



Community Impacts Assessment Technical Report Form

[Reset Form](#)

Project Name: 183A Phase III, From Hero Way to 1.1 mile north of SH 29

CSJ Number: 0914-05-192

District(s): Austin

County(ies): Williamson

COMMUNITY PROFILE

Attach a map showing the community study area boundaries as well as the locations of any community facilities in the area (schools, places of worship, health care facilities, recreation centers, social services, libraries, etc).

I. General Information

What is the location of the community that may be impacted?

The communities encompassing the study area are the City of Leander and its ETJ and the City of Liberty Hill and its ETJ in Williamson County, along existing 183A and US 183 from Hero Way in Leander to north of SH 29 in Liberty Hill. Parcels lying within 1,000 feet of the existing and proposed ROW comprise the community study area. Population data were collected for census blocks and block groups intersected by the study area. This study area was considered appropriate since the project constitutes construction of new, tolled main lanes inside the existing non-tolled travel lanes and access to adjacent properties and intersecting arterials would not change as a result of the project.

II. Project Description

Briefly describe the proposed project.

The proposed 6.6-mile project involves extending the existing 11.6-mile 183A Toll Road north from Hero Way to SH 29 (see map in Appendix A). The proposed roadway would have three tolled lanes in each direction. The proposed action would extend the six-lane, controlled access, grade-separated 183A tollway facility from its current terminus north of Hero Way within existing right-of-way to 0.4 mile north of SH 29, with transition to existing US 183 ending 1.1 mile north of SH 29. The 183A facility would be located between the existing 183A frontage roads and existing US 183 general purpose lanes (free lanes). A paved pedestrian/bicycle path would be provided within existing ROW.

III. General Character of the Community

What is the name and general character of the community (scattered rural, planned suburban, urban, mixed use)?

The City of Leander is a growing suburban community and the City of Liberty Hill is a rural/small town transitioning to suburban. Neighborhood subdivisions include: Bryson (east side of 183A in Leander), High Gabriel East and West (both sides of US 183 in Leander, city and ETJ), Summerlyn and Summerlyn South (west side of US 183 in Liberty Hill ETJ), Larkspur, Grayson, and Baker Estates (east of US 183, Liberty Hill ETJ), and Estates at Liberty Hill (mobile home park east of US 183, ETJ). The neighborhoods are single-family residential except for the mobile home park. Area is characterized by scattered roadside commercial uses, mainly in the Liberty Hill city limits and ETJ; three churches located in commercial/light industrial developments; parkland designated but undeveloped by the City of Leander, north side of South Fork San Gabriel River, east side of US 183; and a light industrial area west of US 183 and north of CR 258. See Appendix A, Community Resources Map.

Describe the community facilities (shown on attached map) in the area:



Reset Form

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
Divine Savior Church	Place of worship	Private	No	
Capstone Baptist Church	Place of worship	Private	No	
Operation Liberty Hill	Thrift store, food pantry	Private	Yes, low-income	
Park (unnamed)	Recreational (planned)	Public	No	Currently undeveloped; unofficially known as "South San Gabriel River Park"
New Life Church	Place of worship	Private	No	
Austin Community College - San Gabriel Campus	Higher education	Public	No	
St. David's Emergency Center	Health care facility	Private	No	

IV. Data

1. What data sources were used?

Yes U.S. Census Bureau

Yes American Community Survey (ACS)

No Texas State Data Center

Yes Other

If other, describe:

Site visit

Attach tables or thematic maps detailing race (including Hispanics), language, income, disability, gender, and age data for the affected community study area. Tables and maps may be downloaded from FactFinder and the ACS Summary File. Instructions for navigating Fact Finder and ACS Summary File can be found in the Toolkit. A list of tables to use can be found in the Toolkit. If you prefer to use template tables see the Demographic Table Template in the Toolkit.

2. What is the current DHHS poverty level? \$25,100.00

3. Yes Do any of the census geographies show over a 50% minority population?

Describe:

Block 1081, Tract 201.12, in the Estates at Liberty Hill mobile home park, had a 59.5% minority population, which is primarily Hispanic or Latino (see Appendix D, Tables). Block 3025, Tract 203.01, had a 100% Hispanic or Latino population (3 people in 1 residence approximately 1/2 mile from project location). Block 3107, Tract 203.01, in the Summerlyn neighborhood, had a 58.5% minority population, which was



[Reset Form](#)

primarily Hispanic or Latino and African-American (see Appendix D, Tables).
 Block 1024, Tract 203.02, had a 75% two or more race (White/Native American) population (3 people in 1 residence).
 Block 2010, Tract 2013.14, in the High Gabriel West neighborhood, had a 57.1% Hispanic or Latino population (12 people).
 Census blocks are mapped in Appendix C.

4. No **Do any of the census geographies show a median income below the DHHS poverty level?**

5. Yes **Do any of the census geographies show presence of persons who speak English "less than very well"?**

Describe:

ACS 2013-2017 estimates indicate the following percentages of population speaking English less than "very well":
 Census Tract 201.12, Block Group 1 (east of US 183, north of SH 29): 2.4% (2.4% Spanish-speaking)
 Census Tract 202.02, Block Group 1 (west of US 183, north of SH 29): 3.3% (3.3% Spanish-speaking)
 Census Tract 202.04, Block Group 2 (east of US 183, north of CR 258): 0
 Census Tract 203.01, Block Group 3 (south of SH 29, north of South San Gabriel River): 7.2% (6.2% Spanish, 0.6% Asian & Pacific languages, 0.4% other Indo-European languages)
 Census Tract 203.02, Block Group 1 (east of US 183, south of South San Gabriel River): 9.1% (2.4% Spanish, 4.8% Asian & Pacific languages, 1.9% other Indo-European languages)
 Census Tract 203.14, Block Group 2 (west of US 183, south of South San Gabriel River): 8.4% (8.4% Spanish)
 See Appendix D, Tables. Census block groups are mapped in Appendix B.

V. Site Visit

1. Yes **Was a site visit conducted?**

If yes, attach documentation, notes, and photographs from the field visit.

2. No **Were there any signs observed in languages other than English?**

3. No **Were there places of worship, businesses, or services that target or serve specific minority groups?**

4. No **Were there signs of disabled persons such as ramps on homes or public transportation vehicles or stops specifically designed for disabled persons?**

5. No **Were there signs of other vulnerable populations such as children or elderly (presence of day cares, elementary schools or assisted living facilities)?**

6. Yes **Were there any signs of low-income families or neighborhoods (subsidized housing, homes or cars in need of repair, used goods stores, low-cost health care facilities)?**

Describe:

Operation Liberty Hill, is located at 1401 US 183 (north building), adjacent to the project. It is a nonprofit food pantry and thrift store providing financial assistance to low-income families in the Liberty Hill area. A mobile home park, Estates at Liberty Hill, is located east of the northern project terminus, but is not adjacent to the project ROW.

7. Yes **Are there signs of other modes of transportation?**

Yes **Are there bus or train stops?**



[Reset Form](#)

Describe:

Although there are no bus stops, Capital Metro Express Routes 983, 985 and 987 use the southbound 183A lanes south of San Gabriel Parkway. The Leander MetroRail Station is 1.1 miles from the project via San Gabriel Parkway and US 183.

No **Are there marked bike lanes or bicycle lane signage?**

Yes **Did you observe cyclists in the area?**

Describe:

Two cyclists were observed using paved roadway shoulders over a two-hour period.

No **Are there sidewalks?**

No **Did you observe "goat paths" or dirt pathways adjacent to the project area?**

8. No **Is there any additional information about this community that will be helpful?**

9. Yes **Is public involvement planned for this project?**

Results from the Scope Development Tool

1. No **Did the Scope Development Tool identify the need for a residential displacements analysis?**

2. No **Did the Scope Development Tool identify the need for a commercial displacements analysis?**

3. No **Did the Scope Development Tool identify the need for an other displacements analysis?**

4. Yes **Did the Scope Development Tool identify the need for an access and travel patterns analysis?**

Select the level of analysis identified on the Scope Development Tool:

- Medium risk access and travel patterns analysis
- High risk access and travel patterns analysis

5. Yes **Did the Scope Development Tool identify the need for a community cohesion analysis?**

Select the level of analysis identified on the Scope Development Tool:

- Medium risk community cohesion analysis
- High risk community cohesion analysis

ACCESS AND TRAVEL PATTERNS

1. **How do people currently access adjacent parcels (car, walking, cycling, mass transit)?**

Adjacent parcels are typically accessed by car.



Reset Form

2. Describe the permanent changes to access and/or travel patterns.

With the extension of the tolled 183A main lanes to SH 29, some traffic would shift from the existing US 183 non-tolled lanes to the new 183A tolled lanes, improving mobility on the non-tolled lanes. Corridor travel time in 2040 on the non-tolled lanes would be 19 minutes less southbound during the morning peak period and 18 minutes less northbound during the afternoon peak period compared to No Build conditions. Travelers using the proposed 183A toll lanes would experience additional time savings of approximately five minutes over non-tolled users.

The northbound-to-southbound turnaround located approximately 1,000 feet north of the Bryson Ridge Trail/183A/US 183 intersection would be relocated approximately one-half mile north as part of the 183A Phase III project. Crossover and intersection access and travel pattern changes elsewhere in the community study area are not proposed as part of the 183A Phase III project.

The planned removal of the Mourning Dove Lane crossover by Williamson County is part of the Seward Junction Loop project and is not associated with the 183A Phase III project.

Changes in control of access proposed under the Build Alternative would not affect existing driveway access to current land uses, except for one agricultural parcel. This parcel on the east side of US 183, north of and adjacent to the City of Leander park property, surrounds a 0.3-acre parcel on which there is a house. Existing driveway access to the house is through the adjacent property to the north, which would not be access controlled. There is an existing driveway entrance to the agricultural parcel, but it crosses into the adjacent property and ties into that property's driveway and does not itself lead directly to the parcel with the house. Control of access as currently proposed would not affect the primary access to the house, but would require access to the agricultural parcel via existing access from the adjacent property. The proposed changes in control of access could also affect future site plans for the development of currently vacant, undeveloped properties.

3. What neighborhoods and businesses will be affected by these changes?

Relocation of the northbound-to-southbound turnaround north of the Bryson Ridge Trail/183A/US 183 intersection would affect drivers turning from a newly constructed street in the Bryson neighborhood into the northbound non-tolled lanes who intend to travel southbound on 183A/US 183. In the absence of the existing turnaround, drivers would need to travel approximately one-half mile farther north to the relocated turnaround at the South Gabriel Drive/Green Valley Drive intersection to access the southbound non-tolled lanes. Travel time for these drivers to get from the Bryson neighborhood to the 183A/US 183/Bryson Ridge Trail intersection would increase from 1 to 2 minutes during morning peak period using the existing turnaround to 2 to 4 minutes with the proposed turnaround. Using another route to access US 183 via Bryson Ridge Trail would take approximately 5 minutes.

Removal of the turnaround would have negligible effect on Reid's Triple T (agricultural equipment and trailer dealership), 3150 US 183, since northbound traffic destined for this business on the west side of US 183 in that area could turn left from existing US 183 or the 183A frontage road and then right on the two-way access road to arrive at that business.

4. No Are any community facilities affected?

5. How will emergency response times be affected?

Emergency responders are anticipated to have generally the same access as currently provided. Emergency response times would remain the same or improve, since the tolled, grade-separated main lanes would be fully available to emergency vehicles, while the general purpose lanes would maintain existing access to properties and intersecting roadways.



Reset Form

6. For mass transit, walking, cycling impacts, which mode(s) will be permanently impacted?

Adverse impacts are not anticipated. Mass transit would continue to have access to the roadway . Walking and cycling modes would be improved with the provision of a new paved, shared bicycle-pedestrian path from Hero Way to Seward Junction Loop South. Substantial adverse impacts to transportation modes are not anticipated.

7. How far will the user of this/these modes have to travel to find a comparable route/service? How much time will be added to their trips?

Alternative mode users would not have to find a different route.

8. Yes Are any design elements proposed to mitigate adverse impacts to these modes?

Describe:

A paved, shared bicycle-pedestrian path is proposed to enhance project benefits.

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.

Conclusion: Based on the information above, how will the proposed project impact access and travel patterns for the community?

With the extension of the tolled 183A main lanes from Hero Way to SH 29 under the Build Alternative, some traffic would shift from the existing US 183 non-tolled lanes to the new 183A tolled lanes, improving mobility on the non-tolled lanes. Under the No Build Alternative, mobility would continue to decline on existing US 183 and the 183A frontage roads. Under both alternatives, the non-tolled lanes would continue to provide access to adjacent properties and intersecting roadways. One relocated turnaround under the Build Alternative would cause some inconvenience until local travelers became accustomed to the new travel patterns. Overall, access and travel patterns would not substantially change as a result of the proposed project.

Community Cohesion

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

1. If there is an existing roadway or other separation, how will the proposed project change that separation?

The existing 183A and US 183 roadway separation would remain essentially unchanged. The proposed project would not reduce the number of crossover points between the two sides of the ROW. The extension of the 183A tolled main lanes within the median was anticipated with the previous ROW acquisition and construction of the US 183 general purpose lanes.

2. How would the proposed project change the way that people within the community access other parts of the community and participate in local activities?

Little change would be anticipated for motorized traffic within the local communities. The primary change would be greater mobility for those traveling farther distances using the extended tolled lanes, such as commuters. The bicycle/pedestrian shared path would enhance those travel modes within the communities. Drivers exiting the Bryson neighborhood from a newly constructed street to northbound lanes would have to drive farther to access a turnaround to travel south.



Reset Form

3. How will the proposed project change the way that people use local services and facilities change?

Substantial changes are not anticipated since the existing non-tolled lanes and associated access will remain in place. With the inclusion of the bicycle/pedestrian shared path, more people may use those travel modes to access local services and facilities, especially the planned South San Gabriel River park.

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.

Conclusion: Based on the information above, how will the proposed project impact community cohesion?

The proposed 183A facility would stay within the existing 183A and US 183 alignment and no new-location roadways are proposed as part of the project. No displacements and relocations are anticipated and physical access to residences and community resources would remain. Changes to neighborhood cohesion and stability, existing access to specific services, or recreation patterns at public facilities are not expected to occur under the proposed project. Overall, the project is not anticipated to impact community cohesion since no new roads are proposed, no displacements are anticipated and physical access to residences and community resources would remain. In addition, substantially adverse impacts are not anticipated on children, the elderly or the disabled.

