: Pavement Condition Scores (Historical)



4. PLAN GOALS AND OBJECTIVES

In support of TNR's adopted Strategic plan, the goal of the Road Maintenance Plan is providing a cost effective, efficient and safe roadway system.

Objectives

Maintain 70% of all accepted county roads in all precincts in good to fair condition as measured by a periodic pavement condition survey conducted by an outside consulting engineer.

5. ALLOCATION OF LIMITED RESOURCES – SETTING PRIORITIES

Total road needs always exceed the funds available for roadway maintenance each year. The county uses its pavement management system to identify priorities for selecting the road maintenance projects in its annual work program. The following criteria are used to set priorities:

- Overall Condition Index (OCI)
- Roadway Classification (Arterial, Collector or Local)
- Rural or Urban
- Deterioration Rates

These variables are combined to form the priorities. A road is given a higher priority if it has a poor pavement condition, is an Arterial roadway in an urban area than a road with poor pavement that is a local roadway in a rural location.

These priorities are calculated for every road. If a road has more than one segment, this value could be different for each of those segments, which could mean that different segments of the same road would be paved in different years. To increase efficiency of paving operations and reduce complaints by residents living on the same road, an average priority is calculated for all the segments of the same road, so that, regardless of the type of treatment assigned to each segment, all segments are scheduled for improvements in the same year.

The Pavement Manage Plan provides services for scheduled and direct responses on routine and preventative maintenance operations on accepted Travis County roads and right-of-ways. Provide a quality and safe travel way for the County's road users and to protect and enhance the environmental aesthetic qualities of the county.

The adopted policy of the Pavement Management Strategy:

- Maintain 70% of County accepted roads in a fair or better condition, as measured by the Pavement Management (PM) condition surveys.
- Maintain of 75% of accepted arterial and collector roads in fair or better condition as measured by the PM condition surveys. Generally, more resources are allocated to higher traveled roadways.
- Manage and operate the County transportation system to accepted practices of the American Public Works Association (APWA).

Strategies include cost effective, efficient, and safe roadways through rehabilitation, reconstruction, surface treatment, pothole patching, crack sealing, and overlay.

6. FUNDING

Auto Registration Fees (R&B Fund)

The Road and Bridge Fund was established by the Vernon's Texas Codes Annotated, Transportation and allows Counties to assess a motor vehicle registration fee for the purpose of maintaining the County's road system. As allowed by Chapter 502.103 of the Transportation Code, Travis County assesses an annual registration fee of $11.50 for every vehicle, of which $9.70 is for Road and Bridge maintenance ($0.30 is retained by TxDOT as an administrative fee) and $1.50 is for the Child Safety Act. Travis County's primary use of the additional Road and Bridge registration fee has been for routine maintenance of its road system.

In addition to the vehicle registration fees noted above, Transportation Code Chapter 502.102 allows Counties to retain 5% of the state sales tax from vehicle sales. Per the current statute, these monies are also deposited directly into the Road and Bridge Fund, and are used by Travis County for routine maintenance of its road system. The FY2011 revenue from the sales tax and registration fee revenues were $10,883,534 of which $9,825,000 was allocated to TNR.

Effective with the fiscal year 2006; the Legislature amended Section 152.123 of the Tax Code. Instead of all funds being deposited directly into the Road & Bridge Fund, the amendment splits the deposit of the sales tax amounts between the County's General Fund (GF) and the Road & Bridge (R&B) Fund as follows:

- FY 2006, 10 % to GF; 90% to R&B
- FY 2007, 20 % to GF; 80% to R&B
- FY 2008, 30 % to GF; 70% to R&B

- FY 2009, 40 % to GF; 60% to R&B
- FY 2010, 50 % to GF; 50% to R&B
- FY 2011, 60 % to GF; 40% to R&B
- FY 2012, 70 % to GF; 30% to R&B
- FY 2013, 80 % to GF; 20% to R&B
- FY 2014, 90 % to GF; 10% to R&B
- FY 2015 (and all succeeding years), 100 % to GF

Based on the FY2005 budgeted revenue, the effect of this change meant the funds directly deposited into the Road & Bridge fund would decrease every year starting FY 2006 to FY2015 by approximately $475,000 - $500,000. This change does not, however, prevent the Commissioners Court from transferring any amount of these funds from the General Fund back into the Road and Bridge Fund.

