

## SH 45 SW and Southwest Travis County Transportation History/Timeline

August 28, 2012

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1. **1984 Travis County Bond (Brodie Lane extension to FM 1626)**- Voters approved bond funds to extend Brodie Lane from Frate Barker to FM 1626 as a 2-lane arterial in 1984. Ninety feet of right-of-way was purchased for a MAD 4, but only two lanes were constructed in 1995. Traffic from developments in northern Hays County use FM 1626 to access Brodie Lane, Manchaca Road and South First Street to connect to Loop 1 South, US 290 West and downtown Austin. Developments along Brodie Lane including the Shady Hollow Homeowners have long sought to alleviate congestion and truck traffic using Brodie Lane by posting no-through truck signs and reducing the future cross section of Brodie Lane to a 2-lane minor arterial in CAMPO's long-range transportation plan.  
  
**Current Status:** Most of the section of Brodie Lane from Frate Barker Road to FM 1626 has been annexed by the City of Austin.
2. **Minute Order 83158, passed May 22, 1985**—SH 45 Outer Parkway designated by Texas Transportation Commission.
3. **Commissioners Court Resolution, passed July 3, 1985**—SH 45 Outer Parkway TTC minute order provisions accepted by Travis County Commissioners
4. **ATS Austin Metropolitan Area Transportation Plan, adopted December 1986**—SH 45 Outer Parkway included in Austin Transportation Study's Regional Plan. The 1986 Plan called for an outer Parkway (SH 45) that included a section from US 183 South in south east Travis County to RM 620. Planned section from IH 35 to Loop1 was for a 6-lane parkway. Section from Loop1 to US 290 West was planned as 4-lane parkway.
5. **Minute Order 85977, passed June 30 1987**—SH 45 Outer Parkway amended TTC minute order to include county responsibility for ROW, utility relocation, and clearing of obstructions
6. **Commissioners Court Proclamation, passed October 14, 1987**—request for Texas Turnpike Authority to undertake SH 45 Outer Parkway project
7. **Final Environmental Impact Statement, August 1989.**
8. **Consent Decree and Partial Final Judgment, January 23, 1990**—United States District Court for the Western District of Texas in settlement and compromise of disputed claims between TXDOT and Save Barton Creek Association and Barton Springs-Edwards Aquifer Conservation District.
9. **Decision by Court March 9, 1990**—Allows for 2-lane road from Loop 1 to FM 1626. Set access points along SH 45SW at Green Emerald Terrace, Frate Barker Road and Bliss Spillar Road.

- 10. Shady Hollow Area Traffic Study, September 1994-** A comprehensive Traffic Study was completed by Travis County and the City of Austin to address concerns about traffic circulation in the Shady Hollow area and neighborhoods along Brodie Lane. The purpose of the plan provided numerous proposed alternatives and identified steps to complete the selected alternative. “Alternative G” was the recommended alternative which included making connections from Brodie Lane to SH 45 SW at Green Emerald Terrace, Frate Barker Road and Bliss Spillar Road.

**Current Status:** All connections from Shady Hollow to SH 45 SW except for the Bliss Spillar Road connection have been blocked by City of Austin water quality land acquisitions. Within the unincorporated area, Travis County has fulfilled its role in the implementation of a comprehensive roadway system for the area by purchasing the right-of-way for TXDoT’s widening of FM 2304 (Manchaca Road) in 1996 from Shiloh Drive to Slaughter Lane and in 1996-98 from Slaughter Lane to FM 1626.

In 1998-2001, Travis County purchased the right-of-way for TXDoT’s construction of SH 45 SW between FM 1626 and Loop 1 (MoPac).

In 1999, Travis County received CAMPO approval for Federal funding to design the extension of Frate Barker Road from Brodie Lane to SH 45 SW, but canceled the project in 2002 and removed it from the CAMPO long range transportation plan at the request of the Austin City Council.