ENVIRONMENTAL JUSTICE

1. No Will there be displacements?

2. Yes Will there be access and travel pattern impacts?

What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

No substantial adverse impact to access and travel patterns is anticipated to affect a predominantly census minority geography. No census geography with median household income below the DHHS poverty level was identified in the community study area. A project-level toll analysis (PLTA) was conducted to determine the overall impact of the extended tolled lanes on environmental justice (EJ) populations, concluding that net adverse or disproportionate impacts to EJ populations would not be expected as a result of tolling on this project (see Appendix F: PLTA).

3. No Will there be community cohesion impacts?

4. Yes Will the community experience any negative impacts to air quality or water quality from increased noise level or from hazardous materials?

What types of impacts are in predominately minority and/or low income census geographies versus non-minority and non-low income geographies?

One residence indicated by 2010 census block data to have minority occupants would have a traffic noise impact.

5. No Has the community experienced substantial impacts from past transportations projects such as a new roadway causing large number of displacements or introducing a barrier and separating parts of the community?

6. No Has the community experienced substantial impacts from any other major projects such as utilities, industry, etc?



[Reset Form](#)

7. Yes **Is there any mitigation proposed to specifically lessen the severity of these impacts on EJ populations?**

Describe:

A noise barrier was analyzed for the impact referred to in #4 above. The analyzed noise barrier would not be reasonable per cost/benefit criteria established by FHWA and TxDOT and is, therefore, not proposed for noise abatement.

8. No **If there are any impacts to minority or low-income populations would these impacts still be considered disproportionately high and adverse after mitigation has been applied?**

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS. If it is concluded that there will be disproportionately high and adverse impacts to EJ communities, consult the CIA handbook or further guidance.

Conclusion: Based on the information above and information in the community profile, will the proposed project have disproportionately high and adverse impacts on minority and/or low-income populations?

No displacements or substantial adverse impacts on community cohesion, air quality, or water quality would occur as a result of the proposed project. No impacts on the human population from hazardous materials are anticipated. One noise impact would affect a minority census block with only one residence, but analysis indicated noise abatement at this location would not meet reasonable cost criteria. No census geography with median household income below the DHHS poverty level was identified in the project area. Consequently, no disproportionately high and adverse impacts on minority and/or low-income populations are anticipated.

Limited English Proficiency

1. Yes **Were there LEP persons identified in the project area?**

What languages do they speak?

Spanish is spoken by estimated 74.5% of LEP population (approximately 4% of total population); 8% speak other Indo-European languages and 17.5% speak Asian and Pacific Island languages (approximately 1% of total population, combined).

2. **What public involvement techniques were used or is planned to be used?**

Please note in the response whether public involvement notices are available to view under the Public Involvement or Community Impacts section of ECOS.

Public meetings have been held and a public hearing is planned. Public involvement notices will be available to view under the Public Involvement section of ECOS.

3. No **Was assistance in a language other than English requested or is it anticipated to be requested?**

4. **How were LEP persons accommodated during the public involvement process?**

Please note in the response if copies of public involvement materials are available to view under the Public Involvement or Community Impacts section of ECOS.

During the project public involvement process, if CTRMA anticipates or receives a request for translation services, it provides translators and/or has public information documents and meeting notices available in the language of the population it is engaging to provide LEP populations an opportunity to fully participate in the study process. In addition, documents are written in a manner that is easily understood, avoids jargon and is in layman's terms. However, based on the number of LEP populations identified in the study area, it has not been anticipated that public



Reset Form

presentations need to be given in a language other than English. Such efforts will continue to be made throughout the project development process to engage LEP populations as the need arises. Translation services will be available for speakers of other languages upon request. Based on the information above and the public involvement documentation, public involvement activity will continue to provide LEP persons the opportunity for meaningful involvement in the NEPA process. Copies of public involvement materials will be available to view under the Public Involvement section of ECOS.

5. Yes Is any more public involvement planned?

Yes Will LEP persons continue to be accommodated?

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.

Conclusion: Based on the information above and public involvement documentation, were LEP persons given the opportunity for meaningful involvement in the NEPA process?

Based on the information above and the public involvement documentation, public involvement activity is planned to provide LEP persons the opportunity for meaningful involvement in the NEPA process.

Prepared By:

James D. Hamilton, AICP
Preparer Name

Lead Environmental Planner, WSP US/
Title

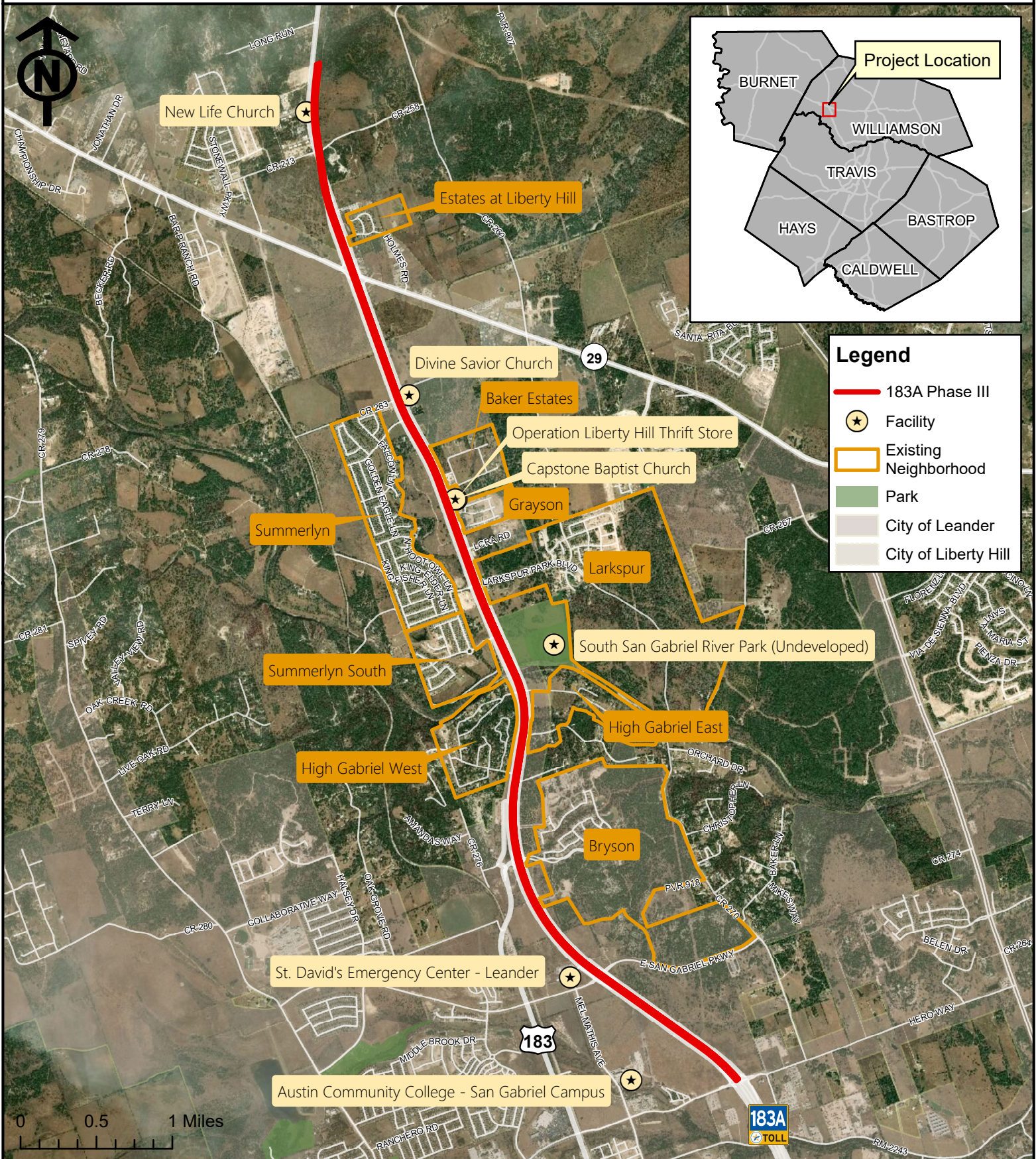
James D. Hamilton, AICP Digitally signed by James D. Hamilton, AICP
Date: 2018.12.27 10:38:58 -06'00'
Preparer Signature

December 27, 2018
Date

Appendix A - Community Resources Map

183A Phase III - From Hero Way to 1.1 mile north of SH 29

CSJ 0914-05-192

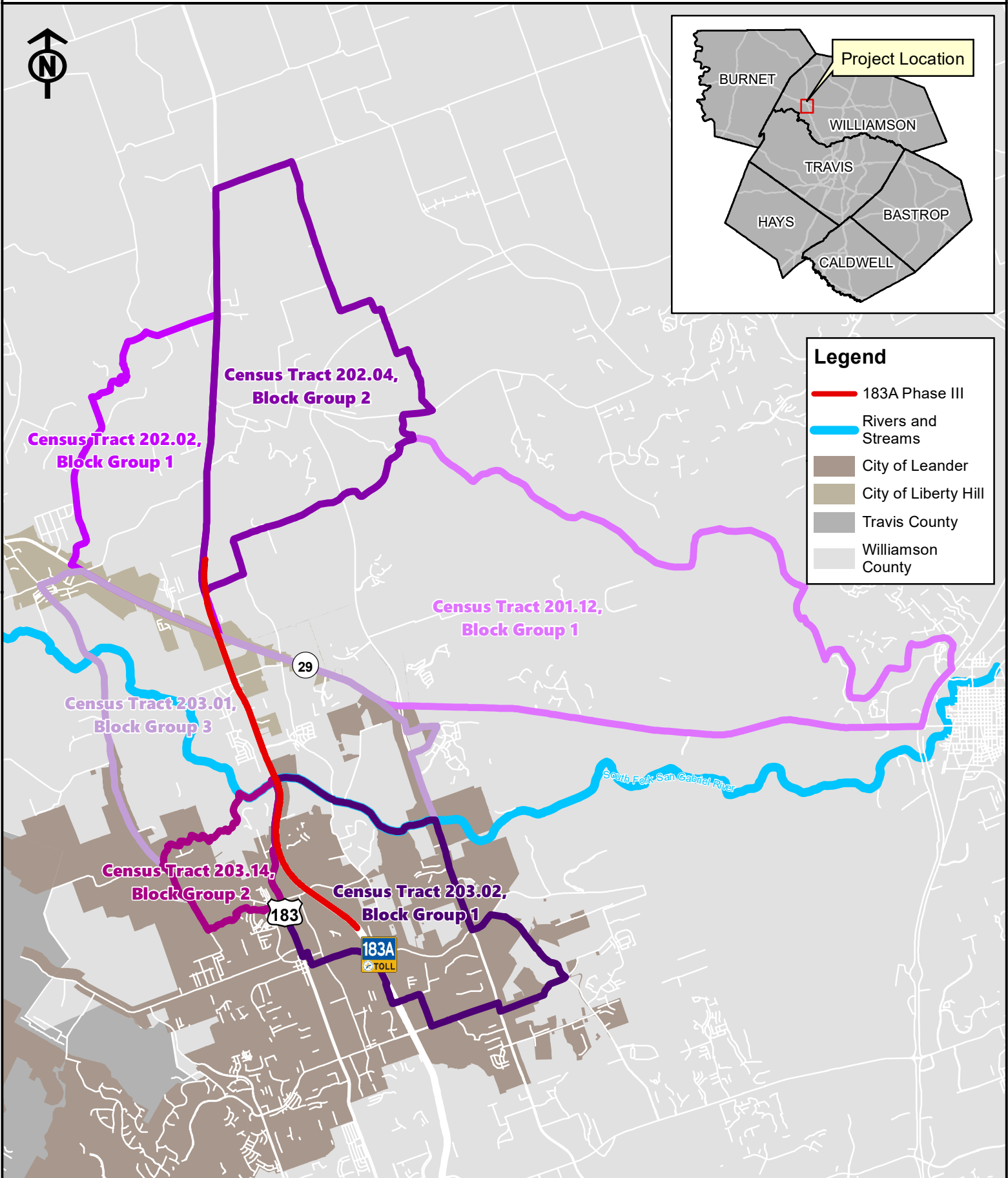
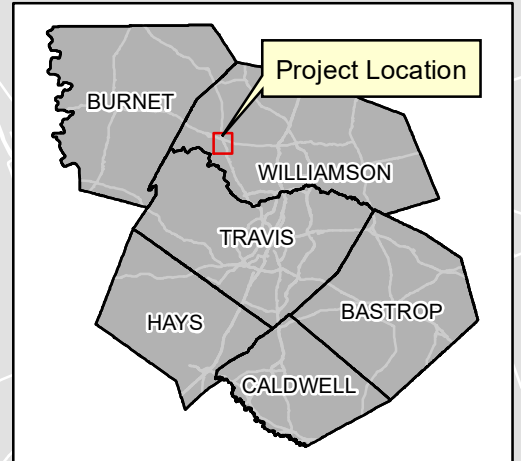
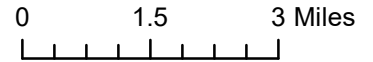


Sources: ESRI (aerial, July 2018); Texas Department of Transportation Roadway Inventory; City of Austin (parks, roads)