Fine and Fee Revenue (R&B Fund)

Prior to FY2003, the R&B Fund received a supplement from the General Fund because the R&B Fund was insufficient to cover the expenditures associated with the routine maintenance. Beginning in FY02, the Auditor's Office began depositing Fine and Fee Revenue directly into the Road and Bridge Fund, based on a Texas Attorney General opinion regarding highway (Title VII) fees. This revenue had previously been deposited into the County's General Fund. *Figure 20* shows the fine and fee revenues in relation to the transfer from the General Fund since FY2002.

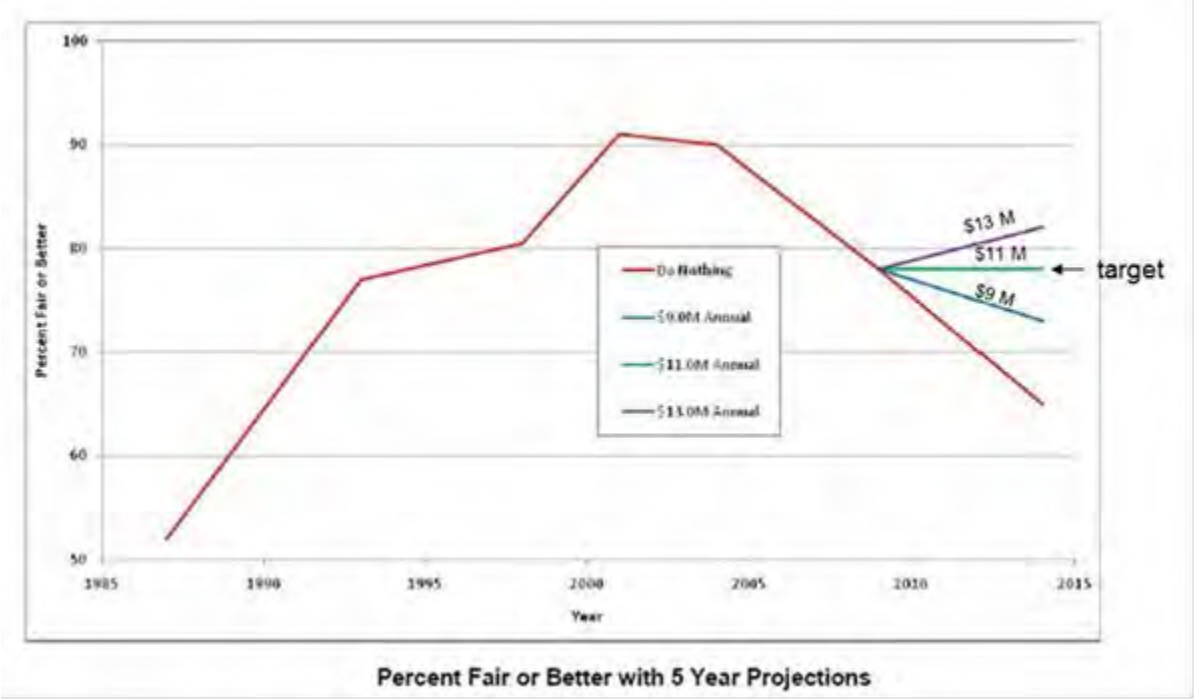
Figure 19~~20~~: Fine and Fee Revenues

Fiscal Yr	Budgeted Fine & Fee Revenue	Actual Fine & Fee Revenue	Budgeted Transfers from the General Fund
1999	$ -	$ -	$ 3,790,151
2000	$ -	$ -	$ 1,765,406
2001	$ -	$ -	$ 1,857,168
2002	$ 3,667,864	$ 4,745,471	$ 122,287
2003	$ 4,004,901	$ 5,026,847	$ -
2004	$ 4,978,086	$ 4,879,549	$ -
2005	$ 5,290,984	$ 5,177,198	$ -
2006	$ 6,515,405	$ 6,444,748	$ -
2007	$ 6,457,879	$ 6,840,078	$ -
2008	$ 6,936,037	$ 6,785,722	$ -
2009	$ 7,025,503	$ 6,183,978	$ -
2010	$ 6,410,057	$ 5,823,641	$ -
2011	$ 6,149,868	$ 5,269,755	$ -
2012	$ 5,400,000	$ 4,400,090	$ -

