



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

July 25, 2018
AGENDA ITEM #17

Consider and take appropriate action on a resolution authorizing the Executive Director to negotiate an interlocal agreement with City of Austin to establish a collaborative process and guidelines for stormwater and environmental controls

Strategic Plan Relevance: Deliver Responsible Mobility Solutions that Respect the Communities We Serve

Department: Executive

Contact: Mike Heiligenstein, Executive Director

Associated Costs: N/A

Funding Source: N/A

Action Requested: Consider and act on draft resolution

Summary:

The City of Austin is proposing a collaboration between the City of Austin, TxDOT and the CTRMA to establish mutually agreed upon general principles, guidelines, and best practices for the stormwater management and environmental protection elements of transportation projects in the Austin region.

The collaboration will build upon successful interagency coordination efforts implemented on the SH 45 Southwest project and would help establish general conditions for partnering and cost sharing, as well as establish a framework and standard operating procedures for communication between the parties. This would also help create guidelines for streamlining inter-governmental reviews and approvals.

During the June 2018 Board meeting, the Board adopted the 2018 Strategic Plan which outlines the CTRMA goals for the succeeding five years, which included delivering responsible mobility solutions that respect the communities we serve. To build upon our adopted goal from our Strategic plan, the Mobility Authority staff recommends approval of the Board Resolution authorizing the Executive Director to negotiate the interlocal agreement with the City of Austin.

Backup provided: Draft Resolution
Summary of Interagency Coordination on SH 45 Southwest related to stormwater and environmental controls

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 18-0XX

**AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO NEGOTIATE AN
INTERLOCAL AGREEMENT BETWEEN THE CITY OF AUSTIN AND THE MOBILITY
AUTHORITY**

WHEREAS, the Central Texas Regional Mobility Authority (“Mobility Authority”) was created pursuant to the request of Travis and Williamson Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, et. seq. (the “RMA Rules”); and

WHEREAS, the Mobility Authority is authorized to design and construct transportation projects to improve mobility throughout the region; and

WHEREAS, the City of Austin serves as the largest provider of watershed management and environmental protection for the Central Texas area; and

WHEREAS, the Mobility Authority’s 2018 Strategic Plan provided goals for the Mobility Authority to implement, including the delivery of responsible mobility solutions that respect the communities we serve, and

WHEREAS, it will be beneficial to the region for the City and the Mobility Authority to collaborate on issues related to watershed management and environmental protection in the course of the development of Mobility Authority projects located within the City; and

WHEREAS, this collaboration would help establish general conditions for partnering and cost sharing for watershed management and environmental protection, as well as establish a framework and standard operating procedure for communication between the parties and help create guidelines for streamlining inter-governmental reviews and approaches; and

WHEREAS, the City of Austin is working to collaborate with the Texas Department of Transportation to develop a similar interlocal agreement.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors authorizes the Executive Director to develop an interlocal agreement with the City of Austin as outlined above; and

BE IT FURTHER RESOLVED, that any final interlocal agreement is subject to approval by the Board.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of July, 2018.

Submitted and reviewed by:

Approved:

Geoffrey Petrov, General Counsel

Ray A. Wilkerson
Chairman, Board of Directors

**SH 45 Southwest
Common Understanding Statements (from representatives of the City of Austin, Travis
County, BSEACD, TxDOT and the Mobility Authority)**

After SH 45SW received a Record of Decision and was environmentally cleared, the Mobility Authority engaged the City of Austin, Travis County and Barton Springs Edward's Aquifer Conservation District (BSEACD) to further discuss the environmental concerns related to the project with a goal of enhancing the design related to water quality. The project followed the guidelines outlined in the consent decree, but opportunities existed to enhance the water quality and environmental protections above the 25-year old agreement.

The Mobility Authority convened a Technical Working Group of the BSEACD, the City of Austin, TxDOT, and Travis County to develop common understanding statements to guide final design and construction activities. A total of six, multi-hour meetings were held over seven months. Additional small group meetings were also held to discuss specific items and provide greater insight into the project.

These meetings have produced 47 common understanding statements concerning such issues as vegetative clearing, tree preservation, void mitigation, construction exclusion zones, protection of sensitive features, lighting, erosion control, and water quality. For those items where a common understanding statement could not be developed, the technical working group has reviewed the materials and is aware of how the Mobility Authority will address those issues.