Appendix B - Census Block Group Map

CSJ: 0914-05-192

183A Phase III - From Hero Way to 1.1 mi north of SH 29



Legend

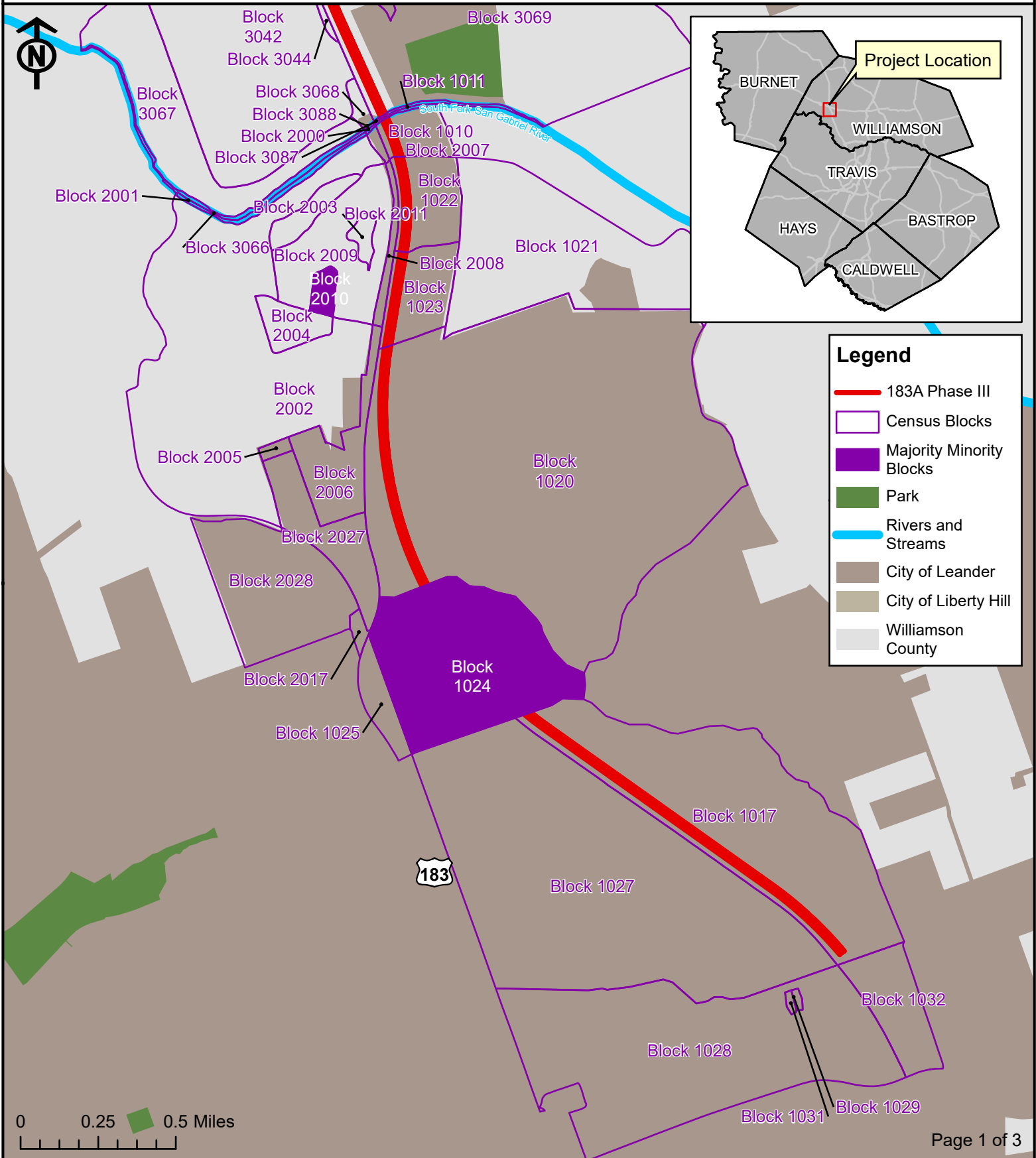
- 183A Phase III
- Rivers and Streams
- City of Leander
- City of Liberty Hill
- Travis County
- Williamson County

Sources: National Hydrography Dataset; City of Austin (roads); Capital Area Council of Governments (city limits); Williamson County (county limits); Texas Department of Transportation Roadway Inventory; US Census Bureau (census geographies)

Appendix C - Census Block Map

183A Phase III - From Hero Way to 1.1 mile north of SH 29

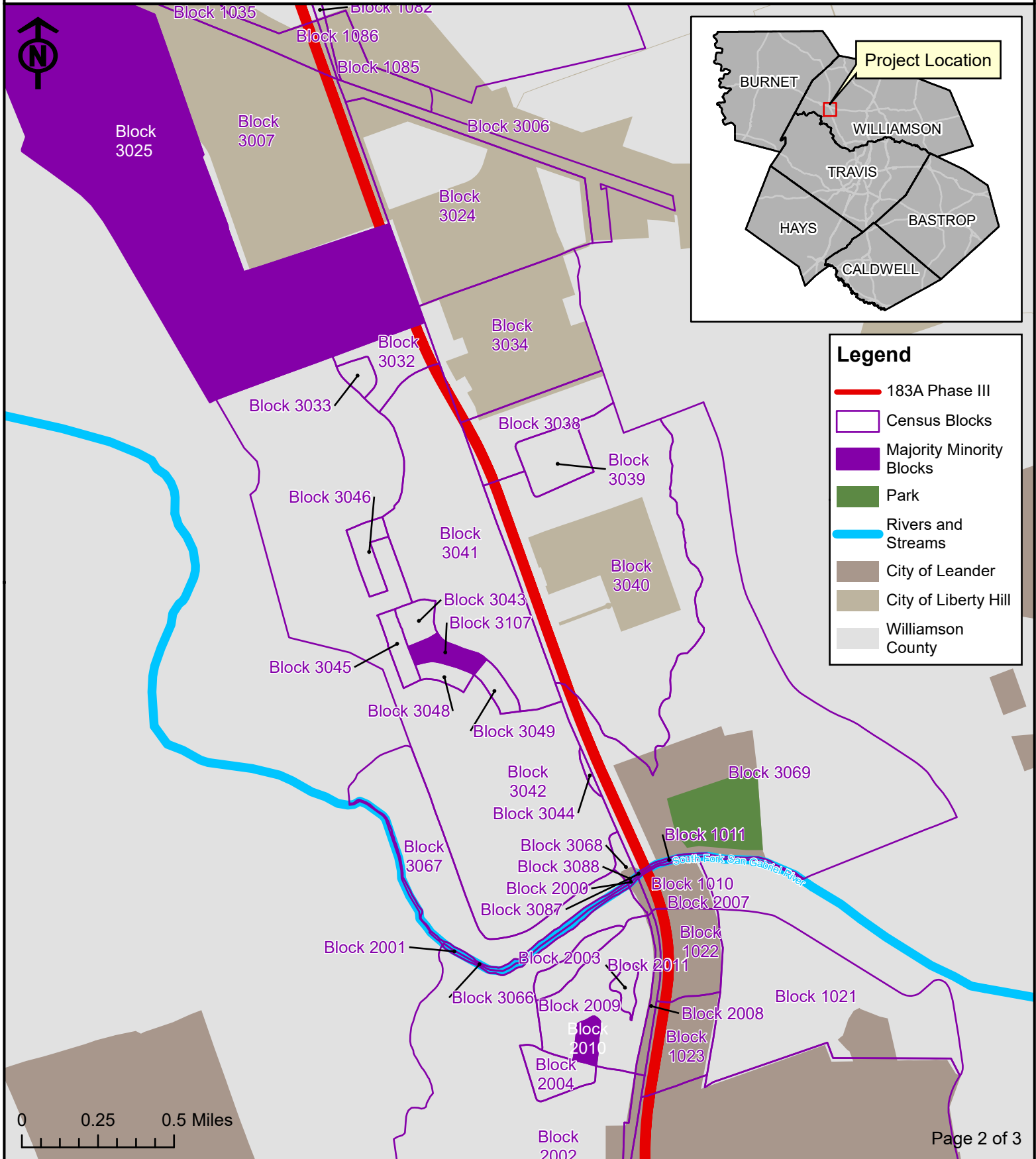
CSJ 0914-05-192



Appendix C - Census Block Map

183A Phase III - From Hero Way to 1.1 mile north of SH 29

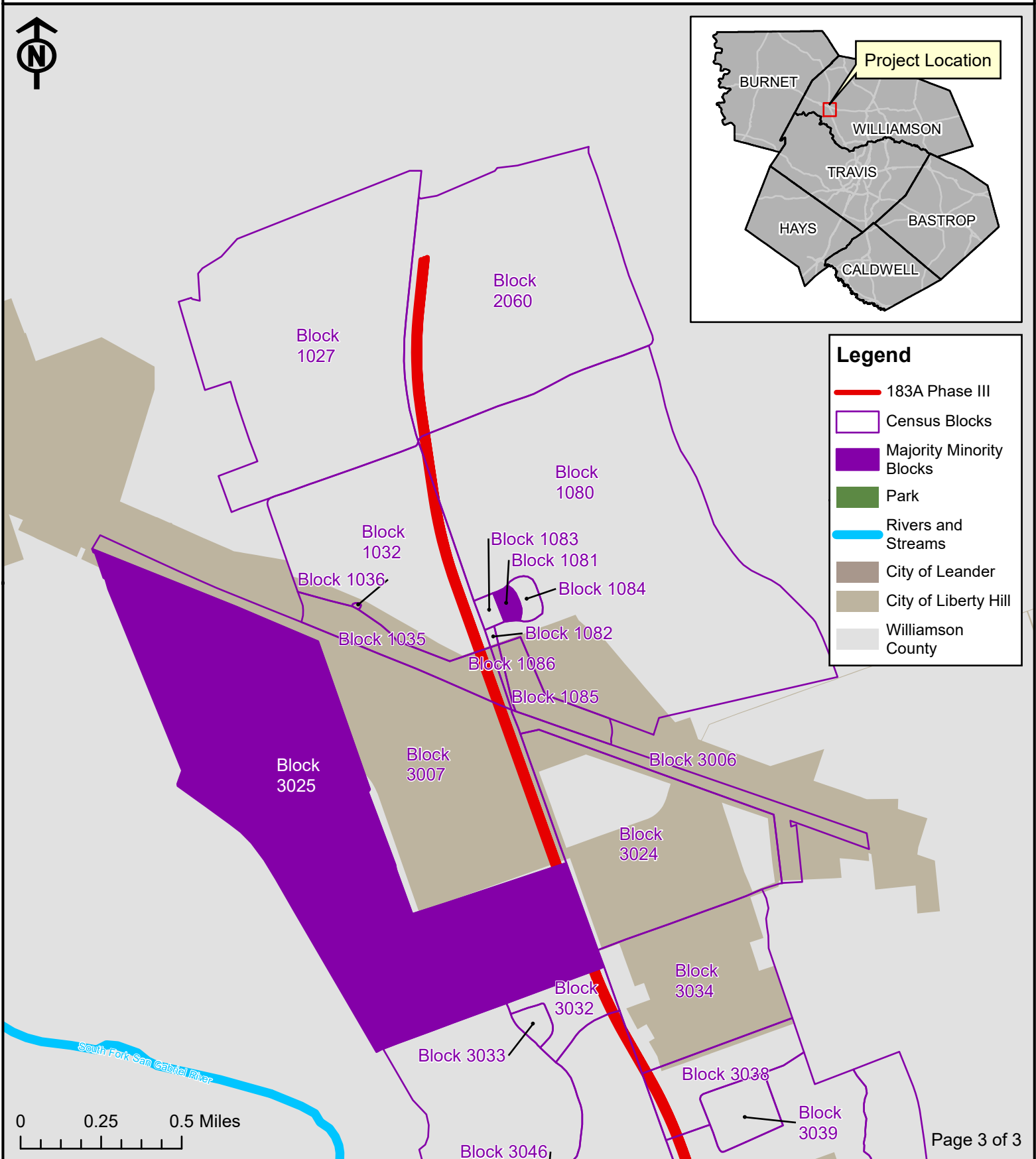
CSJ 0914-05-192



Appendix C - Census Block Map

183A Phase III - From Hero Way to 1.1 mile north of SH 29

CSJ 0914-05-192



Appendix D: Tables

HISPANIC OR LATINO, AND NOT HISPANIC OR LATINO BY RACE Universe: Total Population Source: US Census Bureau, 2010 Census, Summary File 1, 2011	Block 3107, Block Group 3, Census Tract 203.01, Williamson County, Texas	Block 1010, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 1011, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 1017, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 1020, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 1021, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 1022, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 1023, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 1024, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 1025, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 1027, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 1028, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 1029, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 1031, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 1032, Block Group 1, Census Tract 203.02, Williamson County, Texas	Block 2000, Block Group 2, Census Tract 203.14, Williamson County, Texas	Block 2001, Block Group 2, Census Tract 203.14, Williamson County, Texas	Block 2002, Block Group 2, Census Tract 203.14, Williamson County, Texas
	Total:	106	0	0	0	2	85	13	2	4	0	0	10	0	0	0	0	0
Hispanic or Latino	39	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	14
Not Hispanic or Latino:	67	0	0	0	2	74	13	2	4	0	0	10	0	0	0	0	0	115
White alone	44	0	0	0	2	72	13	2	1	0	0	10	0	0	0	0	0	114
Black or African American alone	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
American Indian and Alaska Native alone	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Asian alone	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Native Hawaiian and Other Pacific Islander alone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Some Other Race alone	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Two or More Races	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
Total Minorities	62	0	0	0	0	13	0	0	3	0	0	0	0	0	0	0	0	15
Percentages:																		
Hispanic or Latino	36.8%	0.0%	0.0%	0.0%	0.0%	12.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.9%
Not Hispanic or Latino:	63.2%	0.0%	0.0%	0.0%	100.0%	87.1%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	89.1%
White alone	41.5%	0.0%	0.0%	0.0%	100.0%	84.7%	100.0%	100.0%	25.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	88.4%
Black or African American alone	14.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%
American Indian and Alaska Native alone	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Asian alone	2.8%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Native Hawaiian and Other Pacific Islander alone	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Some Other Race alone	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Two or More Races	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total Minorities	58.5%	0.0%	0.0%	0.0%	0.0%	15.3%	0.0%	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.6%
HISPANIC OR LATINO, AND NOT HISPANIC OR LATINO BY RACE Universe: Total Population Source: US Census Bureau, 2010 Census, Summary File 1, 2011	Block 2003, Block Group 2, Census Tract 203.14, Williamson County, Texas	Block 2004, Block Group 2, Census Tract 203.14, Williamson County, Texas	Block 2005, Block Group 2, Census Tract 203.14, Williamson County, Texas	Block 2006, Block Group 2, Census Tract 203.14, Williamson County, Texas	Block 2007, Block Group 2, Census Tract 203.14, Williamson County, Texas	Block 2008, Block Group 2, Census Tract 203.14, Williamson County, Texas	Block 2009, Block Group 2, Census Tract 203.14, Williamson County, Texas	Block 2010, Block Group 2, Census Tract 203.14, Williamson County, Texas	Block 2011, Block Group 2, Census Tract 203.14, Williamson County, Texas	Block 2017, Block Group 2, Census Tract 203.14, Williamson County, Texas	Block 2027, Block Group 2, Census Tract 203.14, Williamson County, Texas	Block 2028, Block Group 2, Census Tract 203.14, Williamson County, Texas						
Total:	16	39	0	0	0	0	77	21	10	0	7	0						
Hispanic or Latino	0	10	0	0	0	0	8	12	4	0	3	0						
Not Hispanic or Latino:	16	29	0	0	0	0	69	9	6	0	4	0						
White alone	16	26	0	0	0	0	64	9	6	0	4	0						
Black or African American alone	0	1	0	0	0	0	0	0	0	0	0	0						
American Indian and Alaska Native alone	0	0	0	0	0	0	1	0	0	0	0	0						
Asian alone	0	1	0	0	0	0	4	0	0	0	0	0						
Native Hawaiian and Other Pacific Islander alone	0	0	0	0	0	0	0	0	0	0	0	0						
Some Other Race alone	0	0	0	0	0	0	0	0	0	0	0	0						
Two or More Races	0	1	0	0	0	0	0	0	0	0	0	0						
Total Minorities	0	13	0	0	0	0	13	12	4	0	3	0						
Percentages:																		
Hispanic or Latino	0.0%	25.6%	0.0%	0.0%	0.0%	0.0%	10.4%	57.1%	40.0%	0.0%	42.9%	0.0%						
Not Hispanic or Latino:	100.0%	74.4%	0.0%	0.0%	0.0%	0.0%	89.6%	42.9%	60.0%	0.0%	57.1%	0.0%						
White alone	100.0%	66.7%	0.0%	0.0%	0.0%	0.0%	83.1%	42.9%	60.0%	0.0%	57.1%	0.0%						
Black or African American alone	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						
American Indian and Alaska Native alone	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%						
Asian alone	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%						
Native Hawaiian and Other Pacific Islander alone	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						
Some Other Race alone	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						
Two or More Races	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						
Total Minorities	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	16.9%	57.1%	40.0%	0.0%	42.9%	0.0%						