7. HORIZON ISSUES

Continuing since FY04 and projected into FY12, additional time will be required in the Reconstruction and Rehabilitation program to address sub-grade stabilization issues not anticipated in the conception of the program. Sub-grade stabilization issues require additional material process time. The original annual Reconstruction and Rehabilitation measure was 22 miles in FY05. In FY09 the target output measure was 11 miles, with the construction of service roadways and parking areas at the East Service Center with 8.82 miles being completed and all East Service Center work. For FY10 the target output measure for Rehabilitation was 6.04 miles. The target output measure for Spot Reconstruction is 4.14 miles with a 26% variance for actual need which is equivalent to approximately 1.08 miles for Spot Reconstruction for a total of 7.08 miles for Spot Reconstruction and Rehabilitation combined for FY10.

Figure 201: Five Year Projection By Funding Levels



The Road Maintenance program has experienced reduced output measures due to budget reductions and some performance elements reflect altered measures due to seven factors:

1. Focus on program demand requirements within the right-of-way resources dedicated to storm water runoff and other drainage issues associated with Texas Pollutant Discharge Elimination System (TPDES)[i] requirements and the implementation of other alternative methods.
2. Cost increases for Petroleum-based consumables like asphalt related materials have had a significant increase over the last several years. This national trend has required the division to adjust priorities within the Division's output measures and within individual program elements.
3. Fuel cost increases have increased the haul cost of bulk roadway materials like Flexible Base Rock to individual projects.
4. Adjustments to design criteria for remedial maintenance patching operations, and roadway rehabilitation and other extended roadway maintenance programs to reflect a 20-year life design capacity rather than the original 8-to10 year design.
5. Reduction in the miles of unpaved roadways due to conversion of unpaved roadways to paved condition.
6. Implementation of an Asphalt Rejuvenation Program in lieu of Type F Overlays on selected roadways.
7. Finalization of expectation measures for Pedestrian Way projects.

If the economy improves and additional construction truck traffic occurs it generally will occur in areas with poor soil conditions. Maintenance cost will be substantially higher.

SIDEWALK POLICY

1. DATE ADOPTED

TNR's efforts with regards to pedestrian related improvements have significant increased since a policy on sidewalks was adopted in 2008.

2. PURPOSE

TNR's role is in ensuring nondiscrimination on the basis of disability. There are legal responsibilities of State and Local governments under Title II of the Americans with Disabilities Act (ADA) of 1990, including:

1. Performing a self-evaluation
2. Developing an ADA Transition Plan
3. Fixing existing facilities, and
4. Maintaining accessible features.

ADA is a civil rights statute (hereinafter referred to as the Act) that prohibits discrimination against people who have disabilities. There are five separate Titles (sections) of the Act relating to different aspects of potential discrimination. Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. With the advent of the Act, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

The Act applies to all facilities, including both facilities built before and after 1990. As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities or agencies are required to perform self-evaluations of their current facilities, relative the accessibility requirements of the ADA. The agencies are then required to develop a Program Access Plan, which can be called a Transition Plan, to address any deficiencies. The Plan is intended to achieve the following:
(1) Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities,
(2) describe the methods to be used to make the facilities accessible,
(3) Provide a schedule for making the access modifications, and
(4) Identify the public officials responsible for implementation of the Transition Plan.

The Plan is required to be updated periodically until all accessibility barriers are removed.

4. OVERVIEW

The ADA plan suggest future actions to alleviate the probability of future roadways with non-compliant sidewalks and address the acceptance of county roads currently ADA non-compliant. It also includes the creation of a retrofit program that is responsive to requests from disable persons who may need improved access. For existing County maintained roadways, the plan identifies physical obstacles in sidewalks, describes the methods to be used making the sidewalks accessible, specifies the schedule for implementation, indicates the responsible official, and describe a method of prioritizing projects.