The project is being built over environmentally sensitive lands, and there are still concerns; however, all members agree that the project is better because of these discussions. The Mobility Authority thanks the Technical Working Group members for their dedication and willingness to discuss the issues and develop the following Common Understanding Statements.

Vegetation and Soil Protections

1. We agree the native soils along the project corridor consist of Del Rio and Terra Rosa. These soils are classified by the Soil Conservation Services as Group D soils. Group D soils have a very slow infiltration rate when thoroughly wetter. (Refer to the SH 45SW Geologic Assessment for additional information).
2. We agree that the project should maintain and minimize the disturbance of the native soils in the corridor by minimizing excavation, and salvaging and banking top soil for final cover.
3. We agree that, given the presence of natural clay in the soils, there is no need to install a clay liner on the vegetative filter strips and in swales.
4. Restricting the time for clearing of vegetation/trees, beyond the minimum requirements, is a reasonable approach for this project.

Permanent Protections

1. We agree that achieving superior water quality, beyond just following the measures outlined in the consent decree, should be a goal of the SH 45SW project .
2. We agree that the approach of the water quality non-degradation evaluation, which has been developed by the design team (based on the City of Austin Environmental Criteria Manual #1.6.9), is a reasonable approach.

3. The geometric revisions to reduce the footprint along the corridor, is a good approach. Design refinements that reduced the footprint include: addition of walls, reduction of shoulder width, reduction of median width.
4. Building approximately 90% of the project on fill is a reasonable approach to minimizing impacts to sensitive features.
5. Designing the shared use path to serve as a diversion dike to keep offsite flow and construction/roadway runoff separated is a reasonable approach to protecting water quality.
6. The addition of a Tree Preservation Plan to the plan set is a reasonable approach to increasing the preservation of natural resources.
7. The addition of the Construction Exclusion Zones to the plan set is a reasonable approach to increasing the preservation of natural resources.
8. The use of a native seed mix, developed in cooperation with the LBJ Wildflower Center is a reasonable approach to minimizing project impacts.

Sensitive Features and Cave Protections

1. Including the identified sensitive features and their buffer zones on all plan sheets is a reasonable approach to protecting these sensitive features.
2. The installation of cave gates at (F-110 Jubilee Cave), F-64, F-65, Cow Pattie, Hat Sink and F-157a and b (SH 45 Cave), prior to beginning construction, is a reasonable approach to protecting these sensitive features.
3. Including the following temporary BMPs: buffer zones, construction perimeter fence, high service rock filter dams and biodegradable erosion control logs, around each sensitive feature (where practical) is a reasonable approach to protecting the sensitive features.
4. In addition to the temporary BMPs listed above, a second construction perimeter fence and a diversion dike around the perimeter of the Flint Ridge Cave surface drainage area is a reasonable approach to protecting this sensitive feature.
5. The addition of Prohibited Activities Layouts to the plan set, which identifies prohibited activity areas throughout the project corridor, is a reasonable approach to protecting the sensitive features.
6. The goal of having a buffer of more than 50', with a chain link fence around the sensitive karst feature (during construction) is a reasonable approach.
7. The additional erosion/sediment control measures including stone riprap on the upstream side of Feature 55 is a reasonable approach.

Temporary Protections

1. The initial phase of construction will include the following: a) installation of BMPs to protect sensitive features, b) installation of Construction Exclusion Zone fencing, c) installation of tree protection measures, and d) vegetative clearing in phases; is a reasonable approach to minimizing project impacts during construction and protecting water quality.
2. Clearing the ROW by minimizing disruption to the soil is a reasonable approach to minimizing project impacts. Vegetative clearing will take place during the initial clearing window in the sequence as follows: Haul Road, GS1, GS2, I/C and 1626 (refer to Pre-Final submittal Narrative Sequence of Construction for a detailed description of the above-mentioned segments). Clearing and grubbing activities will not take place until construction

of each segment is imminent. Detailed restrictions, related to vegetative clearing activities, will be included on the applicable plan sheets. Trees will be mulched in place and stockpile locations will be restricted.

