



Jan. 20, 2015

Welcome to the Oak Hill Parkway open house! Your input is appreciated and will help refine long-term mobility improvements for US 290 and SH 71 West in Oak Hill.

At today's meeting, you will have an opportunity to learn about the Oak Hill Parkway environmental study and:

- Review and comment on the refined alternatives to improve mobility and safety
- Discuss the collaborative approach to transportation design and engineering known as Context Sensitive Solutions

Staff members from the Texas Department of Transportation, Central Texas Regional Mobility Authority and other mobility partners are here to learn from you and answer your questions about the Oak Hill Parkway study.

We welcome your comments, which may be provided verbally or in writing. To submit verbal comments, please see the transcriber present at this meeting. A form is included in this packet to submit written comments. You may leave your comments with us, mail them to the address indicated on the form, or fax them to 512-832-7157.

You may also submit your comments at the virtual open house, available Jan. 21-30 on the www.OakHillParkway.com project website.

Your comment must be received by **Friday, Jan. 30, 2015** to be included in the official record of this open house.

Thank you for your interest and participation in the Oak Hill Parkway project.

ENVISIONING GREATER MOBILITY



THE PROBLEM The intersection of US 290 and SH 71 in Oak Hill is a gateway to southwest Travis County and serves as a key route between Central Austin and fast-growing suburban and rural communities such as Lakeway, Bee Cave, Dripping Springs and Johnson City. US 290 is one of Texas' most congested highway corridors with drivers wasting more than 340,000 hours per year stuck in traffic. Congestion has reduced mobility and the quality of life in Oak Hill and surrounding communities.

THE MISSION The Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority (Mobility Authority) are working with the city of Austin, Travis County, Capital Metro and other local partners to improve long-term mobility in the region. These organizations will work with the community to develop a solution that effectively addresses congestion, respects the environment, and adds value to the Oak Hill community.

NEED: WHAT ARE WE TRYING TO SOLVE?

- Traffic congestion related to population growth – Travis County has grown from 212,000 in 1960 to just over 1 million in 2010 (US Census Data, 2013)
- Crashes on US 290/SH 71 West – 304 crashes occurred between 2009-2011, resulting in one fatality, nine incapacitating injuries, other injuries and property damage (TxDOT, 2013)
- Lost time – Drivers waste more than 340,000 hours per year stuck in traffic (Texas Transportation Institute, 2011)
- Lack of reliable connectivity
- Unreliable route for transit and emergency vehicles

PURPOSE: WHAT ARE WE TRYING TO DO?

- Improve mobility and operational efficiency
- Promote long-term congestion management
- Increase multimodal travel options for people and goods
- Improve safety
- Improve emergency response



PO Box 15246 | Austin, TX 78761
OakHillParkway.com

ENVISIONING GREATER MOBILITY



THE PROCESS

The project team has initiated a comprehensive study to thoroughly analyze the corridor and determine the best approach for improving mobility. This study will identify a full range of alternatives, incorporate previous analyses, and through extensive analysis and community outreach, identify a recommended solution. Local and regional connectivity will be a key consideration. Throughout the process, the community will be consulted on a wide range of elements, such as bicycle and pedestrian accommodations, public transit, aesthetics, noise mitigation, environmental sustainability, neighborhood access and roadway design. While recognizing the input from previous efforts, the process encourages feedback and fresh ideas from the community.

INNOVATIVE APPROACH

The project team will implement a number of innovative concepts as part of the study, including a Context Sensitive Solutions (CSS) process designed to identify community values and incorporate them into the project design. In July 2011, the Mobility Authority, in partnership with TxDOT, hosted the Green Mobility Challenge, a sustainable design competition that challenged Texas' most creative landscape architects, planners and engineers to propose better ways of constructing, operating and maintaining future transportation projects, including the intersection of US 290 and SH 71. The project team has incorporated some of the design elements from the Green Mobility Challenge into the mobility concepts and will consider incorporating a number of the sustainable elements in the alternatives that move forward for further evaluation as we begin the CSS process. For more information about the Green Mobility Challenge, visit GreenMobilityChallenge.com.

