

New Report | CAMPO 2035 Plan

By Jenn Rains

The Capital Area Metropolitan Planning Organization adopted its updated long-range transportation plan, the CAMPO 2035 Plan, May 24. The plan identifies the top projects for transportation at the city, county and regional levels.

The new plan came about because federal law requires metropolitan planning organizations in attainment to update long-range plans every five years, former CAMPO Executive Director Joe Cantalupo said.

CAMPO includes five counties: Williamson, Travis, Hays,

Bastrop and Caldwell. Bastrop and Caldwell counties were included in the organization in February.

Cantalupo said while many people think a metropolitan planning organization is just a place to go to receive federal money, there's more to CAMPO than just that.

"What we're trying to bring more awareness to is that we're supposed to help coordinate the planning process," he said.

The new long-range plan for CAMPO serves two purposes, "ensures our region can receive federal funds for transportation

and functions as a coordinating document," Cantalupo said.

The plan includes a description of each project along with the location, sponsors and cost for roads and other transportation projects.

The latest long-range plan differs from previous ones and shows a growing trend: more local spending on state systems.

"Local spending on transportation used to go toward local roads, but now the federal and state governments cannot give us as much as we need to maintain systems," Cantalupo said. "Not only are we accounting for more local money to be put into

[maintenance and operations] of local systems, but local money is being spent on state transportation systems too."

Based on the 2035 Plan, about one-third of the projects—more than \$9 billion out of about \$27 billion—of regional transportation in the next 25 years will be funded by local governments.

Local governments used to fund city roads, and state agencies, such as the Texas Department of Transportation, were responsible for state and regional roads, even the portions that fell within the city limits. However, with budget woes at the state and

federal levels, local governments will be forced to "pick up larger portions of the bill," Cantalupo said.

He said the problem with this new trend is that local governments do not have the resources needed or the authority to handle state projects. He said it is a problem that must be addressed if the cities will be forced to fund the projects.

Whether it is ideal or not for local governments, "for the foreseeable future, the trend of local governments taking on funding responsibilities will continue," Cantalupo said.



Leander projects from CAMPO 2035 Plan*

Several projects within the CAMPO 2035 Plan for the City of Leander involve creating new segments of existing arterial roadways—major roadways that connect the city—to accommodate the city's growth.

Project A: San Gabriel Parkway, which runs from US 183 to Halsey Drive, will be extended on the east from US 183 to Ronald Reagan Boulevard and west from Halsey Drive to Nameless Road. The expansion will be a two-lane roadway in either direction. Leander and Williamson County are providing funding, and the entire roadway project is expected to be complete by 2015. All stretches of San Gabriel Parkway will eventually be widened to a six-lane roadway with a median, except in the transit-oriented development where there will be four lanes with slip roads on each side.

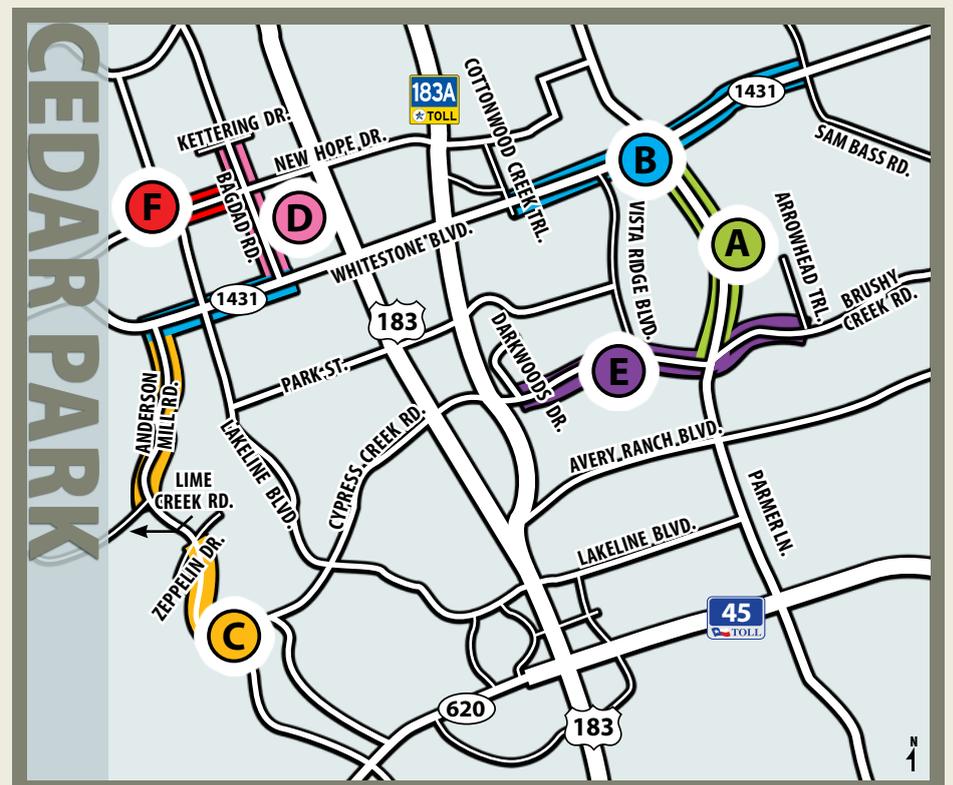
Project B: Lakeline Boulevard dead ends at Crystal Falls Parkway but will be extended in three different phases to connect to CR 281. The first expansion will be from Crystal Falls Parkway to Old 2243 beginning in 2012. Phase two of the project will extend Lakeline Boulevard to San Gabriel Parkway by 2015. The last phase will