INTERNAL STANDARDS, SPECIFICATIONS, AND DESIGN DETAILS

Travis County's design criteria comply with the Accessible Public Rights-of-Way Design Guide. The Architectural and Transportation Barrier Compliance Board (alternatively called the Access Board) has developed accessibility guidelines for pedestrian facilities in the public right-of-way. The Federal Highway Administration has recognized these as its currently recommended best practices. A Department can adopt these accessibility guidelines into their own system of standards, specifications, and design details with modifications to meet local conditions. Development of design standards and design details within the Department allows for consistency in the application of ADA requirements for new facilities. See http://www.access-board.gov/prowac/guide/PROWGuide.htm for more information

PERMITTING

Developers are required to submit subdivision construction plans to Travis County that show where all sidewalks will be constructed. If any of the sidewalks cannot meet ADA and TABA guidelines, then the developer may request an administrative waiver or a variance. Additionally, the developer must have the subdivision plan approved by either an ADA or TDLR certified specialist. The amount of sidewalk fiscal will also be determined at this time. Sidewalk fiscal should be adequate enough to cover construction costs for all proposed sidewalks shown on the submitted subdivision plan. Roadways adjacent to sidewalks will not be accepted for maintenance until 50% of the sidewalks shown on approved subdivision plans have been constructed.
An administrative waiver is required before construction begins and only applies to minor deviations from ADA and TDLR requirements. All administrative waivers are reviewed and approved by Travis County staff. Some items available for administrative waiver include:

- Cross slopes more than 2% but less than 3.5%
- Locating curb ramps within curb returns
- Running slopes of more than 5% due to existing natural grades.

A variance is required before construction begins and applies to any deviations not approved by administrative waiver. All variances are reviewed by Travis County staff and approved by Commissioner's Court. A fee is collected for all variance requests. Variances are requested by the Developer prior to subdivision plan approval. These variances are considered when all other methods for meeting ADA compliance have been investigated. The cost for these variances is placed in an account to be used for the sidewalk retrofit program. The sidewalk retrofit program is used to respond to disable persons who request certain sidewalks be brought into compliance. Some items available for variance include the following items:

- Alternative ADA routes to major pedestrian generators
- Reduction in the number of required sidewalks or ramps
- Mid-block crossings in order to comply with cross slope requirements

Variances are submitted prior to construction. Post construction variances are discouraged and all means for bringing sidewalks into compliance must be exhausted before a post construction variance is reviewed. A separate fee schedule is used for post construction variances that are adequate to discourage such requests.
Currently in Travis County, sidewalks are only required on one side of the road. With the advent of the single office, the County and the City of Austin have proposed regulation for the extraterritorial jurisdictions requiring the owner/developer to build sidewalks and curb ramps on:

a. Both sides of arterial and collector streets within the entire extraterritorial jurisdiction,
b. Both sides of local streets within the Desired Development Zone unless a variance is granted by the county because such an ADA-compliant sidewalk is deemed to be structurally impracticable, and
c. One side of local streets within the Drinking Water Protection Zone unless a variance is granted by the county because such an ADA-compliant sidewalk is deemed to be structurally impracticable.

Roadways adjacent to sidewalks are not accepted for maintenance until 50% of the sidewalks shown on the approved subdivision plans are constructed. Before Travis County will accept a roadway for maintenance, the developer/owner must obtain approval from an ADA or TDLR specialist stating that all existing sidewalks that have not received a waiver or variance are in substantial compliance.

Non-compliant Sidewalks

There are a few subdivisions that have not been able to obtain TDLR approval, and therefore have not been able to have their streets accepted for maintenance by Travis County. TNR has worked with the subdivision developers and has made much progress in getting the developers to fix the non-complaint sidewalks, and get subsequent approval by TDLR. There are still some remaining non-compliant sidewalks that do not have TDLR approval, and now that TDLR no longer reviews or approves sidewalks built by private funds, Travis County has few options. Below are the options available:

- Do not accept the roadway for maintenance
- Have the developer and/or landowner repair the existing sidewalks identified by a RAS (Registered Accessibility Specialist) inspector in accordance with TDLR requirements.
- Accept remediation fees in lieu of correcting non-compliant sidewalk sections.