COMMUNITY OUTREACH

The first Open House Meeting was held in November 2012 to introduce the environmental process and need for public input. Since then, three additional Open Houses, concurrent Virtual Open Houses, and several public workshops covering topics including the environment, alternative design concepts, project financing and bicycle/pedestrian improvements have been held. In addition, the project team has met with dozens of stakeholders to answer questions and gather input. Public outreach is a critical component of the Oak Hill Parkway project and will continue throughout the remainder of the study.

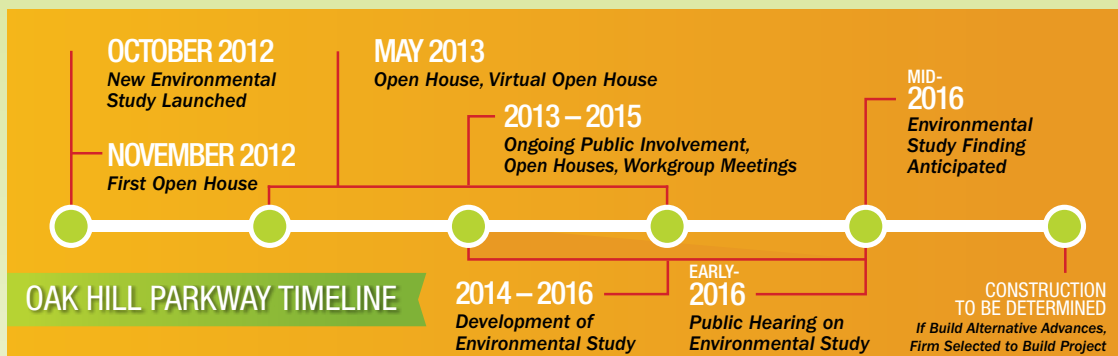
STAY INFORMED AND GET INVOLVED

There are several ways to learn more about the project and get involved:

- Visit us online at OakHillParkway.com
- Contact us by phone at 512-996-9778
- Attend Open Houses, Virtual Open Houses, workshops and other public meetings that will be held throughout the study
- Submit your comments and questions
- Invite the project team to meet with your neighborhood or organization

INTERIM INTERSECTION IMPROVEMENTS

Current efforts are being implemented to improve five US 290 intersections (Joe Tanner, William Cannon, SH 71, Convict Hill and RM 1826). These proposed intersection improvements will help reduce traffic delays for the next few years. However, more work is needed to address the mobility needs twenty years into the future. Oak Hill and the region need a long-term solution.



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Gas Tax Facts


State Transportation and Your Fuel Tax Dollars




How much do I pay?



Our **state gas tax** is **20¢** per gallon.



Of this, a **nickel** goes to **public education**.



The average driver pays **\$9.52** a month in state **fuel taxes**.

After the nickel for public education, the monthly net to the highway fund is **\$7.14**.

Monthly state fuel tax examples



\$10.81

2012 Ford F-150 Truck

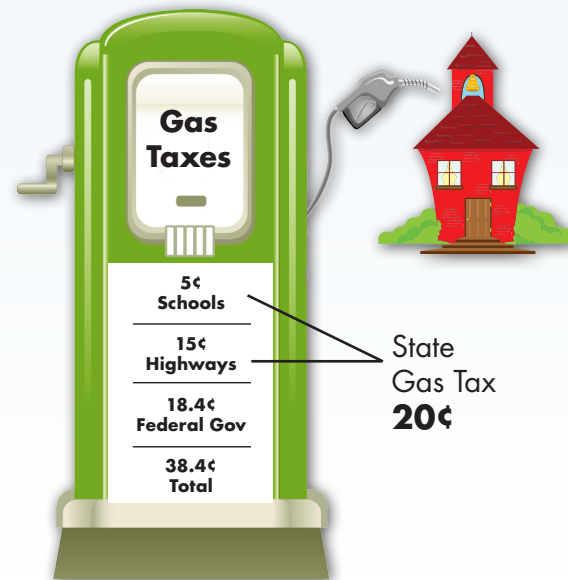
18.5 miles per gallon
1,000 miles driven per month



