

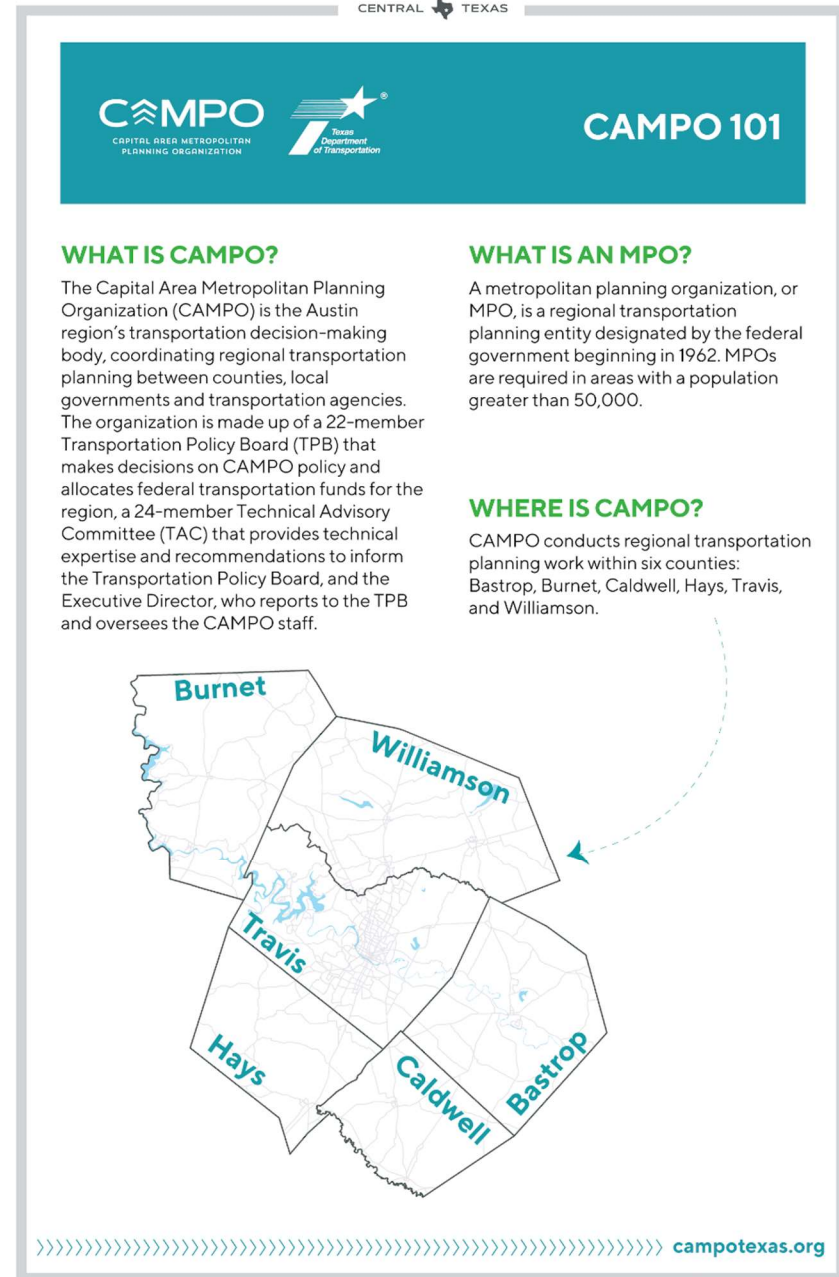
CAMPO 101

The Capital Area Metropolitan Planning Organization, or CAMPO, is the Capital area's long-range transportation planning body. CAMPO covers Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. CAMPO's Transportation Policy Board is made up of 22-members representing cities, counties, and transportation agencies in the six-county area. This Board sets a policy for guiding CAMPO's planning efforts and allocates the federal transportation funds for the region.

An MPO is a regional transportation planning entity designated by the federal government. MPOs were introduced by the Federal-Aid Highway Act of 1962, which requires the formation of an MPO for any urbanized area with a population greater than 50,000.

CAMPO is responsible for creating two regional planning documents-- one long-range and one short-range: the Regional Transportation Plan, or RTP, is a 20+ year plan, and is adopted every five years. The Transportation Improvement Program, TIP, covers four years of projects and is adopted every two years.