TNR continues to work with developers and landowners to have them improve the non-ADA compliant sidewalks until an ADA or TDLR certified consultant (i.e.: RAS inspector) provides a letter stating the sidewalks are compliant with state or federal guidelines. Continued efforts between the County and the effected developers are ongoing. The unaccepted roadways continue to deteriorate without scheduled maintenance, but the sidewalks will be ADA and/or TDLR approved when Travis County accepts the streets for maintenance.

A second option for subdivisions that currently have non-compliant sidewalks is to pay remediation fees (See Figure 22). TNR works with the individual developers and landowners to inventory and minimize the number of non-compliant sidewalks, and to estimate fees to be collected as condition of road acceptance for the county's remediation of the remaining non-compliant sidewalks. The remediation fees, charged by the county cover the latent cost of retrofitting the ADA non-compliant pedestrian way element, is as follows:

Figure 21~~2~~: Remediation Fees

REMEDIATION FEES	
Remove and Reinstall Curb Ramp (each)	$3,000
Remove and Reinstall Driveway (each)	$10,000
Remove and Install 4' Wide Sidewalk (per linear ft)	$50
Modify Sidewalk Due to Obstacle / Driveway Approach) (each)	$200
Modify Crosswalks Exceeding 2% Cross-Slope (each)	$5,000

7. PLAN GOALS AND OBJECTIVES

Transition Plan

The ADA requires a public entity with authority over streets, roads, or walkways to include in its transition plan a schedule for providing ADA compliant sidewalks and ramps, giving priority to sidewalks serving government facilities, transportation facilities, places of public accommodation, and employers. The ADA requires public agencies with more than 50 employees to make a transition plan. 28 CFR §35.150(d). (9-12-06).

The plan must include the following:

1. **Obstacle Inventory**: Identify physical obstacles that limit accessibility;
2. **Methods**: Describe the methods to be used to make the facilities accessible;
3. **Schedule**: Specify the schedule for achieving compliance, Section 504 requirements in each year; and
4. **Responsible Official:** Indicate the official responsible for implementing the plan.

Designated Responsible Official

The official responsible for the implementation of the TNR plan is the TNR Executive Manager.

Obstacle Inventory

Physical obstacles to sidewalk access are identified in TNR's GIS sidewalk database, which is made part of the plan by reference. The database will be updated periodically as improvements are completed and new obstacles are identified.

In the summer of 2003, GPS was used to collect 10,023 ADA noncompliant features at driveways, sidewalks, curb ramps and locations of missing curb ramps on County maintained roads. A breakdown of the noncompliant features is listed below:

Noncompliant Driveways 7,599 Locations

A noncompliant driveway is a driveway with a cross slope of more than 2%. Approximately 75% of these driveways cannot feasibly be brought into compliance due to limitations caused by natural terrain.

Noncompliant Curb Ramps 1,718 Locations

A noncompliant ramp is an existing ramp with a running slope of more than 8.33% and/or a level landing less than 4 feet. Approximately 25% of these ramps cannot feasibly be brought into compliance due to limitations caused by natural terrain.

Noncompliant Sidewalks 597 Locations

A noncompliant sidewalk is a sidewalk with a cross slope more than 2% and/or a running slope of more than 5%. These locations also include sections of sidewalks that have shifted or heaved resulting in more than ¼" break in elevation. Approximately 10% of these sidewalks cannot feasibly be brought into compliance due to limitations caused by natural terrain.

No Curb Ramps 109 Locations
No curb ramps are locations where a sidewalk crosses a curb without a ramp.

8. ALLOCATION OF LIMITED RESOURCES – SETTING PRIORITIES

Schedule for Improvements
A specific schedule for improvements is developed based on a yearly process of prioritization described below. Based on availability of funds, the highest priority improvements will be completed first until all features that can feasibly be brought into compliance are corrected. The overall schedule is directly related to yearly budget allocations. There are approximately $2.7 million (2005 Dollars) worth of improvements that need to be completed before all currently targeted features are brought into compliance. Additional monies are required to maintain existing pedestrian facilities that may eventually fall out of ADA compliance.