\$8.51

2012 Nissan Altima Sedan

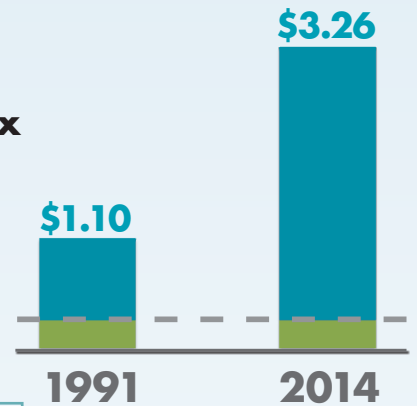
23.5 miles per gallon
1,000 miles driven per month



Did you know?

While **fuel costs have tripled**, the **gas tax** — the primary way we pay for our roads — **has stayed the same** since 1991.

Gallon of Gas
Gas Tax Portion

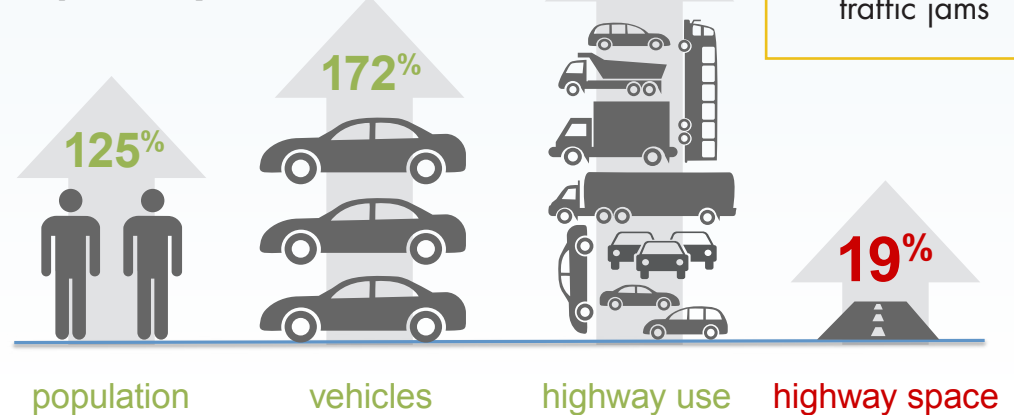


Because of **inflation**, we have less and less money available to pay for roads and bridges.

What is the problem?

The **demand for roadway space** has grown much faster than the **supply** of that space. **It's that simple.**