Appendix D: Tables

MEDIAN HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2017 INFLATION-ADJUSTED DOLLARS)	Block Group 1, Census Tract 201.12, Williamson County, Texas		Block Group 1, Census Tract 202.02, Williamson County, Texas		Block Group 2, Census Tract 202.04, Williamson County, Texas		Block Group 3, Census Tract 203.01, Williamson County, Texas		Block Group 1, Census Tract 203.02, Williamson County, Texas		Block Group 2, Census Tract 203.14, Williamson County, Texas	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Universe: Households												
Median household income in the past 12 months (in 2017 inflation-adjusted dollars)	\$135,243	+/- \$15,988	\$67,422	+/- \$33,504	\$114,375	+/- \$42,231	\$87,026	+/- \$23,541	\$83,173	+/- \$16,479	\$83,693	+/- \$27,799

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, 2018

POVERTY STATUS OF INDIVIDUALS IN THE PAST 12 MONTHS	Block Group 1, Census Tract 201.12, Williamson County, Texas		Block Group 1, Census Tract 202.02, Williamson County, Texas		Block Group 2, Census Tract 202.04, Williamson County, Texas		Block Group 3, Census Tract 203.01, Williamson County, Texas		Block Group 1, Census Tract 203.02, Williamson County, Texas		Block Group 2, Census Tract 203.14, Williamson County, Texas	
	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent
Universe: Population for whom poverty status is determined												
Total:	2,632	100%	1,747	100%	1,493	100%	3,538	100%	2,104	100%	1,337	100%
Income in the past 12 months below poverty level	18	0.7%	165	9.4%	23	1.5%	492	13.9%	205	9.7%	28	2.1%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, 2018

LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER	Block Group 1, Census Tract 201.12, Williamson County, Texas		Block Group 1, Census Tract 202.02, Williamson County, Texas		Block Group 2, Census Tract 202.04, Williamson County, Texas		Block Group 3, Census Tract 203.01, Williamson County, Texas		Block Group 1, Census Tract 203.02, Williamson County, Texas		Block Group 2, Census Tract 203.14, Williamson County, Texas	
	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent
Universe: Population 5 years and over												
Total:	2,514	100%	1,740	100%	1,480	100%	3,132	100%	1,883	100%	1,208	100%
Speak only English	2,340	93.1%	1,618	93.0%	1,421	96.0%	2,365	75.5%	1,485	78.9%	988	81.8%
Speak Spanish:	174	6.9%	122	7.0%	20	1.4%	603	19.3%	242	12.9%	197	16.3%
Speak English "very well"	113	4.5%	65	3.7%	20	1.4%	409	13.1%	196	10.4%	96	7.9%
Speak English "well"	13	0.5%	30	1.7%	0	0%	127	4.1%	29	1.5%	8	0.7%
Speak English "not well"	48	1.9%	27	1.6%	0	0%	67	2.1%	0	0%	60	5.0%
Speak English "not at all"	0	0%	0	0%	0	0%	0	0%	17	0.9%	33	2.7%
Speak other Indo-European languages:	0	0%	0	0%	39	2.6%	43	1.4%	66	3.5%	0	0%
Speak English "very well"	0	0%	0	0%	39	2.6%	29	0.9%	31	1.6%	0	0%
Speak English "well"	0	0%	0	0%	0	0%	14	0.4%	0	0%	0	0%
Speak English "not well"	0	0%	0	0%	0	0%	0	0%	20	1.1%	0	0%
Speak English "not at all"	0	0%	0	0%	0	0%	0	0%	15	0.8%	0	0%
Speak Asian and Pacific Island languages:	0	0%	0	0%	0	0%	116	3.7%	90	4.8%	23	1.9%
Speak English "very well"	0	0%	0	0%	0	0%	98	3.1%	0	0%	23	1.9%
Speak English "well"	0	0%	0	0%	0	0%	18	0.6%	31	1.6%	0	0%
Speak English "not well"	0	0%	0	0%	0	0%	0	0%	59	3.1%	0	0%
Speak English "not at all"	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Speak other languages:	0	0%	0	0%	0	0%	5	0.2%	0	0%	0	0%
Speak English "very well"	0	0%	0	0%	0	0%	5	0.2%	0	0%	0	0%
Speak English "well"	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Speak English "not well"	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Speak English "not at all"	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total speak non-English languages:	174	6.9%	122	7.0%	59	4.0%	767	24.5%	398	21.1%	220	18.2%
Speak English less than "very well"	61	2.4%	57	3.3%	0	0%	226	7.2%	171	9.1%	101	8.4%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, 2018

Appendix D: Tables

SEX BY AGE	Block Group 1, Census Tract 201.12, Williamson County, Texas		Block Group 1, Census Tract 202.02, Williamson County, Texas		Block Group 2, Census Tract 202.04, Williamson County, Texas		Block Group 3, Census Tract 203.01, Williamson County, Texas		Block Group 1, Census Tract 203.02, Williamson County, Texas		Block Group 2, Census Tract 203.14, Williamson County, Texas	
	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent
Universe: Total population												
Total:	2,641	100%	1,872	100%	1,493	100%	3,538	100%	2,104	100%	1,350	100%
Under 18 years	550	20.8%	598	31.9%	243	16.3%	1,135	32.1%	545	25.9%	475	35.2%
18 to 64 years	1,626	61.6%	1,086	58.0%	911	61.0%	2,059	58.2%	1,350	64.2%	783	58.0%
65 years and over	465	17.6%	188	10.0%	339	22.7%	344	9.7%	209	9.9%	92	6.8%
Male:	1,292	48.9%	918	49.0%	623	41.7%	1,807	51.1%	1,052	50.0%	614	45.5%
Under 18 years	219	8.3%	241	12.9%	123	8.2%	577	16.3%	256	12.2%	201	14.9%
18 to 64 years	845	32.0%	579	30.9%	348	23.3%	1,072	30.3%	693	32.9%	358	26.5%
65 years and over	228	8.6%	98	5.2%	152	10.2%	158	4.5%	103	4.9%	55	4.1%
Female:	1,349	51.1%	954	51.0%	870	58.3%	1,731	48.9%	1,052	50.0%	736	54.5%
Under 18 years	331	12.5%	357	19.1%	120	8.0%	558	15.8%	289	13.7%	274	20.3%
18 to 64 years	781	29.6%	507	27.1%	563	37.7%	987	27.9%	657	31.2%	425	31.5%
65 years and over	237	9.0%	90	4.8%	187	12.5%	186	5.3%	106	5.0%	37	2.7%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, 2018

AGE BY DISABILITY STATUS FOR THE CIVILIAN POPULATION 18 YEARS AND OVER	Block Group 1, Census Tract 201.12, Williamson County, Texas		Block Group 1, Census Tract 202.02, Williamson County, Texas		Block Group 2, Census Tract 202.04, Williamson County, Texas		Block Group 3, Census Tract 203.01, Williamson County, Texas		Block Group 1, Census Tract 203.02, Williamson County, Texas		Block Group 2, Census Tract 203.14, Williamson County, Texas	
	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent
Universe: Civilian population 18 years and over for whom poverty status is determined												
Total:	2,076	100%	1,274	100%	1,250	100%	2,385	100%	1,559	100%	829	100%
With a disability	169	8.1%	207	16.2%	113	9.0%	436	18.3%	233	14.9%	78	9.4%
No disability	1,907	91.9%	1,067	83.8%	1,137	91.0%	1,949	81.7%	1,326	85.1%	751	90.6%
18 to 64 years:	1,611	77.6%	1,086	85.2%	911	72.9%	2,041	85.6%	1,350	86.6%	737	88.9%
With a disability	62	3.0%	135	10.6%	28	2.2%	269	11.3%	126	8.1%	36	4.3%
No disability	1,549	74.6%	951	74.6%	883	70.6%	1,772	74.3%	1,224	78.5%	701	84.6%
65 years and over:	465	22.4%	188	14.8%	339	27.1%	344	14.4%	209	13.4%	92	11.1%
With a disability	107	5.2%	72	5.7%	85	6.8%	167	7.0%	107	6.9%	42	5.1%
No disability	358	17.2%	116	9.1%	254	20.3%	177	7.4%	102	6.5%	50	6.0%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, 2018

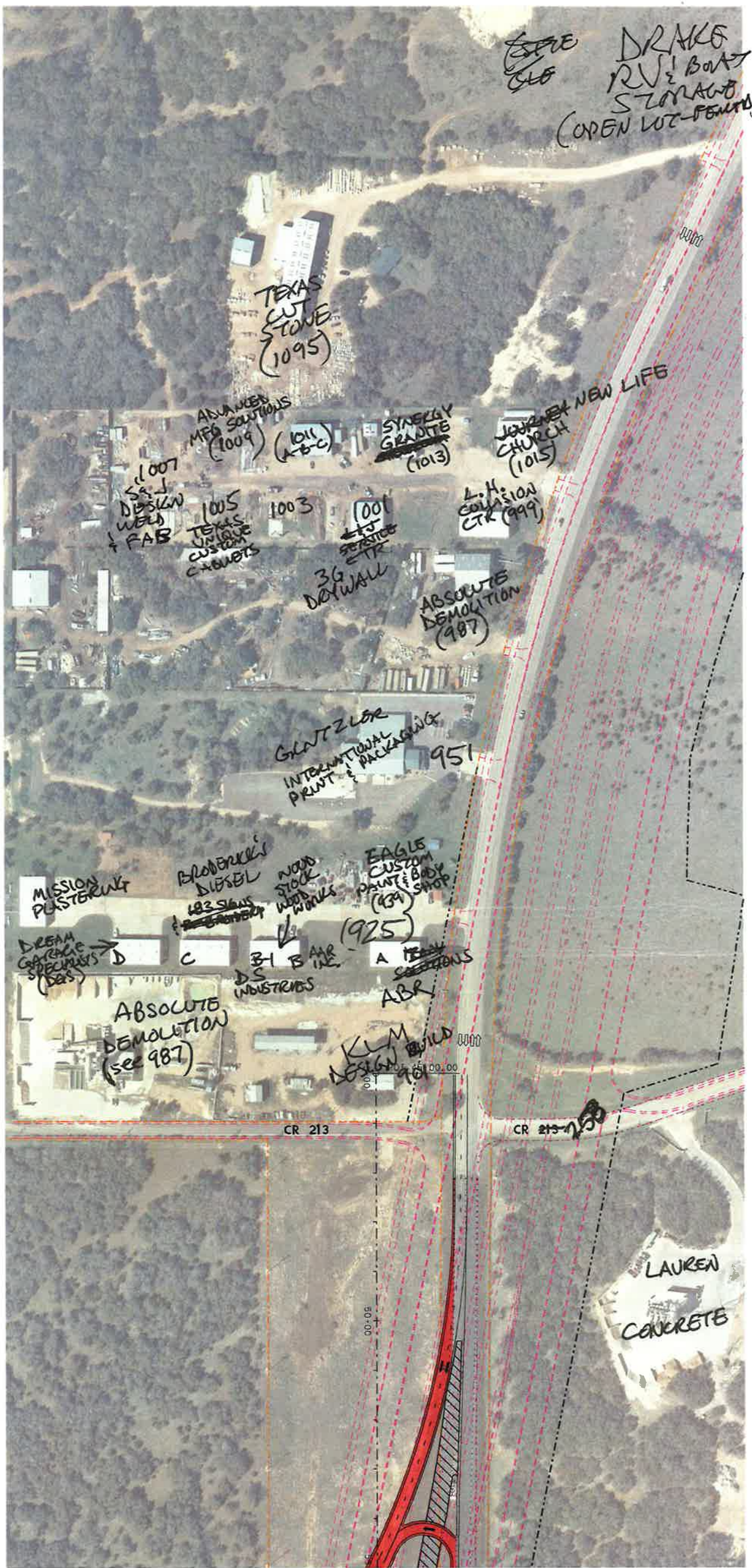
Appendix E

Field Notes

183A Phase III Northern Terminus
 November 2016 Schematic
 Field Sheet #1

LO11A ~~SEWER~~
 LO11 B PATRIOT UNDERGROUND
 LO11 C (?)