The only remaining connection along SH 45SW to Brodie Lane is at Bliss Spillar Road which is already near the connection to FM 1626. All other connections, Frate Barker Road, Green Emerald Terrace, Wyldwood/Kellywood are no longer able to connect to Loop 1 or SH 45 SW to provide relief for Brodie Lane traffic.

- 11. Travis County extends Brodie Lane from Frate Barker Road to FM 1626 as a 2-lane arterial. 1995.** Arterial was constructed for 2-lanes in the context of a much wider vision of the regional circulation of traffic in a rapidly expanding area. The extension was planned with the expectation that other arterial and highways in southwest Travis County would be constructed by State and local governments. These included the connection of Loop 1 South with SH 45 SW from FM 1626 (and ultimately IH 35), the widening of FM 2304 (Manchaca Road), and the extensions of Frate Barker Road, Green Emerald Terrace, and Bliss Spillar Road to SH 45 SW.
- 12. \$3.3 million County Road Bonds, approved by voters in November 1997** to purchase SH 45 Right of Way for Loop1 to FM 1626, Segment 3.
- 13. TXDOT ROW Maps, provided to Travis County, Spring 1998.**

- 14. \$12,250,000 SH 45 South construction funds approved by Texas Transportation Commission, November 1999**—Project scoped for 2-lane roadway, accommodating bicycles on shoulders (funding to be available FY 2002; projected completion of construction 24-30 months).

**Current Status:** CAMPO is currently holding Public meetings on the current Transportation Improvement Program (TIP) 2008-2011. In the last year, TXDoT has not realized forecasted levels of revenue to fund many of its long-range plan projects and has had to reduce scopes, delay projects and find other funding sources. Since the TIP must be financially constrained, TXDoT is using the SH 45 SW project to reduce its funding obligation during the 2008-2011 timeframe. TXDoT has requested that SH 45 SW be amended to remove construction funding to a future TIP leaving environmental work, right-of-way acquisition and design funds in the current TIP. TXDoT explained that SH 45SW was a candidate project to remove construction funds from this TIP because additional environmental work will take 12- 18 months, additional right-of-way acquisition is needed and concerns from FHWA that SH 45SW will have a 6-lane facility connecting to a 2-lane arterial (FM 1626). Currently, Hays County is working to construct FM 1626 to a 4-lane divided arterial to Brodie Lane funded through a Pass-Through Finance Agreement with TXDoT. No funds exist in the current TIP to upgrade FM 1626 in Travis County to a 4-lane arterial from Bliss Spillar Road to IH 35.
- 15. Deletion of Frate Barker Road extension from CAMPO Long Range Transportation Plan, 2001.** In 1999, Travis County received CAMPO approval for Federal funding to design the extension of Frate Barker Road from Brodie Lane to SH 45 SW. In the Fall of 2001, Travis County planned to seek construction funds for the segment by including it as a separate proposition in the Travis County November 2001 bond election. Requests to remove the project from the bond election by the City of Austin and City acquisitions of water quality lands in the alignment of the arterial, caused the County to remove the project from the proposed project list. Travis County canceled the design of the project in 2002 and removed it from the CAMPO long range transportation plan at the request of the Austin City Council.
- 16. Travis County completes SH 45 ROW purchase, April 2003.** Travis County has transferred purchased right-of-way parcels to the State of Texas.
- 17. CAMPO amendment, approved July 2004**—SH 45 scope changed to be a multi-lane toll road with two free lanes. In response to the growing region and lack of major highway improvements in decades, TXDoT made a shift from tax funded roadways to a user-fee based funding to help speed up the delivery of projects in the long-range plan. In 2000, the CAMPO Transportation Policy Board adopted the Phase 1 Toll Road System. This includes: 183-A, SH 130, SH 45N, SH 45 SE. In 2004, the CAMPO Transportation Policy Board adopted the

**SH 45 SW and Southwest Travis County Transportation History/Timeline**  
August 28, 2012

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Phase Two toll roads including US 290 East, US Hwy 183 S, SH 71 East, US 290 W and SH 71 W and SH 45 SW and Loop 360.