3. Establishing a temporary haul road that generally follows the alignment of the share use path along the SH 45SW corridor is a reasonable approach to minimizing project impacts. Mulch will be placed over the haul road for dust control
4. Installing permanent ponds early in construction, to be used as construction phase sediment detainment, is a reasonable approach to minimizing project impacts and protecting water quality during construction. Temporary grading will be sufficiently detailed to make sure construction runoff can be conveyed to the ponds.
5. The development of an Environmental Compliance Management Plan (ECMP) is a reasonable approach to minimizing project impacts.
6. Breaking the four major phases of construction into sub-phases to minimize exposed soil to assist with erosion/sediment control is a reasonable approach.
7. The inclusion of an Environmental Compliance Management Plan with a responsibility matrix is a reasonable approach.
8. Conducting surveys for red imported fire ants and tawny crazy ants on sites proposed to be used as sources for fill is a reasonable approach to minimizing the project impacts. Survey results and selection of fill sites will be approved prior to material extraction.
9. An Independent Environmental Compliance Manager (IECM) retained to be present on-site during construction is a reasonable approach to minimizing project impacts. The IECM will monitor construction activities and will ensure that upon completion of construction; all BMPs are implemented and functioning as designed. The IECM will have "stop work" authority.
10. "No Blasting" being allowed is a responsible approach to construction of this project.
11. Providing environmental training for everyone working on the project site is a reasonable approach for the project.
12. Fees for non-compliance and incentives for compliance with environmental restrictions/commitments is a reasonable approach for managing the construction contract.

Water Quality BMPs

1. Using permeable friction course (PFC) on the majority of the road and bridge surfaces is a reasonable approach to minimizing project impacts and protecting water quality. The WPAP will include the requirements that defines the maintenance and replacement schedule, which is enforced by the TCEQ.
2. Using vegetative controls (where feasible), such as vegetative filter strips and grass lined ditches, is a reasonable approach to minimizing project impacts and protecting water quality.
3. We agree that we are unable to quantify the full benefits of the vegetative filtration systems.
4. We agree that the ponds will have an impermeable liner to meet TCEQ requirements.
5. We agree with the project approach and that there is a need for energy dissipation so that erosion is controlled at concentrated flow locations downstream of the batch detention ponds. The overall approach also includes energy dissipaters designed according to HEC 14 and the City of Austin Environmental Criteria Manual and other applicable criteria.

6. We agree that the batch detention ponds will have a real-time monitoring system with a manual override valve.
7. We agree that hazardous material traps, included as part of the batch detention ponds, is the most appropriate approach given the linear nature of the project.
8. We agree that the design team's approach to the management of hazardous material is practical given the environmental constraints in the corridor. The overall approach will include a spill response plan, which includes remediation requirements.

Void Discovery and Mitigation

1. Including Void Mitigation Notes and Details in the plan set, to inform the Contractor of the void discovery protocol, is a reasonable approach to minimizing impacts to sensitive features. Notes and details are consistent with or exceed standard TCEQ requirements.
2. Requiring the Contractor to provide articulating head downhole video camera and/or other equipment necessary for proper inspection of the completed excavation is a reasonable approach to minimize impacts to sensitive features.
3. Having voids encountered during construction evaluated by a qualified karst biologist, professional geoscientist, and the engineer of record is a reasonable approach to minimizing impacts to sensitive features.
4. The construction contract based on working days and not calendar days is a reasonable approach to ensuring flexibility in the schedule to allow for appropriate assessment and mitigation for sensitive environmental features.

Miscellaneous Enhancements

1. The creation of a maintenance access route under the Bear Creek Bridge with a minimum vertical clearance of 15.0' will be a benefit to the City of Austin in maintaining preserved lands.
2. Installing safety lighting only at merge locations with no high-mast illumination is a reasonable approach.
3. The Oak Wilt Prevention Policies described in the ECMP is a reasonable approach to preventing the spread of Oak Wilt.
4. Placing signs along the corridor informing drivers that they are driving over the recharge zone of the Edwards Aquifer is a good practice.