CENTRAL TEXAS



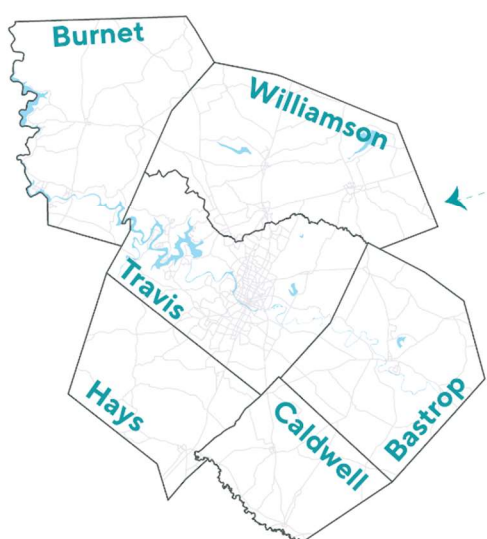
The infographic features a teal header with the CAMPO logo (Capital Area Metropolitan Planning Organization) and the Texas Department of Transportation logo. The title 'CAMPO 101' is in white on the right. Below the header are two columns of text with green section headers: 'WHAT IS CAMPO?' and 'WHAT IS AN MPO?'. The 'WHAT IS CAMPO?' section describes the organization's role in the Austin region, its 22-member Transportation Policy Board, and its 24-member Technical Advisory Committee. The 'WHAT IS AN MPO?' section defines a Metropolitan Planning Organization and its federal designation since 1962. To the right of these sections is a third section, 'WHERE IS CAMPO?', which lists the six counties: Burnet, Williamson, Travis, Hays, Caldwell, and Bastrop. Below the text is a map of these six counties, with a dashed arrow pointing from the 'WHERE IS CAMPO?' section to the map. At the bottom of the infographic is a decorative line of chevrons and the website address 'campotexas.org'.

CAMPO 101

WHAT IS CAMPO?
The Capital Area Metropolitan Planning Organization (CAMPO) is the Austin region's transportation decision-making body, coordinating regional transportation planning between counties, local governments and transportation agencies. The organization is made up of a 22-member Transportation Policy Board (TPB) that makes decisions on CAMPO policy and allocates federal transportation funds for the region, a 24-member Technical Advisory Committee (TAC) that provides technical expertise and recommendations to inform the Transportation Policy Board, and the Executive Director, who reports to the TPB and oversees the CAMPO staff.

WHAT IS AN MPO?
A metropolitan planning organization, or MPO, is a regional transportation planning entity designated by the federal government beginning in 1962. MPOs are required in areas with a population greater than 50,000.

WHERE IS CAMPO?
CAMPO conducts regional transportation planning work within six counties: Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson.




campotexas.org

CAMPO Project Readiness Program: A CAMPO/TxDOT Partnership


CAMPO and the Texas Department of Transportation (TxDOT) are working together to plan and design improvements to multimodal corridors throughout the six-county CAMPO region to advance recommendations for inclusion in CAMPO’s long-range plan and for future funding consideration.

These corridors have been identified because they connect significant and growing activity centers throughout the region, experience higher-than-average crash rates on the roadway or at intersections, are part of the freight network, and complement existing studies and projects throughout the region.

CENTRAL TEXAS



CAMPO
CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION



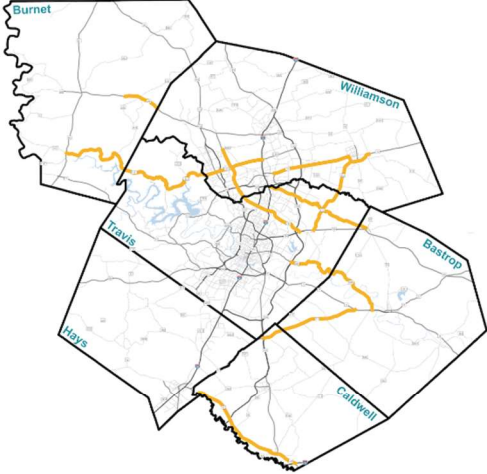
Texas
Department
of Transportation

**CAMPO PROJECT
READINESS PROGRAM:
A CAMPO/TXDOT PARTNERSHIP**


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These corridors have been identified because they:

- › Connect significant and growing activity centers throughout the region
 - › Are a part of the freight network
- › Experience higher-than-average crash rates on the roadway or at intersections
 - › Complement existing studies and projects throughout the region



| CORRIDOR | COUNTY |
|----------------------------------------------------------|--------------------------|
| FM 973 from US 290 to FM 1160 | Travis/Williamson |
| FM 734 (Parmer Lane) from RM 1431 to SL 1 (Mopac) | Travis/Williamson |
| FM 969 from SH 130 to SH 21 | Bastrop/Travis |
| SH 29 from CR 258 to Southwest Bypass | Burnet |
| SH 21 from SH 130 to SH 71 | Bastrop/Caldwell |
| US 79 from SH 130 to FM 619 | Williamson |
| SH 80 from FM 110 to IH 10 | Caldwell/Hays |
| RM 1431 from IH 35 to US 281 | Burnet/Travis/Williamson |
| FM 1100 from Greenlawn to SH 95 | Travis/Bastrop |
| US 79 from FM 1460 to SH 130 | Williamson |