- 18. Travis County Commissioners Court considers actions to address traffic issues on Brodie Lane April-July, 2006** In response to neighborhood concerns in the Brodie Lane area, Commissioner Daugherty suggested that if 75% of the residents would agree to the closure of Brodie Lane from FM 1626 to Frate Barker Road that he would put it before the Commissioners Court. On July 25, 2006 the Commissioners Court considered the following actions:
- A. Close Brodie Lane to all traffic immediately north of FM 1626;
  - B. Revise traffic signal timing for Brodie Lane at Capistrano and for Brodie Lane at Green Emerald Forest;
  - C. Construct a sidewalk along the west side of Brodie Lane from El Dorado Street to Green Emerald;
  - D. Relocate the school crossing zone on Brodie Lane to the signalized intersection at Green Emerald;
  - E. Use existing flashing assembly poles to mount radar-activated speed limit display signs;
  - F. Install new traffic signal on Brodie Lane at Frate Barker Road;
  - G. Encourage the Texas Department of Transportation and/or the Central Texas Regional Mobility Authority to expedite the environmental clearance and initiate the construction of at least two lanes of SH 45 SW from Loop 1 to FM 1626;
  - H. Continue to meet with representatives of TxDOT, Hays County, the neighborhood groups, and environmental community to mediate a plan and schedule for the completion of SH 45 SW;
  - I. Purchase right of way necessary for TxDOT to improve the intersection of FM 1626 and FM 2304, and at FM 2304 at Frate Barker Road;
  - J. Seek Federal/State funding authorization to upgrade FM 2304 from Slaughter Creek to FM 1626 and FM 1626 from the Hays County line to FM 2304; and
  - K. Execute Advanced Funding Agreement with TxDOT for FY '08 STP-4C Funds to improve Frate Barker Road from FM 2304 to Brodie Lane.

The Court did not take action to close Brodie Lane and requested that Travis County work to expedite improvements to SH 45 SW, FM 2304, Frate Barker Road, and FM 1626.

- 19. Frate Barker Road Improvements 2007 and 2008-** Travis County has received Federal grant funds (STP-4C) to upgrade Frate Barker Road to a 4-lane arterial due to increased traffic and numerous accidents at intersections with Manchaca Road and Brodie Lane. Funding received in 2007 was to provide for a 2-lane divided roadway. After increases in traffic and continued accidents, staff sought

**SH 45 SW and Southwest Travis County Transportation History/Timeline**  
August 28, 2012

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and received additional funds from CAMPO to upgrade the road to a 4-lane arterial.

2007 Frate Barker from Brodie Lane to Manchaca Road  
(\$7,200,000 fed; \$ 1,800,000 match)

2008 Frate Barker from Brodie Lane to Manchaca Road  
(\$2,000,000 fed; \$500,000 match)

**20. Pass Through Financing Agreements 2007-** Hays County has entered into a Pass-Through Financing Agreement with TXDoT to fund improvements to FM 1626 (upgrade to 4-lane divided arterial). Travis County submitted an application for Pass-Through Financing funding for improvements to FM 1626 from Bliss Spillar Road to IH 35 which include improvements to Manchaca Road (FM 2304). The application was rejected by TXDoT in 2007 because the program had committed its funding to other projects.

**21. Status of SH 45 SW on January, 2009:**

**TXDOT is revisiting environmental assessment and working with Barton Springs Edwards Aquifer District**—TXDoT states that it is looking at “cumulative impacts” of current project and with the BSEAD on changes in design related to the change to a toll facility. At the time TXDoT estimated that it would take up to 18 months to complete this process. A schematic was produced by TXDoT in 2007 showing proposed alignment.