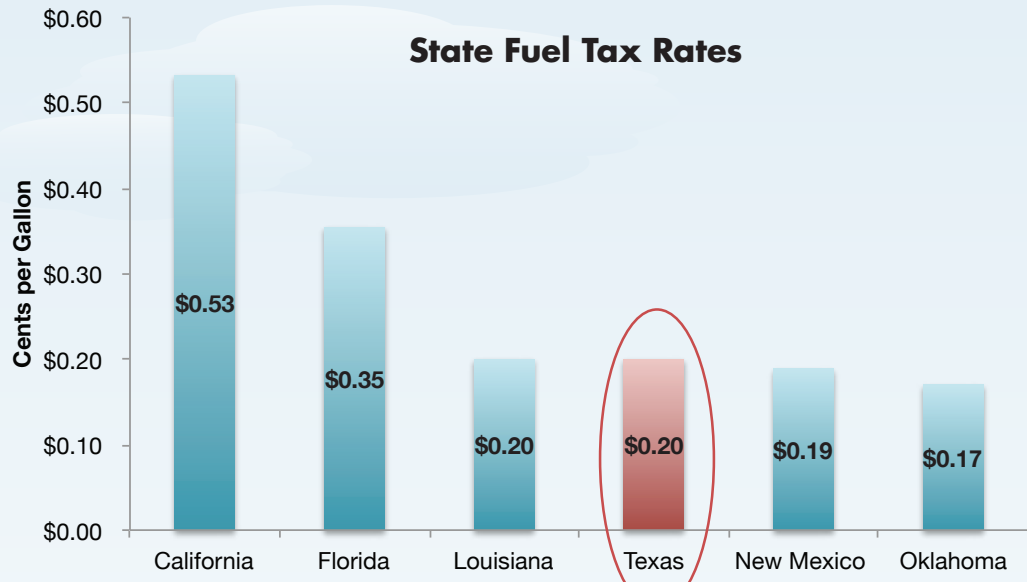
In the past 40 years



The average **Texan** loses nearly **\$1,000** and **44 hours** every year due to traffic jams

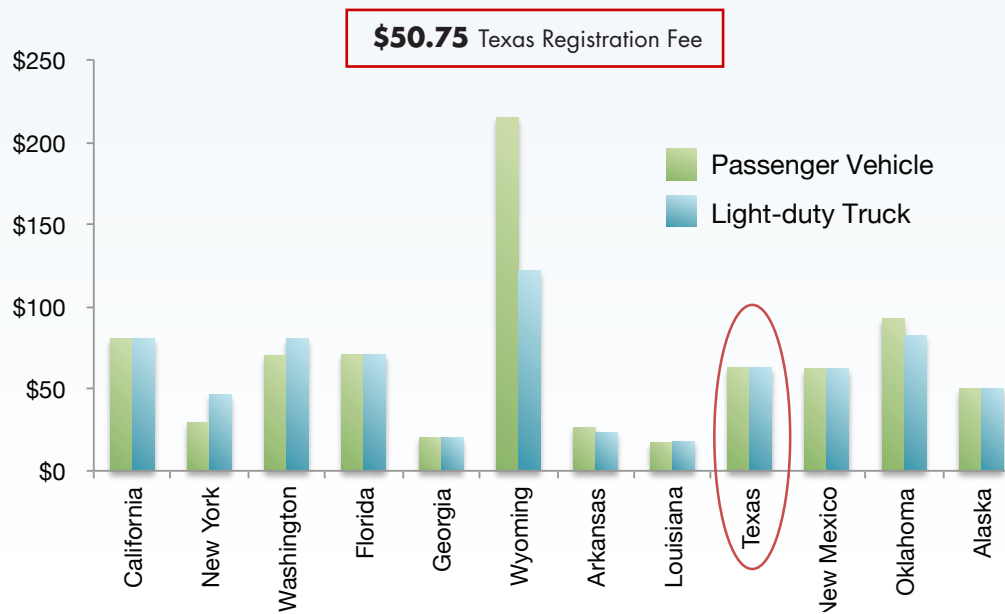


How does Texas compare to other states?



Source: American Petroleum Institute, State Motor Fuel Taxes, October, 2013

State Vehicle Registration Rates



Where does the state get funding for roads?

Sources of State Highway Fund Revenue

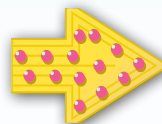
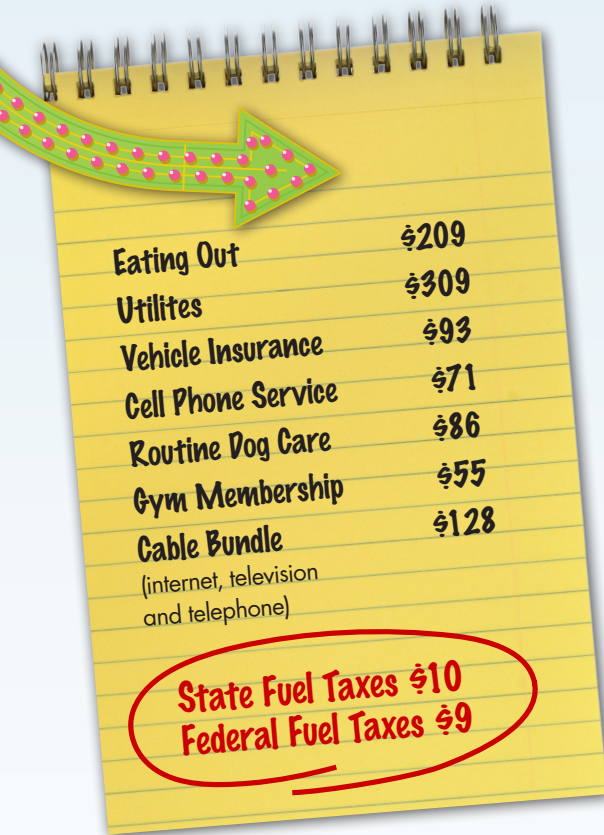
Estimate for 2014