Process for Prioritizing Sidewalk Improvements
TNR has developed a process for prioritizing sidewalk improvements. The process includes grouping improvements into three priority groups.

- **Priority 1**
  This priority is given to sidewalk improvements needed on road segments that are currently scheduled for other improvements (such as pavement reconstruction, pavement overlay, and drainage improvements). These sidewalk improvements are scheduled in conjunction with the road improvements, as required by the ADA.
- **Priority 2**
  This priority is given for the installation of curb ramps at locations where existing sidewalks intersect curb and gutter with no curb ramps.
- **Priority 3**
  This priority includes improvements prioritized based on highest weighted average scores. The weighted average scores are based on a predetermined weight factor and measured distances from entities covered by the ADA (government facilities, transportation facilities, places of public accommodation, and employers). These determinations of priority are based on ADA related complaints received by Travis County. Noncompliant ADA features with the highest weighted average score have the highest priority within Priority 3.

For determining measured distances to noncompliant ADA features, Arc View 3.2a was used to identify the nearest facility of interest to each ADA noncompliant feature from the following databases:

1.) Public Buildings (Centroids)
2.) Schools (Centroids)

3.) Bus Stops (Points)
4.) Retirement/ Nursing Homes (Centroids)
5.) Hospitals (Centroids)
6.) Parks (Edge)
7.) Colleges (Centroids)

The formula that is used to calculate the weighted average scores is based on distances from noncompliant ADA features multiplied by the below listed weight factors based on type of entity the distance was measured from. See formula in *Figure 23* below:

Figure 223: Weighted Average Score = Weight Factor (1000' – Actual Measured Distance)

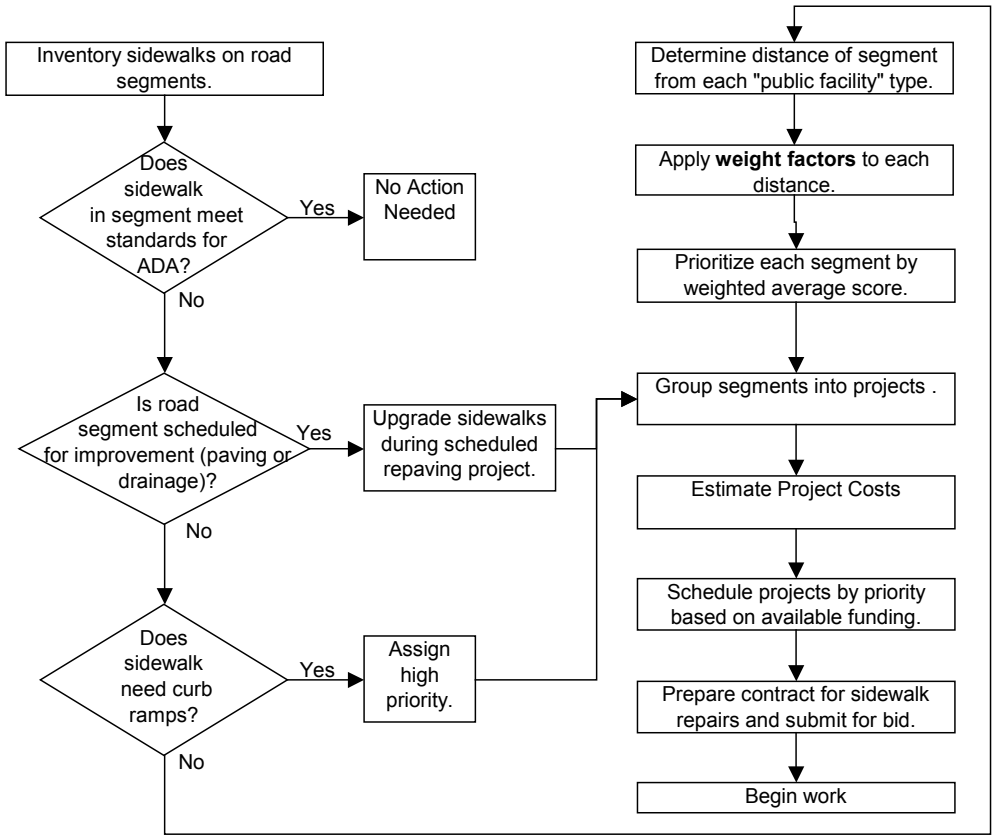
Weight Factors	Facility Type
1.5	Public Buildings
1.4	Schools
1.3	Bus Stops
1.2	Retirement/Nursing Homes
1.2	Hospitals
1.0	Parks
1.0	Colleges