**Current TIP Amendment Public Meetings, Public Hearing- February 9, 2009, Policy Board approval will be scheduled for future meeting.**  
CAMPO holds Public meetings on the Transportation Improvement Program (TIP) 2008-2011. TXDoT has not realized forecasted levels of revenue to fund many of its long-range plan projects and has had to reduce scopes, delay projects and find other funding sources. Since the TIP must be financially constrained, TXDoT used the SH 45 SW project to reduce its funding obligation during the 2008-2011 timeframe. TXDoT requested that SH 45 SW be amended to remove construction funding to a future TIP leaving environmental work, right-of-way acquisition and design funds in the current TIP. Public Meetings were underway and a Public Hearing was scheduled before the CAMPO Policy Board on February 9, 2009. Future approval by the Board was not scheduled at that time.

**Update provided by TXDoT January 23, 2009:** Originally, TXDoT planned to begin construction on SH 45 SW in 2009, but budget issues in 2008 have brought proposed construction to a halt.

**SH 45 SW and Southwest Travis County Transportation History/Timeline**  
August 28, 2012

---

TXDoT completed the design process for Toll 45 SW and was working on a biological evaluation, just one piece of the overall environmental assessment, which will ultimately be submitted to TXDoT's environmental division for approval by August 2010.

IF FUNDING IS AVAILABLE, Construction of Toll 45 SW could be put up for bid in December 2010, with construction beginning in spring 2011.

SH 45 SW- The 3.6-mile facility will be a six-lane divided roadway, with the two innermost lanes on each side reserved as tolled express lanes. The outer lanes would not be tolled, but would not travel as quickly and will be separated by a concrete barrier. There will be no connecting streets or stoplights, but there will be one exit at Bliss Spillar Road. The project will cost an estimated \$76 million.

- 24. SH 45 SW construction funding removed from FY 2008-2011 TIP by CAMPO Transportation Policy Board- March 9, 2009**
- 25. SH 45 SW Committee (CAMPO Subcommittee) April - June 2009-** SH 45 SW Committee was created and charged with becoming “informed on the status of the SH 45 SW project and evaluate practical options, if any, to move SH 45 SW more quickly to construction.” More specifically, the Committee was created to consider how this proposed roadway, which will connect Loop 1 and FM 1626, could be environmentally cleared, designed and moved to construction as quickly as possible.

The Committee met on April 16th and 27th, May 4th, 11th, 18th and 22nd, and June 1st. The Committee sought input from and was presented with information from the public, environmental advocacy groups, and staff from the Capital Area Metropolitan Planning Organization (CAMPO), Texas Department of Transportation (TxDOT), Central Texas Regional Mobility Authority (CTRMA) and Travis County on the history, need, possible financing, and other considerations regarding the SH 45 SW project.

Priority options were developed and presented to the CAMPO Policy Board in the order the Committee believes they should be pursued.

Priority Option #1: Develop SH 45 SW as a four lane, non-tolled highway.

Priority Option #2: Develop SH 45 SW as a four lane, tolled highway (stand alone financing).

Priority Option #3: Develop SH 45 SW as a four lane, tolled highway (system financing).



Priority Option #4: Develop SH 45 SW as a two lane, non-tolled highway.

**26. Travis County Commissioners Court Resolution in response to TXDoT's Public Hearing on FM 1626 (FM 967 to Brodie Lane) Pass Through Financing Project- December 15, 2009**

Travis County Commissioners Court unanimously approved a resolution that:

- 1) Opposes any design and improvement to FM 1626 that would increase traffic on Brodie Lane; and,
- 2) Opposes the widening of FM 1626 TxDoT widens FM 1626 to four lanes to FM 2304 (Manchaca Road), widens FM 2304 to four lanes from FM 1626 to Ravenscroft Drive, and restricts traffic movements turning onto Brodie Lane from FM 1626; and,
- 3) Requests TxDot thoroughly evaluate and mitigate any adverse impacts the Project will have upon the residents in the vicinity of Brodie Lane; and,
- 4) Demands the use of environmental best management practices to construct the Project; and,
- 5) Requests TxDot, to immediately proceed with completing construction documents and all regulatory permitting for SH 45 SW and the widening of FM 1626 from Brodie Lane to FM 2304 and the widening of FM 2304 from FM 1626 to Ravenscroft Drive, and to pursue any appropriate funding opportunity that will complete these improvements without delay.