Motor Fuel Lubricants Tax	\$43,275,000
Motor Vehicle Certificates of Title Fees	\$29,385,000
Motor Vehicle Registration Fees	\$1,390,378,000
Special Vehicle Permit Fees	\$105,927,000
Sale of Publications/Advertising	\$6,570,000
Supplies/Equipment/Services—Federal/Other	\$160,000,000
Interest on State Deposits/Investments, General Non Program	\$10,000,000
Motor Fuel Taxes	\$2,372,742,000*
Other Revenue	\$96,707,000
Federal Sources	\$4,310,198,000
TOTAL	\$8,525,182,000*

Source: Texas Comptroller of Public Accounts, Biennial Revenue Estimate, 2014 - 2015
*Amount adjusted due to action by the 83rd Legislature, Regular Session

How does the gas tax compare to other monthly expenses?

Source: Consumer Expenditure Survey, U.S. Bureau of Labor Statistics, September, 2013



What does it cost to build?



Freeway Interchange
\$325 million



Overpass
\$6.8 million per lane mile



Freeway Widening
\$7.2 million per lane mile



COMMUNITY SURVEY

Your feedback is critical to the success of the Oak Hill Parkway Project. Please complete this short survey, so we can learn what is important to you as mobility improvements in the area are considered.

The alternatives being advanced for further study include the following:

Build Alternative A

- Conventional controlled-access highway with frontage roads
- Takes the US 290 mainlanes under SH 71 and includes connection ramps to the Y
- Westbound US 290 mainlanes would be north of Williamson Creek over the frontage roads
- Direct connections at the Y as well as an intersection for the frontage roads at the Y

Build Alternative C:

- Conventional controlled-access highway with frontage roads
- Takes the US 290 mainlanes over SH 71
- Both west and eastbound US 290 mainlanes would be north of Williamson Creek and the frontage roads would be along the existing highway
- Direct connections at the Y as well as an intersection for the frontage roads at the Y

No Build (Do Nothing) Alternative

- Proposed improvements would not be constructed; assumes all other projects in the CAMPO Plan would be constructed. It also includes the interim intersection improvements currently being constructed by the City of Austin and TxDOT.

What do you like about Alternative A?	What do you like about Alternative C?

What suggestions do you have for improving Alternative A?	What suggestions do you have for improving Alternative C?

Please list any comments or questions you may have about the alternatives.

Please review the Open House exhibit board regarding the considerations for determining which alternative is preferred (titled: "Phase 3 – Schematic & Environmental Process"). Then let us know how much you agree or disagree with the following statement (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
After reviewing the information provided at this Open House, I understand the process that will be used to determine which alternatives are preferred.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please review the Open House exhibit boards regarding the Oak Hill Parkway process (titled: "How do we decide if a road gets constructed?"). Then let us know how much you agree or disagree with the following statement (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
After reviewing the information provided at this Open House, I understand the process and what my role in the process is.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please indicate how aware you were of the following facts (Select one answer per question/statement):