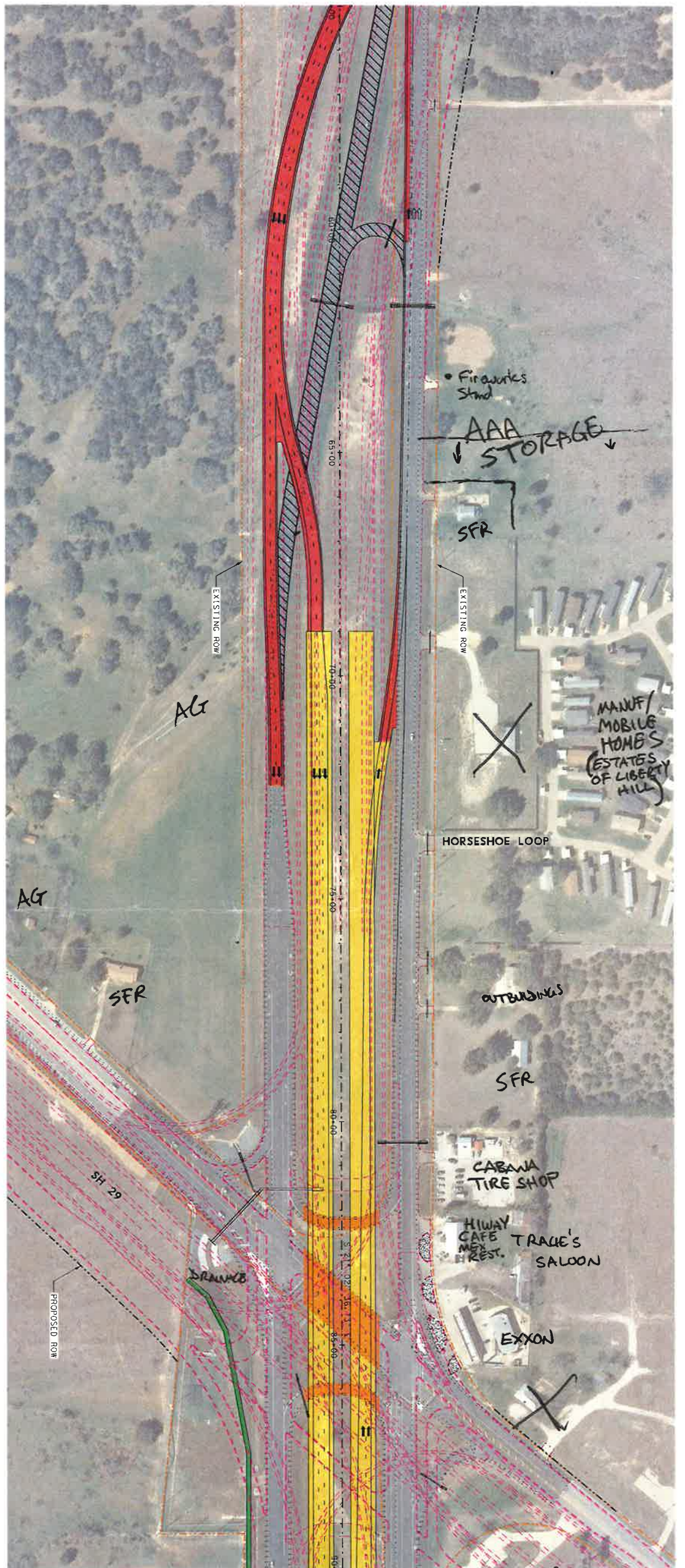
DRAKE
 RV & BOAT
 STORAGE
 (OPEN LOT - FUTURE)



~~901 LOOKS LIKE~~
 "TORNADO SHELTERS"
 SIGN

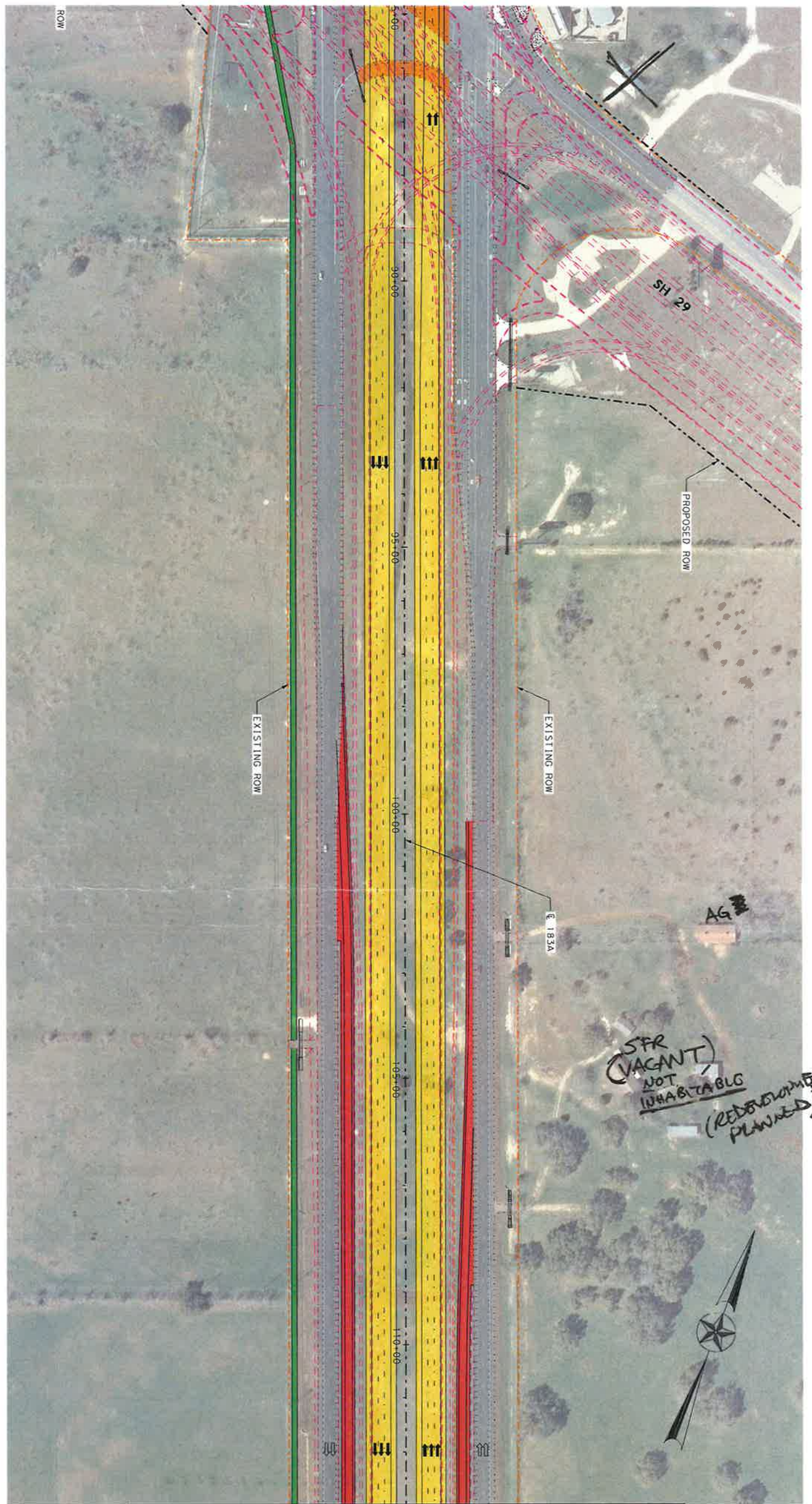
e
 and

183A Phase III - SH 29 & North
November 2016 Schematic
Field Sheet #2



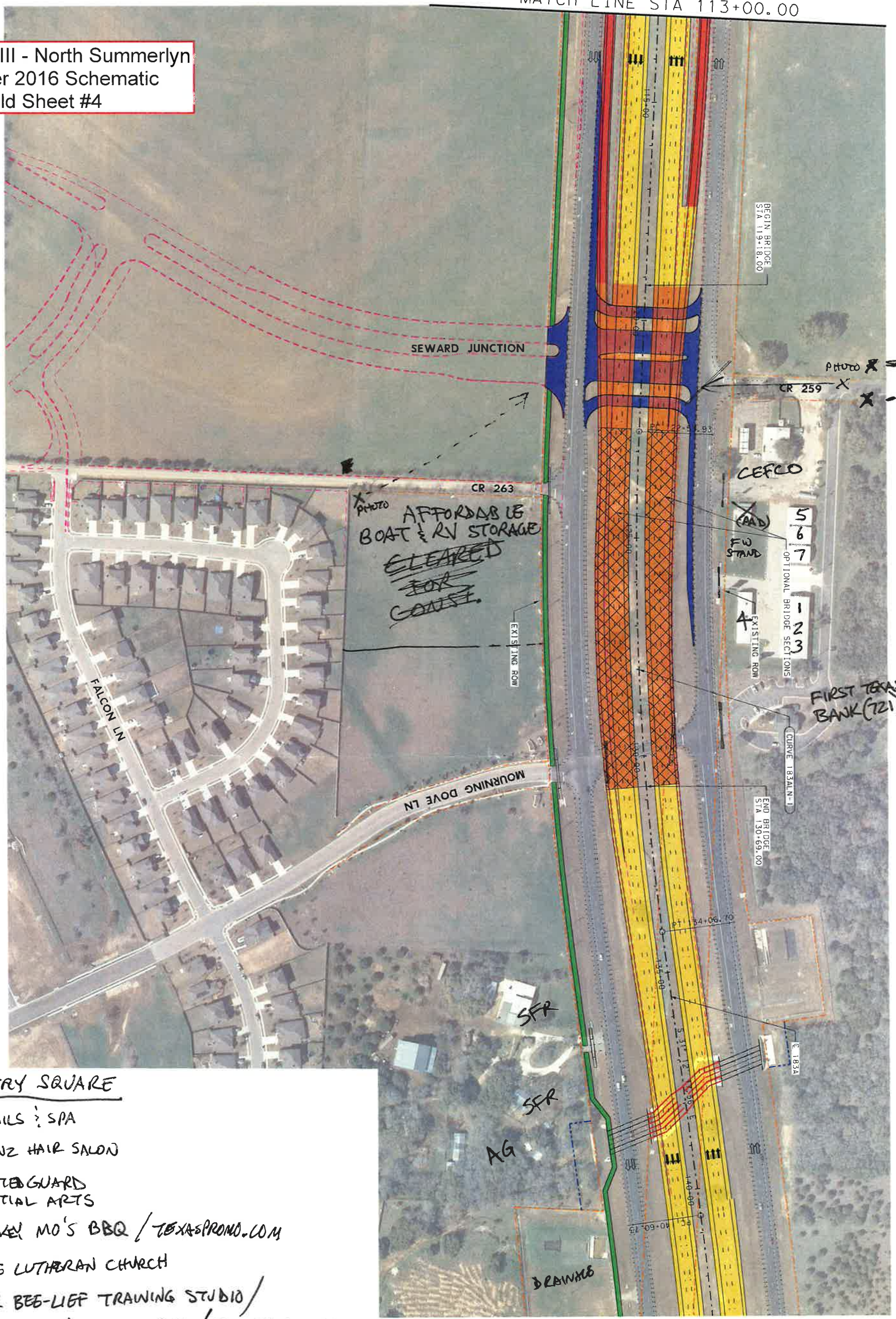
VALERO/WAG-A-BAG
DOMINO'S
STORAGE

183A Phase III - SH 29 South
November 2016 Schematic
Field Sheet #3



MATCH LINE STA 113+00.00

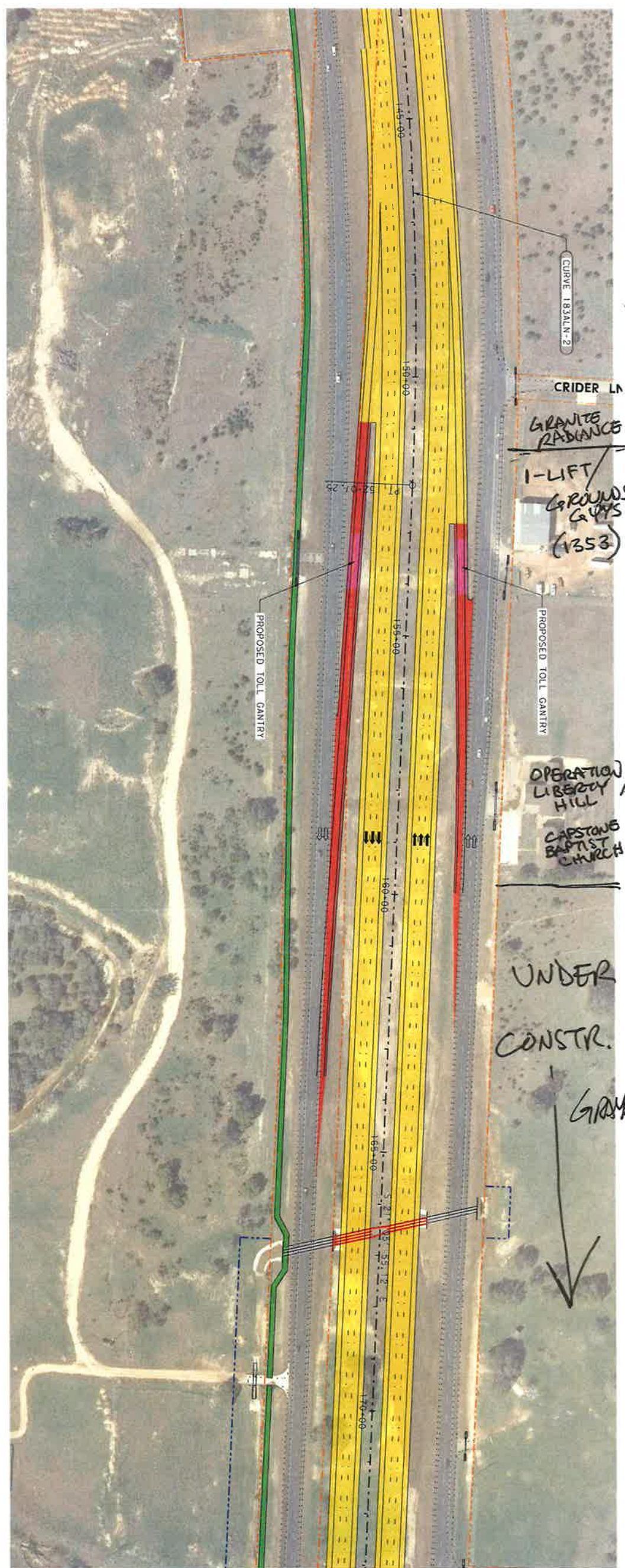
183A Phase III - North Summerlyn
 November 2016 Schematic
 Field Sheet #4