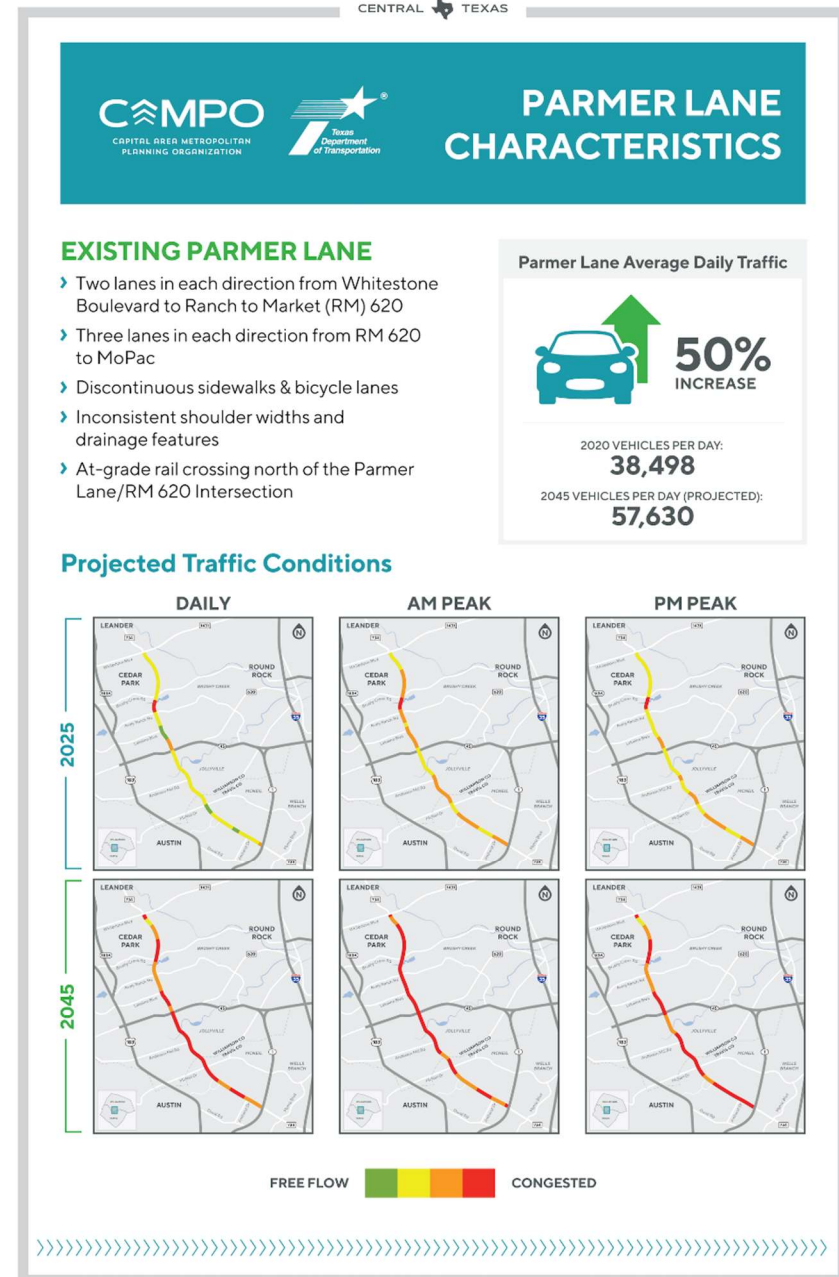


Parmer Lane Characteristics

Parmer Lane is currently two lanes in each direction from Whitestone Boulevard to Ranch to Market (RM) 620, and three lanes in each direction from RM 620 to MoPac. The road has discontinuous sidewalks and bicycle lanes, inconsistent shoulder widths and drainage, and an at-grade rail crossing north of the Parmer Lane and RM 620 intersection.

In 2020 there was an average of over 38,000 vehicles traveling on this segment of Parmer Lane each day. Traffic volumes are anticipated to increase by 50 percent over the next 25 years resulting in over 57,000 vehicles each day.

The maps on this exhibit show projected traffic volumes on Parmer Lane in 2025 and in 2045. In the maps, projected daily, morning peak, and afternoon peak traffic volumes are represented by color, with green representing free-flowing traffic and red representing the highest amount of traffic congestion.



Parmer Lane Characteristics

The two images on this exhibit provide a bird's-eye view of the north segment of Parmer Lane from Whitestone Boulevard to RM 620 which consists of 4 lanes total, two lanes in each direction. The south segment of Parmer Lane from RM 620 to MoPac consists of 6 lanes total, three lanes in each direction.

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**PARMER LANE
CHARACTERISTICS**

NORTH SEGMENT



SOUTH SEGMENT



Process & Timeline

The project team is currently analyzing traffic and safety information and identifying environmental features and constraints in the study area. This information will be used, along with input from the public, to develop potential improvements to Parmer Lane and shared for public input in an open house tentatively planned for spring 2024. The potential improvements will be further evaluated and refined, and the study will conclude with recommended improvements to be further developed.

Future project development phases to advance recommendations from this study is a multi-year process that will require additional funding. Future phases will include gathering additional community input and may also include performing detailed environmental studies, detailed design, right of way acquisition and utility coordination, and construction.

Feedback from the public is highly valued and will help guide potential recommendations for the corridor. The study will include multiple opportunities for the community to be involved and provide input, including open houses and meetings with community members.