Meeting: SH 45 SW WQ Technical Work Group (TWG) Meeting
 Location: CTRMA - Williamson Conference Room
 Date: 7/30/2015 @ 1:30 PM

Name	Organization	Phone	Email
Clay Gann	Rodriguez Transportation Group, Inc.	(512) 231-9544	cgann@rtg-texas.com
Charlotte Gilpin	KS Friese	512 3381704	cgilpin@KSFriese.com
Heather Beatty	TXDOT	512-832-7103	Heather.Beatty@txdot.gov
Sean Beal	CTRMA	512450-6280	Sbeal@ctrma.org
Tom Hegemier	BSEACTD	512 456 6623	tom.hegemier@apajefv.com
Michelle Adlong	COA WPD	512-974-2876	Michelle.adlong@austintexas.gov
Mike Kelly	COA WPD	512 974 6591	mike.kelly@austintexas.gov
Jon Geiselbrecht	TXDOT - AUS	512-832-7218	jungeise/brecht@txdot.gov
Larry Cox	Cox/McLain Envl.	512-338-2223	larry@coxmcclain.com
Heather Ashley-Nguyen	TXDOT-AUS	512 658 1516	heather.ashleynguyen@txdot.gov
Shirley Nichols	TXDOT	512 832 7168	Shirley.Nichols@txdot.gov
ROSE MARIE KLEE	TXDOT	512 832 7052	ROSE.MARIE.KLEE@TXDOT.GOV
JUSTIN WORD	CTRMA	512.996.9778	jword@MOBILITYAUTHORITY.COM
MIKE K	"	996-9778	
Miris Keith	HNTB	512 691 2205	kkeith@hntb.com
JON WHITE	TRAVIS COUNTY TNR	512-854-7212	JON.WHITE@TRAVISCOUNTYTX.GOV

JON WHITE ADDED BY CLAY GANN. JON CAME INTO MEETING LATE.



Central Texas Regional
Mobility Authority

SH45 SW
Water Quality Technical Working Group
Sign-In Sheet
August 20, 2015

	NAME	ORGANIZATION	PHONE NO.	E-MAIL
1.	Loretta Schietinger	HNTB	512 691-2220	lschietinger@hntb.com
2.	Jon Geiselbrecht	TxDOT	512.832.7218	jon.geiselbrecht@txdot.gov
3.	Heather Beatty	TxDOT	512-832-7103	heather.beatty@txdot.gov
4.	Michelle Adlong	COA-WPD	512-974-2820	MICHELLE.ADLONG@AUSTINTEXA.GOV
5.	Dave Faulkner	TRAVIS COUNTY TXR	512-854-7598	DAVE.FAULKNER@TRAVISCOUNTYTX.GOV
6.	Tom Hegemier	Alan Plummer - BSEALD	512 496 6823	thegemierwapaientv.com
7.	JUSTIN WORD	CTRMA	512.996.9778	JWORD@CTRMA.ORG
8.	Linda Rife	Rideline	512-797-9019	lrife@rideline.com
9.	Robert Carrillo	RTG	512-231-9544	rcarrillo@rtg-texas.com
10.	Charlotte Gilpin	K Friesse	512 338 1709	cgilpin@kfriesse.com
11.	SBEALD	CTRMA	512 450-6280	sbeald@ctrma.org
12.	Jon White	Travis County	512 854-7212	jon.white@traviscountytexas.gov
13.	RoseMarie Klee	TxDOT	512 832 7052	RoseMarie.Klee@txdot.gov
14.				
15.				

Meeting: SH 45 SW EP TWG Coordination Meeting
 Location: CTRMA - Board Room
 Date: 10/26/2015 @ 1:30 PM

Name	Organization
Robert Carrillo	Rodriguez Transportation Group
Walt Meitzen	Cox McLain Environmental
Larry Cox	Cox/McLain Environmental
Loretta Schietinger	HNTB
Vicki McEpy	K Friese & Associates
Jon Geislbrecht	TXDOT
Sean Beal	CTRMA
MIKE PERSONETT	COA-WPD
Ed Peacock	COA-WPD
Chuck Lesnick	CoA-WPD
FEVIN THOMSEN	COA-AW-W&PL
Shemi Kuhl	COA-AW-Balcones Canyonlands Preserve
Kris Keith	HNTB
CLAY GANN	RTG
Nic Berger	RTG
Kenzie White	Cambrian Environmental
Heather Beatty	TXDOT
ROSE MARIE KLEE	TXDOT
Mike Kelly	COA-WPD
Michèle Adlona	COA-WPD
David Johns	" "
Charlotte Gilpin	K Friese
Tom Hegemier	Alan Plummer Assoc. For BSEACD
Ginny Burckham	CTRMA
Jon White	Travis County TNR

Meeting: SH 45 SW TWG Coordination Meeting #4
 Location: CTRMA - Board Room
 Date: 11/09/2015 @ 8:30 AM