HILL COUNTRY SQUARE

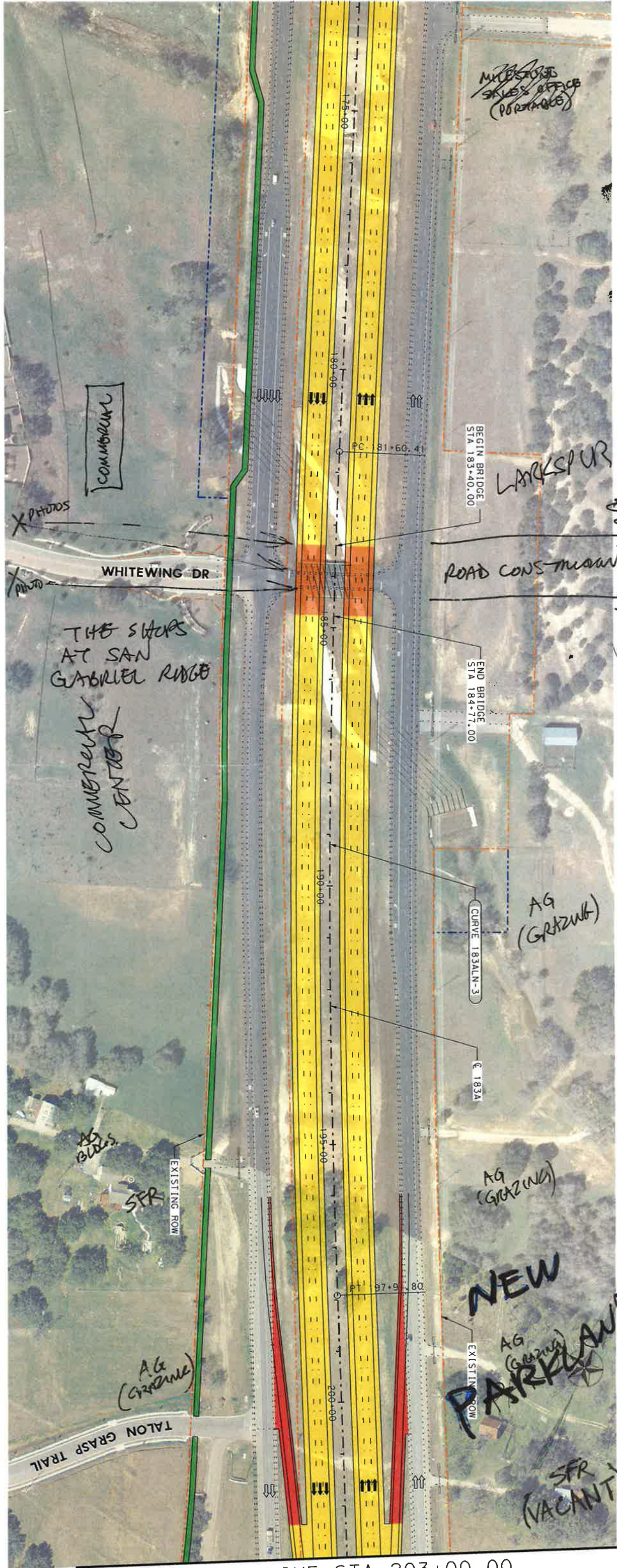
- 1 - NY NAILS & SPA
- 2 - VIZIONZ HAIR SALON
- 3 - TRUSTEED GUARD MARTIAL ARTS
- 4 - SMOKEY MO'S BBQ / TEXASPRONO.COM
- 5 - PEACE LUTHERAN CHURCH
- 6 - PINK BEE-LIEF TRAINING STUDIO / TRAMMELL & ASSOCS. R.E. / GOOSEBAY INS.
- 7 - THE BUNKER (RETAIL) / ~~HILL COUNTRY SQUARES~~ ALLSTATE

183A Phase III - South Summerlyn
November 2016 Schematic
Field Sheet #5



Whitewing
 183A Phase III - ~~South Summerlyn~~
 November 2016 Schematic
 Field Sheet #6

SUMMERLYN
 = WILLIAMSON
 COUNTY M.U.D.
 #13



MATCH LINE STA 203+00.00

183A Phase III - Merge with US 183
November 2016 Schematics
Field Sheet #8

MATCH LINE STA 240+00.00



ABANDONED MOBILE HOME

REID ENTERPRISES (3150)
VEHICLES
EQUIPMENT
DEALER

EXISTING ROW @ 183A
BEGIN BRIDGE STA 267.77.00

267.77

SFR

BRYSON RIDGE TRAIL

BRYSON RIDGE TRAIL

END BRIDGE
STA 271+01.00

CURVE 183ALN-5

270+00

275+00

280+00

285+00

290+00

295+00

MATCH LINE STA 294+00.00

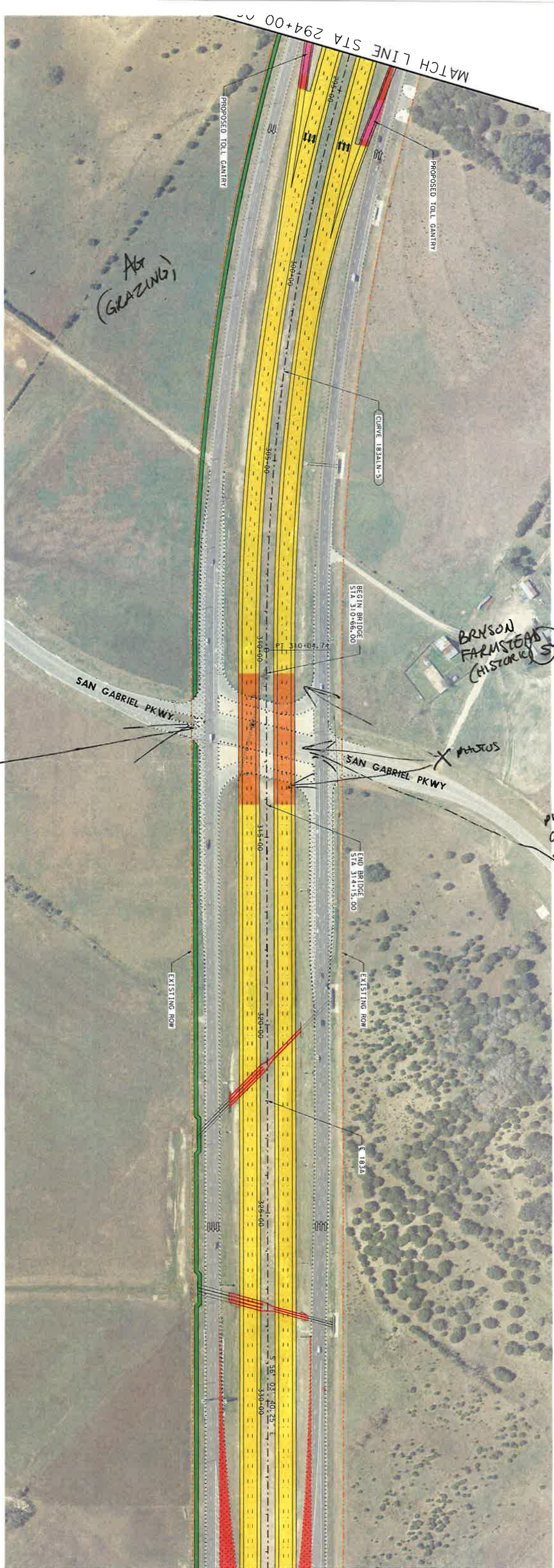
~~DEMOLISHED~~
~~COULD NOT BE~~
~~SEEN FROM ROAD -~~
~~PROB. NOT THERE~~
~~AREA BEING~~
~~REDEVELOPED~~



183A Phase III - South of US 183 Merger
November 2016 Schematics
Field Sheet #9

PC STATION = 245+4
PT STATION = 310+4

183A Phase III - San Gabriel Parkway
November 2016 Schematics
Field Sheet #10



183A Phase III Southern Terminus
November 2016 Schematics
Field Sheet #11



RV &
BOAT
STORAGE

AG/JAY
ENGINEERING

Appendix F

Project-Level Toll Analysis



Project-Level Toll Analysis Technical Memorandum

183A Toll Road Phase III, Austin District and Central Texas Regional Mobility Authority

From Hero Way to State Highway 29

CSJ Number: 0914-05-192

Williamson County, Texas

August 2018

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the Texas Department of Transportation (TxDOT) pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by the Federal Highway Administration and TxDOT.

This page intentionally blank

Contents

1	Introduction	1
2	Existing Facility	1
3	Proposed Project	1
4	Toll Policies.....	2
5	Anticipated Toll Rates and Methods of Collection	3
6	Toll Gantry Locations	3
7	Non-Toll Facilities	4
8	Travel Time Differences.....	4
9	Environmental Justice-Related Demographic Data (by Traffic Analysis Zone)	5
10	Potential Economic Impact to Individuals	6
11	Limited English Proficiency and Disabled Accommodations	6
12	Potential Users of the Toll Facility	6
13	CAMPO Traffic Model Assumptions and Limitations	7
14	Tolling Impacts to Environmental Justice Populations.....	7

Table

Table 1: 2018 183A Toll Rates by Plaza Location.....	3
Table 2: 2040 Average Travel Speeds, Hero Way to SH 29	4
Table 3: 2040 Travel Time (minutes), Hero Way to SH 29	5
Table 4: Estimated Annual Toll Cost and Percentage of Commuter’s Annual Income.....	6

Appendices

Appendix A: CTRMA Toll Policies

Appendix B: EJ Areas with 2040 Road Types

This page intentionally blank

Acronyms

CAMPO	Capital Area Metropolitan Planning Organization
CSC	Customer Service Center
CTRMA	Central Texas Regional Mobility Authority
EJ	Environmental justice
ETC	Electronic Toll Collection
FHWA	Federal Highway Administration
LEP	Limited English proficiency
ROW	Right-of-way
TAZ	Traffic analysis zone
TIFIA	Transportation Infrastructure Finance and Innovation Act
TxDOT	Texas Department of Transportation

This page intentionally blank

1 Introduction

The Central Texas Regional Mobility Authority (CTRMA) and Texas Department of Transportation propose the extension of the 183A Toll Road main lanes from north of Hero Way in Leander, Williamson County, Texas, to north of State Highway (SH) 29 in Liberty Hill, Williamson County, Texas. The project length is approximately 6.4 miles. CTRMA anticipates financial support from the Federal Highway Administration (FHWA) for the proposed project through a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

This report provides an analysis of the socioeconomic impacts of tolls from the proposed 183A Phase III project, including impacts on environmental justice (EJ) populations, consistent with the requirements of Executive Order 12898 and Title VI of the Civil Rights Act, as amended.

2 Existing Facility

The 183A Phase III total project length from Hero Way to 1.1 miles north of SH 29 is 6.4 miles. The existing 183A tolled main lanes currently terminate approximately 0.4 mile north of Hero Way, where they transition via ramps to the 183A frontage roads. The existing 183A frontage roads merge with US 183 at Bryson Ridge Trail, approximately 1.8 miles north of Hero Way. The 5.5-mile section of 183A and US Highway 183 (US 183), from the existing 183A main lane terminus north of Hero Way to where US 183 transitions to an undivided facility 0.6 mile north of SH 29, currently comprises two 12-foot-wide general purpose lanes in each direction, with 10-foot-wide outside shoulders, four-foot-wide inside shoulders, at-grade intersections, and open-ditch drainage. Lanes are divided by a median typically over 250 feet wide, which was preserved to allow potential extension of the 183A main lanes, and consists mostly of grassy vegetation, some trees, and drainage features. Left-turn and right-turn bays are present at major arterial intersections and turnarounds are already in place at San Gabriel Parkway, US 183/Bryson Ridge Trail, and SH 29. From 0.6 mile to 1.1 miles north of SH 29, US 183 is an undivided facility with two 10-foot-wide travel lanes in each direction, a 15-foot-wide center left-turn lane, six-foot-wide shoulders, at-grade intersections, and open-ditch drainage. The existing 183A roadway's functional classification is "major collector" for the frontage roads and "other freeway/expressway" for the main lanes. The existing US 183 functional classification within the project limits is "other principal arterial." The posted speed limit is 60 miles per hour (mph).

3 Proposed Project

The proposed action (Preferred Alternative) would extend the six-lane, controlled-access, grade-separated 183A tolled main lanes from their current terminus approximately 0.4 mile north of Hero Way to approximately 0.4 mile north of SH 29 within the existing right-of-way (ROW) of 183A and US 183. Connecting ramps to US 183 would terminate approximately 0.4 mile north of SH 29, with transitional improvements to US 183 extending approximately 1.1 miles north of SH 29. The 183A tolled main lanes would be located in the median

between the existing northbound and southbound 183A frontage roads and between the existing northbound and southbound US 183 general purpose lanes.

The proposed 183A main lanes would include three 12-foot-wide lanes in each direction, with 10-foot-wide paved shoulders and a 38-foot wide grassy median. The main travel lanes to be constructed within the existing roadway alignment would be tolled as an extension of the existing 183A tollway currently in place south of Hero Way. The existing general purpose lanes and frontage roads within the project limits (described in **Section 2, Existing Facility**) would remain in use as a non-tolled facility. Main lane design speed is 70 mph and ramp design speed is 50 mph. The No Build Alternative would not meet project purpose and need.

4 Toll Policies

The CTRMA would be the governing authority for the proposed toll project and its tolling policies would apply. The policies and procedures for toll collection operations on the CTRMA's tollway system are outlined in the Mobility Authority Policy Code (CTRMA 2016) and are available online at:

<http://www.mobilityauthority.com/about/policies.php>.

Chapter 3 (Operations), Article 1 of the Policy Code, in effect as of April 26, 2017, outlines toll policies and is included in **Appendix A**.

Regarding toll exemptions (Section 301.4), the policy states that emergency and military vehicles are exempt from paying tolls on the CTRMA's toll road system. Vehicles used exclusively for public passenger transport under transit programs established and managed by the Capital Metropolitan Transportation Authority or the Capital Area Rural Transportation System are also exempt from paying tolls on the CTRMA's toll road system.

The policy states that CTRMA may offer discounts and incentives to customers who pay tolls using a transponder as part of marketing efforts to encourage use of toll roads (Section 301.5). Currently, CTRMA offers discounts to toll transponder users on the existing 183A facility of approximately 25 percent below pay-by-mail toll rates (<https://www.mobilityauthority.com/pay-your-toll/rates>). The transponder programs of TxDOT, the North Texas Tollway Authority and the Harris County Toll Road Authority are interoperable with CTRMA facilities (Section 301.5). A CTRMA customer may establish a transponder account by contacting the Customer Service Center (CSC) of any interoperable agency. Each CSC that is interoperable with the authority's toll facilities has its own user agreement concerning requirements to open and maintain a transponder account (Section 301.7).

Section 301.11 of the policy outlines customer service and violation policies, including the Mobility Authority's approach to customers who use the road without paying the required toll and how tolls will be enforced in accordance with state law. Section 301.12 addresses procedures for disputing toll violations, including appeals of disputed toll violations. Please refer to **Appendix A** for more information on CTRMA's policies regarding toll violations.

5 Anticipated Toll Rates and Methods of Collection

Once Phase III would be completed and operating, the toll rate structure adopted annually by CTRMA for 183A would apply to the entire 183A facility. Further analysis would be required before actual toll amounts would be set for the Phase III section of 183A.

The Electronic Toll Collection (ETC) system currently in place on existing 183A would be extended and implemented along the proposed 183A Phase III project roadway. CTRMA does not offer “on-site” or automated cash payment options on 183A through toll booths, plazas, stations, or gates. Travelers pay the toll using electronic transponders or pay-by-mail (“video”) billing. Video billing applies to travelers who do not have electronic transponders. With video billing, a bill is mailed to the address associated with the vehicle registration information. Travelers using this option are assessed a higher toll rate and an additional service charge. Transponders can be purchased as “toll tags” using cash, check, or credit card. Section 301.9 of CTRMA’s tolling policy discusses the process of video billing. The 2018 toll rates for existing 183A are shown in **Table 1**.