	Very Aware	Somewhat Aware	Unaware
State law dictates that the same number of taxpayer-funded, non-tolled travel lanes that are available today remain so in the future if tolling is selected as a project's funding mechanism.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The gas tax, which is the primary way we pay for roads, has stayed the same since 1991.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is a local transportation agency called the Central Texas Regional Mobility Authority.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Central Texas Regional Mobility Authority is a local agency, with a Board appointed by Travis and Williamson counties and the Governor.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In November 2014, Texas voters approved a constitutional amendment to provide billions more in reliable transportation funding, colloquially known as Proposition or Prop 1. The funds can only be used for the construction, maintenance, rehabilitation, and acquiring right-of-way for public roads, but may not be used for toll roads.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For fiscal year 2015, Prop 1 will provide an estimated \$1.7 billion for TxDOT's use. Of that amount, the TxDOT Austin District, which is comprised of 11 counties including Bastrop, Blanco, Burnet, Caldwell, Gillespie, Hays, Lee, Llano, Mason, Travis and Williamson, expects to receive approximately \$120 million in funds. The rest of the money is going elsewhere in the state.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Both Build Alternatives A and C focus on saving large trees throughout the corridor.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
As a direct result of public comment, the project is being extended west through Circle Drive/South View Road.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The highest proposed bridge structure in the project will not be higher than the roof of the Austin Pizza Garden on US 290 near Patton Ranch Road.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Knowing that gas taxes haven't increased in over 20 years, how would you prefer that improvements in this corridor be funded? (Select one):

- Raise my property taxes
 Charge tolls to those who use the new toll lanes
 Wait until the legislature provides new options for funding transportation improvements
 Prefer not to build anything

Where do you live? (Select one)

- | | | |
|---|---|---|
| <input type="checkbox"/> Oak Hill Area | <input type="checkbox"/> West Austin | <input type="checkbox"/> West Travis County |
| <input type="checkbox"/> Southwest Austin | <input type="checkbox"/> South Austin | <input type="checkbox"/> South Central Austin |
| <input type="checkbox"/> Hays County | <input type="checkbox"/> Dripping Springs | <input type="checkbox"/> Wimberley |
| <input type="checkbox"/> Buda | <input type="checkbox"/> Kyle | <input type="checkbox"/> Westlake |
| <input type="checkbox"/> Central Austin | <input type="checkbox"/> East Austin | <input type="checkbox"/> North Austin |
| <input type="checkbox"/> Other | | |

If "Other," please specify: _____

Where do you work? (Select one)

- | | | |
|---|---|---|
| <input type="checkbox"/> Oak Hill Area | <input type="checkbox"/> West Austin | <input type="checkbox"/> West Travis County |
| <input type="checkbox"/> Southwest Austin | <input type="checkbox"/> South Austin | <input type="checkbox"/> South Central Austin |
| <input type="checkbox"/> Hays County | <input type="checkbox"/> Dripping Springs | <input type="checkbox"/> Wimberley |
| <input type="checkbox"/> Buda | <input type="checkbox"/> Kyle | <input type="checkbox"/> Westlake |
| <input type="checkbox"/> Central Austin | <input type="checkbox"/> East Austin | <input type="checkbox"/> North Austin |
| <input type="checkbox"/> Other | | |

If "Other," please specify: _____

How did you hear about this Open House? (Select all that apply)

- Newspaper: _____
- Email from the Oak Hill Parkway Study Team
- Oak Hill Parkway Environmental Study Website
- TxDOT.gov Hearings and Meetings Website
- Twitter
- Roadway signage
- Friend/Neighbor/Relative/Co-worker
- Just passing by
- Neighborhood or Organization: _____
- Other: _____

If you would like to receive future updates on the Oak Hill Parkway Project, please provide your information below:

Name _____

Mailing Address _____

Email Address _____

Phone Number _____



**COMMENT
FORM**

**OAK HILL PARKWAY
PUBLIC OPEN HOUSE MEETING**
Jan. 20, 2015
Covington Middle School Cafeteria
3700 Convict Hill Rd.
Austin, Texas 78749
US 290/SH 71 West
From MoPac (State Loop 1) to RM 1826

Name (please print): _____

Comment: _____

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. Comments received by website (www.oakhillparkway.com), mail or fax must be received by **Friday, Jan. 30, 2015**.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