connect Lakeline Boulevard from San Gabriel Parkway to CR 281 by 2020. Leander is slated to fund all three phases of the six-lane divided roadway.

Project C: Hero Way, which will run through Leander's TOD, will be built as a four-lane roadway with a median from US 183 to CR 270. The project is expected to go out for bidding in late July. Funding is provided by Leander and Williamson County for the entire project.

Project D: Mel Mathis Avenue will run through the TOD, making a T intersection with San Gabriel Parkway. The roadway will be four lanes, undivided, with 22-foot sidewalks on either side. It will connect to the existing CR 273. Leander is applying for a federal grant to fund the project.

Other projects for Leander include widening some of the city's existing major arterials. Bagdad Road will be widened from two lanes to a four-lane divided roadway from Old 2243 to RM 1869. The project is expected to start in 2018 and be complete by 2020. Crystal Falls Parkway from US 183 to Toll 183A is being widened to become a four-lane divided roadway. The project, which is funded by Leander, is projected to finish by 2012.



Cedar Park projects from CAMPO 2035 Plan*

Many of Cedar Park's priority projects included in the CAMPO 2035 Plan focus on expanding existing arterial roadways to provide more capacity to these roads.

Project A: Parmer Lane will be widened from four lanes with a median to six lanes with a median from Brushy Creek Road to FM 1431. Funding will come from TxDOT and Williamson County and is projected to be complete by 2017.

Project B: FM 1431 will have three segments of the roadway widened from four lanes divided to six lanes divided from Anderson Mill Road to Bagdad Road, Cottonwood Creek Trail to Parmer Lane and Parmer Lane to Sam Bass Road. The project, which is funded by Cedar Park and TxDOT, is expected to start in 2014 and be complete by 2015.

Project C: The City of Cedar Park is sponsoring a project to expand Anderson Mill Road from Cypress Creek Road to Zeppelin Drive, constructing a four-lane divided roadway with bike lanes, while widening the roadway between FM 1431 and Lime Creek Road from

two lanes undivided to four lanes divided. The projects have a projected completion by 2016.

Project D: Bagdad Road from FM 1431 to Kettering Drive will be reconstructed from a four-lane undivided arterial to a four-lane divided roadway. The project is sponsored by Cedar Park and will be funded by the city with an estimated completion date of 2015.

Project E: Brushy Creek Road, which is an undivided two-lane roadway, will become a four-lane divided roadway with a raised median from Parmer Lane to Arrowhead Trail. This portion of the project will be funded by Williamson County and the City of Cedar Park, and is expected to be complete by 2014. The City of Cedar Park is working on road improvements for Brushy Creek Road from Darkwoods Drive to Parmer Lane that involves widening the roadway to a four-lane divided roadway. The city also has some federal funding for this project.

Project F: New Hope Drive between Lakeline Boulevard and Bagdad Road will be widened to a four-lane divided roadway. The roadway is two lanes along that stretch. All funding will come from the City of Cedar Park. The project is currently in the design phase.

*All timelines and funding for projects in the CAMPO 2035 Plan are subject to change.