Table 1: 2018 183A Toll Rates by Plaza Location

Location	2-Axle Vehicles		3-Axle Vehicles		4-Axle Vehicles		5-Axle Vehicles		6-Axle Vehicles	
	Toll Tag	Pay by Mail	Toll Tag	Pay by Mail	Toll Tag	Pay by Mail	Toll Tag	Pay by Mail	Toll Tag	Pay by Mail
Lakeline Mainline	\$0.56	\$0.75	\$1.12	\$1.50	\$1.68	\$2.25	\$2.24	\$3.00	\$2.80	\$3.75
Brushy Creek Ramps	\$0.60	\$0.80	\$1.20	\$1.60	\$1.80	\$2.39	\$2.40	\$3.19	\$3.00	\$3.99
Park Street Mainline	\$1.51	\$2.01	\$3.02	\$4.02	\$4.53	\$6.02	\$6.04	\$8.03	\$7.55	\$10.04
Scottsdale Drive Ramps	\$0.60	\$0.80	\$1.20	\$1.60	\$1.80	\$2.39	\$2.40	\$3.19	\$3.00	\$3.99
Crystal Falls Mainline	\$1.07	\$1.43	\$2.14	\$2.86	\$3.21	\$4.29	\$4.28	\$5.72	\$5.35	\$7.15
Crystal Falls Ramps	\$0.42	\$0.56	\$0.84	\$1.12	\$1.26	\$1.68	\$1.68	\$2.23	\$2.10	\$2.79

Source: CTRMA, <https://www.mobilityauthority.com/pay-your-toll/rates> (accessed March 27, 2018).

6 Toll Gantry Locations

As noted above, tolls would be collected electronically (via toll tag or video billing), on-site cash payments would not be accepted and no toll collection booths are proposed. Similar to existing facilities on 183A, the toll gantries would span both directions of travel on a structure similar to a typical sign bridge and would support ETC reader units, video enforcement system cameras, illumination devices, automatic vehicle identification antennae, communications gear, and other necessary equipment. The use of ETC rather than toll booths minimizes the amount of ROW required for toll facilities, thereby helping to ensure that no additional ROW would be required for the Phase III project, and reduces the acceleration/deceleration of traffic near toll plazas and entrance/exit ramps. Locations of

toll gantries would be finalized prior to construction. At this time, preliminary design anticipates that new gantries would be installed at the following locations:

- San Gabriel Parkway northbound exit and southbound entrance ramps;
- 183A main lanes between Bryson Ridge Trail (183A/US 183 merger) and the South San Gabriel River crossing; and
- Whitewing Drive northbound entrance and southbound exit ramps.

7 Non-Toll Facilities

Alternative travel options would remain available for those who choose not to use the proposed tolled lanes. The existing US 183 general purpose lanes and 183A frontage roads would remain non-tolled. Since some traffic would shift from the existing non-tolled lanes to the proposed tolled main lanes, the non-tolled lanes would carry less traffic and congestion would be less likely to occur under the Build Alternative than under the No Build Alternative.

8 Travel Time Differences

Travel time differences were calculated from traffic forecasts developed for the project based on the CAMPO 2016 travel demand model. Differences in projected 2040 travel speeds between the Build and No Build Alternatives are most pronounced when comparing southbound AM and northbound PM speeds for the existing US 183 (and 183A frontage roads) and the proposed 183A Phase III main lanes. Differences of 68.6 mph and 59.2 mph, respectively, are projected. For the non-tolled lanes, differences of 23.3 mph for southbound AM traffic and 25.6 mph for northbound PM traffic are projected. Average travel speeds for the Build and No Build Alternatives are shown in **Table 2**.

Table 2: 2040 Average Travel Speeds, Hero Way to SH 29

		2040 No Build		2040 Build	
Facility/Lanes Used	Direction	AM	PM	AM	PM
183A Main Lanes	Northbound	—	—	78.4 mph	72.7 mph
	Southbound	—	—	70.8 mph	77.7 mph
US 183 & 183A Frontage Roads	Northbound	52.3 mph	12.9 mph	53.1 mph	38.5 mph
	Southbound	12.2 mph	50.7 mph	35.5 mph	51.7 mph

Based on these projected travel speeds, 2040 travel times projected for the proposed Build and No Build Alternatives are displayed in **Table 3**. The travel times shown in **Table 3** are for only the proposed 5.6-mile Phase III extension from Hero Way to SH 29.

Table 3: 2040 Travel Time (minutes), Hero Way to SH 29

		2040 No Build		2040 Build	
Facility/Lanes Used	Direction	AM	PM	AM	PM
183A Main Lanes	Northbound	—	—	4.33	4.67
	Southbound	—	—	4.80	4.37
US 183 & 183A Frontage Roads	Northbound	6.80	27.48	6.70	9.24
	Southbound	29.19	7.02	10.01	6.88

9 Environmental Justice-Related Demographic Data (by Traffic Analysis Zone)

This project-level toll analysis includes identifying EJ areas to help ensure that project planning addresses impacts to EJ populations. CAMPO analyzed data by traffic analysis zone (TAZ) in the six-county CAMPO area. According to the *CAMPO 2040 Regional Transportation Plan* (2015), as amended, the CAMPO area comprises 2,102 TAZs, 684 of which are EJ TAZs. Based on CAMPO’s methodology, EJ TAZs are defined as those that meet one or more of the following thresholds:

- “Low-income” TAZs have at least 50 percent of total families receiving less than 80 percent of the county median family income and/or have at least 25 percent of total households receiving income below the federal poverty threshold for a family of three (\$20,780 in 2018).
- “Minority” TAZs have less than 50 percent of the population identifying themselves as “White, non-Hispanic.”

CAMPO used the following data from the US Census Bureau to identify EJ TAZs:

- 2006-2010 median family income levels (5-year American Community Survey);
- 2006-2010 poverty data (5-year American Community Survey); and,
- 2010 race and ethnicity data (Decennial Census).

According to the *2040 CAMPO Regional Transportation Plan*, the 183A Phase III project limits (from Hero Way to SH 29) are not located within EJ TAZs, and the project does not lie adjacent to EJ TAZ areas (**Appendix B, EJ Areas with 2040 Road Types**, Map 35 from *CAMPO 2040 Regional Transportation Plan*).

10 Potential Economic Impact to Individuals

Potential economic impacts to individuals using the proposed 183A Phase III tolled main lanes can be illustrated extrapolating the current toll rates for existing 183A to the proposed project on a per-mile basis, since future toll rates for the extended facility have not yet been determined. The resulting cost for drivers using the facility is compared with the median household income for Williamson County, as shown in **Table 4**. Currently (2018), toll rates on existing 183A for two-axle vehicles traveling the entire length of the facility from SH 45/RM 620 to Hero Way are approximately 21 cents per mile for toll tag users and approximately 29 cents per mile for pay-by-mail travelers. The calculations of potential cost per household assume that a toll road user would make 250 round trips per year along the 5.6-mile toll road between SH 29 and Hero Way.

As shown in **Table 4** and based on the assumptions stated above, the annual cost of toll fees for using the 183A main lanes between SH 29 and Hero Way would be approximately \$587.50 for toll tag users and approximately \$812.50 for pay-by-mail travelers. These estimates indicate that a user commuting on the proposed 183A Phase III main lanes with an annual household income that equals Williamson County’s median household income of \$81,818 would spend approximately 0.7 percent of household income on tolls using a toll tag and 1.0 percent paying by mail. These tolls would equal 2.3 percent of annual poverty level income for a family of four (\$25,100) using a toll tag and 3.2 percent paying by mail.

Table 4: Estimated Annual Toll Cost and Percentage of Commuter’s Annual Income

Daily Toll Charges: Hero Way to SH 29 (2-axle vehicle)*		Round Trips per Year	Total Cost per Year		Percent of Median Household Income		Percent of Poverty Level Income	
Toll Tag	Pay-by-mail		Toll Tag	Pay-by-mail	Toll Tag	Pay-by-mail	Toll Tag	Pay-by-mail
\$2.35	\$3.25	250	\$587.50	\$812.50	0.7	1.0	2.3	3.2

* Extrapolated from current toll rates for existing 183A to the proposed project on a per-mile basis, since future toll rates for the extended facility have not yet been determined.

Sources: CTRMA, <https://www.mobilityauthority.com/pay-your-toll/rates> (accessed March 27, 2018); US Census Bureau, 2016 American Community Survey 1-Year Estimates, 2017; US Department of Health and Human Services, HHS Poverty Guidelines for 2018 (accessed March 27, 2018).

11 Limited English Proficiency and Disabled Accommodations

There are accommodations in place to allow persons with limited English proficiency or disabilities to access the toll facilities. For example, the TxTag® website is available in Spanish and provides a customer service contact number for the deaf and hard of hearing.

12 Potential Users of the Toll Facility

Potential users of the toll facility can be determined from origin and destination traffic data for the corridor, based on Year 2040 traffic forecasts for the Build Alternative. For northbound travel on the proposed 183A Toll, existing 183A Toll south of Hero Way (60%) and US 183/Bryson Ridge Trail (28%) are the most popular origin points for accessing the

corridor. The most popular northbound destinations are SH 29 westbound (36%) and US 183 northbound (36%), followed by the northbound exit to Whitewing Drive (12%).

For southbound travel on 183A Toll, the most popular origins are SH 29 eastbound (35%) and US 183 southbound (34%), followed by the southbound entrance from San Gabriel Parkway (10%). The most popular southbound destinations are existing 183A Toll (56%) and US 183/Bryson Ridge Trail (34%).

13 CAMPO Traffic Model Assumptions and Limitations

The assumptions and limitations for the 183A Phase III level toll analysis are as follows:

1. The model is based on the latest adopted CAMPO 2040 population, household, and employment forecast as of April 2014.
2. The model includes all planned highway network projects as listed in the CAMPO 2040 RTP; the No-Build scenario removes only the project segment being analyzed.
3. The model uses the same CAMPO 2040 household/employment forecasts and vehicle trip matrices for both Build and No-Build scenarios.
4. For this analysis, an EJ zone is any TAZ that meets the minimum criteria as defined and described in CAMPO's Regional Toll Network Analysis documentation. The model does not use separate individual households. All travel in the model from households in an EJ zone are assumed to be EJ regardless of their individual income levels or composition. The model's Trip Generation step considers a household's income level as a factor for trip generation. (Statistics indicate that higher income households tend to make more trips.) The model is based on the latest adopted CAMPO 2040 household and employment forecast as of April 2014 (household and employment forecasts are used to estimate trip generation, not population).

The CAMPO model includes trip categories other than automobile trips. However, for the project-level EJ analysis, only auto trips that travel wholly within the CAMPO region are considered. The remaining external (i.e., trips with either or both origin and destination outside of the region) and truck trips are not included in this analysis

14 Tolling Impacts to Environmental Justice Populations

Access to the extended 183A main lanes would require users to pay a toll to drive on the expanded facility. Therefore, any driver using the extended, tolled main lanes would experience an economic impact. The amount of money a driver would be required to pay in tolls would be based on the distance the driver would travel on the facility, not on the driver's income. Thus, the relative economic impact associated with paying the toll would be proportionately higher for low-income drivers than for higher income drivers, as the cost of paying the toll would represent a higher percentage of a low-income household's earnings than of a higher income household's earnings.

A 2010 study by the Center for Transportation Research¹ of Central Texas toll road use found a significant association between household income and toll road auto usage, with toll road users having higher household incomes than non-toll road users. Other statistically significant associations with toll road usage included the number of vehicles available to households and also employment. In addition, when a toll road alternative is available to drivers, the most frequently mentioned reason for not using the toll road provided by non-toll road users for all trip types was that it was too expensive. However, no statistically significant association was found between race/ethnicity and toll road usage. Generally, low-income drivers are less likely to use toll roads than those with higher incomes.

Nevertheless, even if a low-income driver chooses not to use the tolled main lanes, the driver would experience benefits associated with the proposed project. As shown in **Table 2**, speeds in the non-tolled general purpose lanes are projected to increase over the No Build scenario as drivers elect to pay the toll and enter the main travel lanes, removing their vehicles from traffic in the general purpose lanes. Furthermore, Capital Metro buses would be able to use the main lanes toll-free, enabling more reliable transit along this route. Emergency response vehicles would also be able to use the main lanes to bypass congestion in the general purpose lanes when responding to incidents along and near the corridor.

Based on the preceding analysis, net adverse or disproportionate impacts to EJ populations would not be expected as a result of tolling on this project. The proposed project would benefit EJ and non-EJ residents alike within the study area, increasing mobility along the project limits for both drivers and transit users, providing a reliable route for transit, and facilitating reliable emergency response.

¹ Center for Transportation Research, *Toll Roads: What We Know About Forecasting Usage and the Characteristics of Texas Users*, 0-6044-P1, Austin: University of Texas, January 2010

Appendix A

CTRMA Toll Policies

MOBILITY AUTHORITY POLICY CODE

Chapter 3: OPERATIONS

Article 1. TOLL POLICIES

Subchapter A. TOLL RATES

301.1 Priority of Bond Documents

Notwithstanding any conflicting provision in this subchapter or in a prior resolution adopting the Toll Policies, the toll rates and schedules promulgated by the authority shall always be sufficient to meet or exceed all covenants and requirements set forth in all applicable bond documents and obligations of the authority. If any conflict arises between the bond documents and this subchapter or a prior resolution adopting the Toll Policies, the covenants and requirements of the bond documents shall control to the extent of such conflict.

301.2 Toll Rates

- (a) The authority shall establish toll rates for each tolled facility operated by the authority. Each toll established by this section is subject to an adjustment on January 1 of each year under the procedure set forth in Sec. 301.003 (Annual Toll Rate Escalation). The executive director is authorized and directed to edit a toll established by this section to update and certify any change to a toll made pursuant to Sec. 301.003.
- (b) The toll charge for each tolled facility operated by the authority shall be published on the authority website.
- (c) The toll charged for use of the MoPac Express Lanes shall be variable in nature. The minimum toll rate will be \$0.25 per Express Lane segment, in 2016 dollars. The minimum toll rate per segment will be adjusted annually in accordance with the methodology for toll rate escalation provided in Section 301.003. There shall be no maximum toll rate. To maximize throughput and maintain free flowing conditions, the toll rate for each MoPac Express Lane segment shall change on a real-time basis based on traffic volumes. When traffic volumes increase, the minimum toll rate shall be increased as much as necessary to prevent the MoPac Express Lane(s) from becoming congested. When traffic volumes decrease, the toll rate shall be reduced to encourage use of the MoPac Express Lane(s). The primary goal of the variable toll rate is to minimize congestion on the MoPac Express Lanes and to encourage more people to ride public transit or join a registered vanpool. Changeable message signs shall be located prior to the entrance of each MoPac Express Lane segment to notify customers of the current toll rate. A customer shall never pay more than the toll rate information shown on the sign located near the vehicle's entry point, but may be charged less. The Mobility Authority may reduce tolls if it determines that operational issues warrant such an adjustment.