Name	Organization
Robert Carrillo <i>RC</i>	Rodriguez Transportation Group, Inc.
<i>CLAY GANN</i>	<i>RTG</i>
Vicki McEvoy	KFA
Kemblewhite	Cambridge Environmental
Charlotte Gilpin	K Friese
Heather Beatty	TxDOT
<i>Kris Keith</i>	<i>HNTB</i>
Stephanie Russell	HNTB
Larry Cox	Cox/McLain Envl. Consulting
Shirley Nichols	TxDOT
Tom Hegemiser	Alan Plummer, Assoc. Per BSEACD
Walt Meitzen	Cox/McLain
ROSE MARIE KLEE	TxDOT-AUS
Ed Peacock	COA - WPD
Michelle Adlong	COA - WPD
Chuck Lesmat	COA - WPD
Sean Beal	CTRMA
DAVE FOWLER	TRAVIS COUNTY TNR
Jon White	Travis County TNR
NIC BERGER	RTG
Lynda Rife	

Meeting: SH 45 SW TWG Coordination Meeting #5
 Location: CTRMA - Board Room
 Date: 11/23/2015 @ 3:00 PM

Name	Organization
Robert Carrillo <i>RC</i>	Rodriguez Transportation Group, Inc.
<i>Clay Gann</i>	<i>RTG</i>
Kemble White	Cambrian Environmental
Heather Beatty	TXDOT
Charlotte Gilpin	K Frieese
Vicki McEvoy	K Frieese
Stephane Russell	HNTB
Larry Cox	COX/MELAIN ENVCONS
Walt Meitzen	" " "
Shirley Nichols	TXDOT
Tom Hegemier	Alan Plummer Assoc - BSEACID
<i>DAVE POWELL</i>	TRAVIS COUNTY FNR
JUSTIN WORD	CTRMA
<i>Tina Caselbrecht</i>	TXDOT
Ed Peacock	COA-WPD
Michelle Allong	COA WPD
Chuck Lesnak	COA-WPD
David Johns	COA/WP
Sylvia Forr	COA/WPD
MIKE PERSONET	COA-WPD
KEVIN THUESEN	COA / WILDLANDS
Kris Keith	HNTB
<i>Lynette Rude</i>	<i>Reline</i>
John Dupnik	BSEACD
ROSE MARIE KLEE	TXDOT
Heather Ashley-Nguyen	TXDOT

Meeting: SH 45 SW TWG Coordination Meeting #6
 Location: CTRMA - Board Room
 Date: 01/13/2016 @ 2:00 PM

Name	Organization
Robert Carrillo <i>RC</i>	Rodriguez Transportation Group, Inc.
<i>Clay Gann</i>	" "
<i>Charlotte Gilpin</i>	<i>K Friese & Assoc.</i>
<i>Vicki McEvoy</i>	<i>K Friese & Assoc.</i>
<i>Kemble White</i>	<i>Cambrian Environmental</i>
<i>Heather Bentley</i>	<i>TXDOT</i>
<i>Shirley Nichols</i>	<i>TXDOT</i>
<i>Rose Marie Klee</i>	<i>TXDOT</i>
<i>Stephanie Russell</i>	<i>HNTB</i>
<i>Jon Gesselbrecht</i>	<i>TXDOT</i>
<i>John Dupnik</i>	<i>BSEACT</i>
<i>Heather Ashley-Nawson</i>	<i>TXDOT-AUS</i>
<i>Tom Hegemier</i>	<i>Alan Plummer Assoc for BSEACT</i>
<i>Walt Meitzen</i>	<i>Cox/McLain Env. Cons.</i>
<i>Larry Cox</i>	<i>Cox/McLain Env. Consulting</i>
<i>Sean Beal</i>	<i>CTRMA</i>
<i>Michelle Adlong</i>	<i>COA-WPD</i>
<i>Ed Peacock</i>	<i>COA-WPD</i>
<i>KEVIN THOMPSON</i>	<i>COA/WILDLANDS</i>
<i>David Johns</i>	<i>" / WPA</i>
<i>Shemi Kuhl</i>	<i>COA/BCP</i>
<i>Sylvia Ford</i>	<i>MA / WPD</i>
<i>Mico Hauweeb</i>	<i>COA WPD</i>
<i>Kris Keith</i>	<i>HNTB</i>
<i>Mike Kelly</i>	<i>COA WPD</i>