An additional 500 points will be added to the Weighted Average Score if a constituent has submitted an ADA related complaint in regards to the sidewalk.

Priority Summary
Improvements are grouped into the three Priority Groups as mentioned above. Priority 1 includes all ADA improvements needed on road segments that are scheduled for pavement reconstruction or overlay. Such improvements are scheduled to coordinate with the roadway improvements, as required by the ADA. Priority 2 includes the installation of curb ramps at locations where existing curb ramps are required

but do not exist. Priority 3 includes the remaining noncompliant ADA features in Travis County. These features will be prioritized and schedule based on the highest weighted average scores

Figure 234: Prioritization Process



9. FUNDING

TNR has funded various amounts annually over the last four years. During that time almost ten thousand linear feet of sidewalk improvements estimated to have cost $800,000. Staff does not specifically track "sidewalk" unit prices but utilizes line items for materials that are combined with other types of projects that use concrete, steel reinforcing, grading, etc. There is also the salary and benefits for the crew members. Table X provides the quantity of work performed over the past 4 years.

Figure 245: Linear feet of Pedestrian Way sidewalks/curb ramps

FY 09	FY 10	FY 11	FY 12
1446	2297	3060	3000

10. HORIZON ISSUES

The Plan is required to be updated periodically until all accessibility barriers are removed. The TNR Plan has not been updated since 2008. Over the past few years the price of material for sidewalks has gone down due to supply and demand in the market. As the economy improves it is anticipated that cost will increase. The result will budget request growing. If budgets remain the same, the higher cost will reduce the amount of sidewalk improvements. Over a period of time the amount of work far exceed the potential funding with regular county revenue. The Court may be asked to consider sidewalks as a project for bond funding.

Recent meeting with TXDOT and representatives of FHWA indicate a new emphasis in ADA efforts. FHWA is responsible for ensuring access for persons with disabilities in four areas:

1. For surface transportation projects under direct FHWA control (e.g., Federal Lands projects): FHWA is responsible for ensuring that project planning, design, construction, and operations adequately address pedestrian access for people who have disabilities.

2. For Federally funded surface transportation projects that provide pedestrian facilities within the public right-of-way: FHWA is responsible for ensuring that the public agencies' project planning, design, and construction programs provide pedestrian access for persons with disabilities. FHWA-funded projects outside of the public right-of-way, such as Transportation Enhancement projects, must also adhere to these requirements.
3. For pedestrian facilities within the public right-of-way, or any other FHWA enhancement project, regardless of funding source: FHWA is responsible for investigating complaints. 28 CFR §§ 35.170 – 35.190.
4. FHWA should provide or encourage accessibility training for Federal, State, and local agencies and their contractors.

TXDOT recently hired an ADA Coordinator. It appears that new emphasis may include the involvement of Human Resources in TNR and County HR, as well as County Legal staff. The United States Department of Justice (DOJ) ADA regulation is 28 CFR Part 35. The **DOT Section 504** regulation at 49 CFR Part 27 governs public agencies, with the ADA incorporated at 49 CFR §27.19. Additional regulations drafted specifically for recipients of the Federal Transit Administration are at 49 CFR Part 37. (9-12-06).

Sidewalks in conjunction with transit stops have not been well coordinated with the County. There are transit stops where additional walkways are needed to connect with nearby systems. An inventory of the sites, concepts for solutions and associated cost will be needed.