MOBILITY AUTHORITY POLICY CODE

301.3 Annual Toll Rate Escalation

(a) The following provisions are fully adopted and made a part of this subchapter and may be incorporated in any Trust Indenture or Supplemental Trust Indenture issued in conjunction with bond financing to be utilized for the financing of the construction and development of projects by the authority (defined terms in these provisions shall be in accordance with the terms and definitions set forth in the Master Trust Indenture and any applicable Supplemental Trust Indenture):

Subject in all instances to the provisions, requirements and restrictions of the Master Indenture, as amended and supplemented from time to time, beginning on October 1, 2012 and on each October 1 thereafter (the “Toll Escalation Determination Date”), a percentage increase in the Toll rates charged on all toll facilities in the Turnpike System will be determined in an amount equal to the Toll Rate Escalation Percentage. The Toll Rate Escalation Percentage, as calculated on each Toll Escalation Determination Date, shall be reported to the board each year at its October board meeting. The percentage increase in the Toll rates shall be effective on the January 1 of the next calendar year, unless at such board meeting the board affirmatively votes to modify the Toll Rate Escalation Percentage. If the board votes to modify the Toll Rate Escalation Percentage, the Toll rate increase to be effective on January 1 of the next calendar year shall be based on the modified Toll Rate Escalation Percentage.

(b) For purposes of determining the Toll Rate Escalation Percentage, the following capitalized terms shall have the meanings given below:

- (1) “Toll Rate Escalation Percentage” = shall mean a percentage amount equal to $[(CPI^t - CPI^{t-12})/CPI^{t-12}]$. In the event the Toll Rate Escalation Percentage is calculated to equal less than 0%, then the Toll Rate Escalation Percentage shall be deemed to equal 0%.
- (2) “CPI” = the most recently published non-revised index of Consumer Prices for All Urban Consumers (CPI-U) before seasonal adjustment (“CPI”), as published by the Bureau of Labor Statistics of the U.S. Department of Labor (“BLS”) prior to the Toll Escalation Determination Date for which such calculation is being made. The CPI is published monthly and the CPI for a particular month is generally released and published during the following month. The CPI is a measure of the average change in consumer prices over time for a fixed market basket of goods and services, including food, clothing, shelter, fuels, transportation, charges for doctors’ and dentists’ services, and drugs. In calculating the index, price changes for the various items are averaged together with weights that represent their importance in the spending of urban households in the United States. The contents of the market basket of goods and services and the weights assigned to the various items are updated periodically by the BLS to take into account changes in consumer expenditure patterns. The CPI is expressed in relative terms in relation to a time base reference period for which the level is set at 100.0. The base reference period for the CPI is the 1982-1984 average.

MOBILITY AUTHORITY POLICY CODE

- (3) “CPI⁻¹²” = the CPI published by the BLS in the month that is 12 months prior to the month used to established CPI^t.
- (4) If the CPI is discontinued or substantially altered, as determined in the sole discretion of the authority, the authority will determine an appropriate substitute index or, if no such substitute index is able to be determined, the authority reserves the right to modify its obligations under this section.

301.4 Exemption from Toll

- (a) The operator or the registered owner of a vehicle operated on an authority toll facility is required to pay the toll established by this subchapter unless the vehicle is exempted by state law or by this section.
- (b) An authorized emergency vehicle defined by Section 541.201, Transportation Code, is exempt from paying a toll to use an authority toll facility under Section 370.177, Transportation Code.
- (c) A state or federal military vehicle is exempt from paying a toll to use an authority toll facility under Section 362.901, Transportation Code.
- (d) Under Section 370.177(a-1), Transportation Code, and to facilitate a multi-modal transportation system that ensures safe and efficient travel for all individuals in central Texas, a vehicle used exclusively to provide transportation to a member of the public under a transit program established and managed by the Capital Metropolitan Transportation Authority or the Capital Area Rural Transportation System is exempt from paying a toll to use an authority toll facility.
- (e) The authority will create technical procedures to implement the toll exemptions described and established by this section.

301.5 Discounts and Incentives

- (a) A primary objective of the authority’s marketing and public information program is to encourage enrollment of as many customers as possible in interoperable transponder programs. Transponder programs that are interoperable with the authority’s facilities currently include the Texas Department of Transportation’s TxTag; the North Texas Tollway Authority’s TollTag; and the Harris County Toll Road Authority’s EZ TAG. The board will determine appropriate introductory and marketing activities on a project-by-project basis by separate resolution, which may include, but not be limited to, those described in subsection (b).
- (b) During the initial start-up phase of tolling on a particular project, incentives to customers may be offered depending on the level of toll tag enrollment, such as the following discounts and incentives:

MOBILITY AUTHORITY POLICY CODE

- (1) The authority may offer incentives with each new toll project that is opened to encourage ridership.
- (2) The authority may offer discounts for transponder users from the toll amount paid by Pay By Mail toll customers.

Subchapter B. TOLL COLLECTIONS

301.6 Purpose

This subchapter establishes practices and operations for toll collection systems on designated controlled-access toll roads operating within the turnpike system, and incorporates provisions of Section 370.177, Transportation Code, regarding failure or refusal to pay turnpike project tolls and related penalties and offenses.

301.7 Transponder Account

A customer may establish a transponder account by contacting any interoperable Customer Service Center (“CSC”). A transponder is an electronic device that records the presence of a vehicle on a toll road and is usually attached to the windshield of the vehicle. Each CSC that is interoperable with the authority’s toll facilities has its own user agreement concerning requirements to open and maintain a transponder account.

301.8 Unauthorized Transfer of Transponder

A transponder that is interoperable with the authority’s toll facilities is for use with one vehicle per transponder, and should not be transferred to another vehicle once the transponder is attached to the original vehicle’s windshield. Transfer of a transponder to a vehicle other than the original vehicle is against authority policy. If a transponder is transferred to another vehicle in violation of this section, the authority may refuse to recognize an electronic toll transaction incurred with respect to an unauthorized vehicle.

301.9 Video Billing

(a) The authority offers video billing as payment option for customers that use the authority’s toll facilities without a transponder account. The authority, through its Violations Process and Toll Collection Provider (the “Collections Contractor”), will use the license plate information of a vehicle that does not have a valid toll transponder but travels on the authority’s toll facilities to determine the registered owner of such a vehicle via an interface with Vehicle Title Registration or similar institution.

(b) The Collections Contractor will send an invoice to the registered owner of the vehicle and accept payment on behalf of the authority. The Collections Contractor will add a \$1.00 handling fee for each invoice. The Collections Contractor will retain the additional toll surcharge and handling

MOBILITY AUTHORITY POLICY CODE

fee to cover their cost and forward the toll payments to the authority. All toll bills/invoices require payment within 30 days of the date thereof.

301.10 Establishment of Administrative Fee for Unpaid Tolls

(a) Section 370.177, Transportation Code, authorizes the assessment and collection of an administrative fee to recover the authority's cost of collecting unpaid tolls. An administrative fee may not exceed \$100.00 per unpaid toll. The authority has determined that such fees may vary depending on how far in the collection process a delinquent account proceeds.

(b) The current administrative fee shall be applied at each phase of the collection process. This means that upon issuance of a notice of non-payment, a \$15.00 administrative fee shall be collected in addition to the unpaid toll and any other fees that are due.

(c) If payment is not received in connection with the first notice of non-payment, and a second notice of non-payment is sent, an additional \$15.00 administrative fee shall become due. Therefore, full payment of a second notice of non-payment will require payment of \$30.00 in administrative fees, in addition to all other amounts due.

(d) If payment is not received in connection with either the first or second notice of non-payment, the unpaid account shall be considered for collection, an additional \$30.00 administrative fee shall become due, and the cumulative administrative fee due shall be \$60.00.

(e) The board recognizes that the amount of the administrative fee should be subject to periodic change when collection costs and associated matters are considered. Therefore, the board delegates the authority to revise the administrative fee, or any aspect thereof, to the executive director, in consultation with the director of operations, and the executive director may revise an administrative fee by written amendment. The executive director shall give notice to the board of any such revision at the next regularly scheduled board meeting after the revision is put into effect.

301.11 Customer Service and Violation Policies

(a) A tolerant and customer-friendly approach will be employed towards customers who use the road without paying the required toll. While it is understood that the objective of the authority is to collect revenue and minimize toll violation abuse, the authority believes that a moderate approach towards customers who did not pay the toll ultimately will allow for a period of adjustment as customers begin using the toll roads, and will create new toll customers for the authority.

(b) The authority will establish a "Violation Processing Center (VPC)" where vehicle images captured at the toll collection point and for which no toll was paid will be reviewed and processed according to authority policies in accordance with the toll enforcement process established by state

MOBILITY AUTHORITY POLICY CODE

law. Repeat offenders will be issued notices of nonpayment and will be given the opportunity to make outstanding toll and administrative payments. Failure to respond to the established customer contact process and to satisfy outstanding, unpaid toll amounts will result in the issuance of citation and prosecution in accordance with state law.

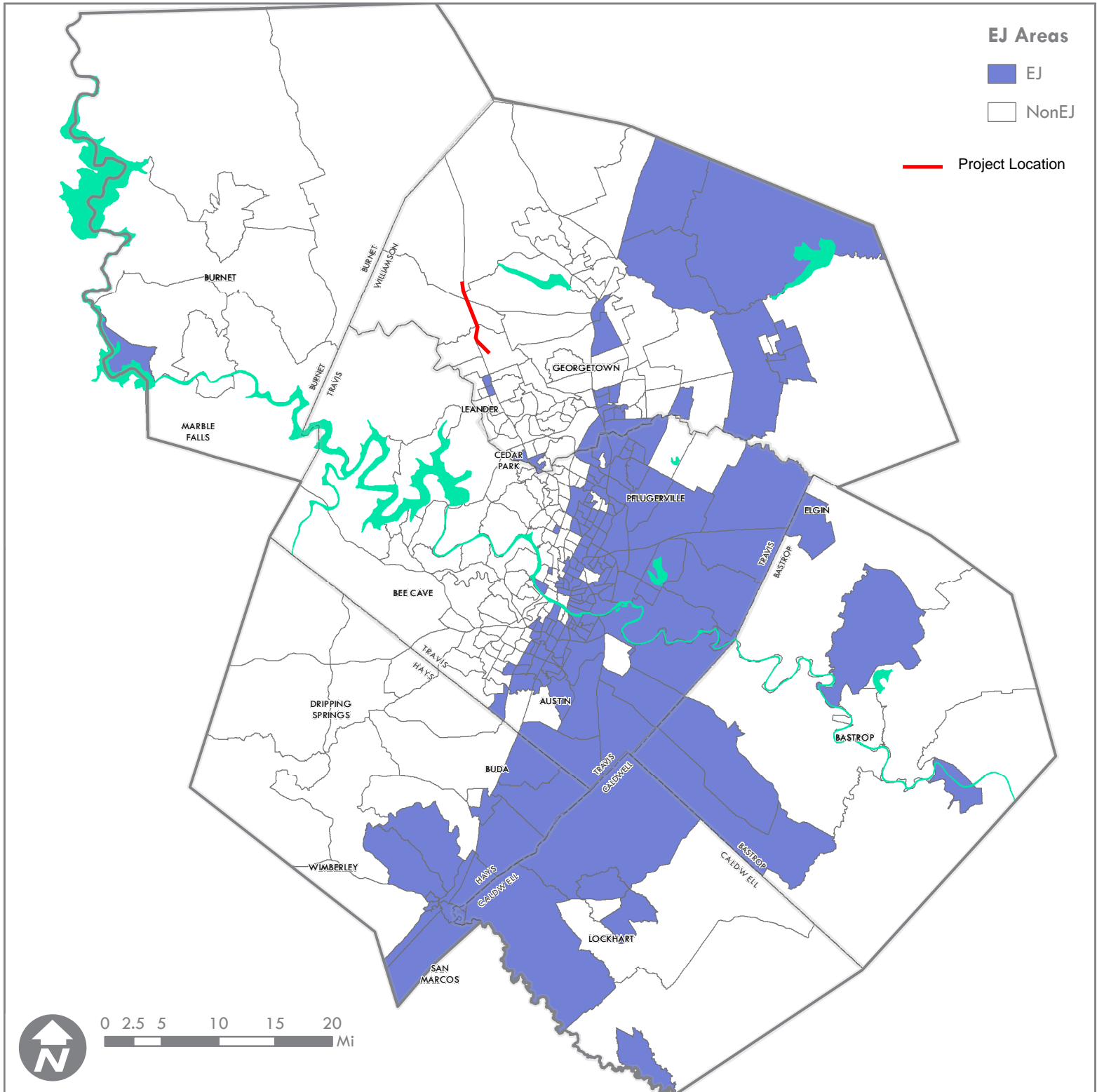
301.12 Procedures for Disputing Toll Violations

- (a) A customer may dispute an alleged failure to pay a toll on the authority's web site or by contacting the CSC where a valid transponder account has been established.
- (b) A customer who has contacted a CSC or the authority's collection contractor and has been unable to satisfactorily resolve a dispute regarding a toll violation may submit a written appeal to the authority. Such appeal shall be for the purposes of the customer providing the authority with the information upon which they base their appeal. The authority may or may not determine that there is any merit to such appeal and is not required to undertake any formal proceedings to make such determination.

\ /

Appendix B
EJ Areas with 2040 Road Types

2040 PLAN EJ AREAS



These Environmental Justice (EJ) areas are determined by analysis of the following criteria:

- Households in Poverty > 25% (of total households)
- Low Income Families > 50% (of total families) earn less than 80% of County MFI
- Minority Population > 50% (of total population)

168 of 358 Census Tracts, or 47%, are EJ Census Tracts based on these 3 criteria. And, 25% of the land area of the region is EJ.

Source: Minority Population - US Census 2010, SF1-DP1, HD01-S076, HD01_S123; Low Income Population - US Census 2010, SF3-DP3; Population in Poverty - ACS 2010 5-yr estimates, S1701, HC01_EST_VC01



Printed: Dec 2013

This map was developed by CAMPO for the purpose of aiding in regional transportation planning decisions and is not warranted for any other use. No warranty is made by CAMPO regarding its accuracy or completeness.

G:\2-Data_Development_and_Maintenance\200-GIS\Maps\EJ\2040\EJ Areas 2040 Plan.mxd