

Text of Resolution 6, July 13, 2004, in the [CAMPO 2030 plan](#) that was adopted June 6, 2005.



RESOLUTION 6 - Loop 1 – South

WHEREAS, the Loop 1 corridor is approved in the CAMPO 2025 Transportation Plan as a multimodal corridor to include commuter rail and express lanes in conjunction with the relocation of the Union Pacific Railroad; and,

WHEREAS, the Central Texas transportation agencies, working with TxDOT, have initiated efforts to relocate the Union Pacific Railroad, develop commuter rail, and construct express toll lanes in the Loop 1 corridor; and,

WHEREAS, the Loop 1 corridor and the related improvements are unique in Texas and offer an opportunity to utilize multiple sources of capital and future revenues to construct and operate the corridor improvements; and,

WHEREAS, the CTRMA and TxDOT have proposed to toll the Loop 1 improvements at William Cannon Dr. as the first phase of a Loop 1 express toll road program.

NOW, THEREFORE, BE IT RESOLVED, that the CAMPO 2025 Transportation Plan is amended to provide for the tolling of Loop 1 express lanes at William Cannon Dr. subject to TxDOT negotiating an agreement with the CTRMA requiring that all toll revenues collected in the Loop 1 corridor, between SH 45 Southwest and Parmer Lane, only be used in the corridor to retire debt from transportation improvements constructed in the corridor as well as fund the operation and maintenance of both the express toll lanes and commuter rail solely within the corridor; and,

BE IT FURTHER RESOLVED that the dedication of Loop 1 toll revenues to the Loop 1 corridor is in specific recognition of the unique nature of the corridor and its specific location, existing and prospective uses, and potential multi-modal functions.

BE IT FURTHER RESOLVED that the TxDOT/CTRMA agreement specify that eligible improvements for which Loop 1 toll revenues could be expended shall include:

- a. Partial funding of relocation of the Union Pacific Railroad
- b. Construction of sound walls for single-family homes backing up to MoPac Blvd/Loop 1
- c. Commuter rail improvements – including track, signals, stations, and fare equipment
- d. Construction and reconstruction of existing Loop 1 to provide additional capacity, including:
 1. toll express lanes from William Cannon Drive to downtown Austin
 2. toll express lanes from Parmer Lane North to downtown Austin
- e. Construction of improvements to facilitate bus, rail, and automobile access into and out of downtown Austin
- f. In consultation with the City of Austin, retrofit the construction of environmental controls for water quality
- g. Tolloed connections including, but not limited to, Parmer Lane and US 183, that improve system safety and mobility.

BE IT FURTHER RESOLVED that TxDOT and the CTRMA, as part of the early planning and context sensitive design process for Loop 1 improvements between US 183 and downtown Austin, shall initiate a project to analyze existing noise levels, present alternative noise wall designs, and in a test area construct alternative noise wall designs and configurations to analyze the benefits and impacts of possible noise wall installations adjacent to existing residential developments backing up to MoPac Blvd./Loop 1.

BE IT FURTHER RESOLVED that the quality of the non-tolled facilities along South Loop 1 will be maintained or improved.



Handwritten signature of Gonzalo Barrientos in black ink. The signature is stylized and cursive, with the first name 'Gonzalo' and last name 'Barrientos' clearly visible.

Senator Gonzalo Barrientos

July 12, 2004