**27. Travis County Commissioners Court approves Pass Through Financing Funding Application (FM 1626, FM 2304, FM 973) March 30, 2010 -** Travis County Commissioners Court approves submittal of FM 1626 (Brodie Lane to Manchaca Road), FM 2304 (RM 1626 to Ravenscroft Drive) and FM 973 (Future Braker Lane to US 290 E) for potential pass through financing funding through TXDoT. Application submittal date to TXDoT : May 11, 2010.

**28. On, May 11, 2010, Travis County Commissioners Court approves resolution withdrawing its support of SH 45 SW and directing its representatives [to CAMPO] to pursue removal of SH 45 SW from the list of projects in the CAMPO Transportation Improvement Plan and the CAMPO 2035 Plan.**

**29. CAMPO 2035 Regional Transportation Plan adopted by CAMPO Transportation Policy Board on May 24, 2010.** Plan includes SH 45 SW segments (Loop 1 – FM 1626) for design and construction and (FM 1626 – IH 35) for design only.

## SH 45 SW and Southwest Travis County Transportation History/Timeline

August 28, 2012

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30. **TXDoT approves negotiating a Minute Order with Travis County for the FM 1626 Pass Through Financing project, April 2011.** Limits of project extend the Hays County FM 1626 Pass Through Project to Manchaca Road (FM 2304). Project is currently being negotiated with TXDoT.
31. **COA's "Transportation and Environmental Challenges Associated with Proposed SH 45 SW" details problems with road as envisioned, August 2011.**
32. **Preliminary plan for Estancia subdivision accommodates a portion of SH 45 SW alignment from Old San Antonio Road to Onion Creek, June 28, 2011.**  
The motion was not recognized by the Court as an endorsement of SH 45 SW.
33. **On September 27, 2011, Hays County Commissioners Court votes unanimously to authorize Hays County Judge Bert Cobb, M.D., to negotiate an inter-local agreement with Travis County to:**
  - Request that the Texas Department of Transportation (TxDOT) remove State Highway (SH) 45 between Loop 1 and Farm-to-Market Road (FM) 1626 from the State Highway System and transfer the right-of-way, which was previously purchased with local money, back to Travis and Hays counties; and
  - Outline a process for the counties to develop and construct a two- to three-lane county road, approximately three miles in length, between Loop 1 and FM 1626 near the north Hays County line.

In addition to the court's direction to negotiate an agreement with Travis County, commissioners also pledged up to \$5 million to the project's construction.
34. The Imagine Austin Citizen's Task Force votes to recommend a draft plan to the City of Austin Planning Commission which does not include SH 45SW, February 21, 2012.
35. The City of Austin Planning Commission votes unanimously to recommend to Austin City Council a draft of the Imagine Austin Plan which does not include SH 45 SW, April 11, 2012.
36. **June 15, 2012, City of Austin adopts its comprehensive plan, Imagine Austin. City council unanimously adopted plan without SH 45 SW (IH 35 to Loop 1).**
37. **BCCP Coordinating Committee letter to TxDOT requesting inclusion for the NEPA process, June 15, 2012.**



**SH 45 SW and Southwest Travis County Transportation History/Timeline**  
August 28, 2012

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- 35. August 10, 2012, City of Austin submits plan amendment request to CAMPO to remove SH 45 SW (IH 35 to Loop1) from the CAMPO 2035 Regional Transportation Plan.**