



CAMPO 101



2011



What is an MPO?

- A **Metropolitan Planning Organization** is a federally required transportation planning organization
- **Federally required** for urbanized areas over 50,000 in population as a condition of receiving federal transportation funds
- Responsible for the **coordination of transportation planning activities**
- Responsible for **planning and programming of federal transportation funds**

What is an MPO?

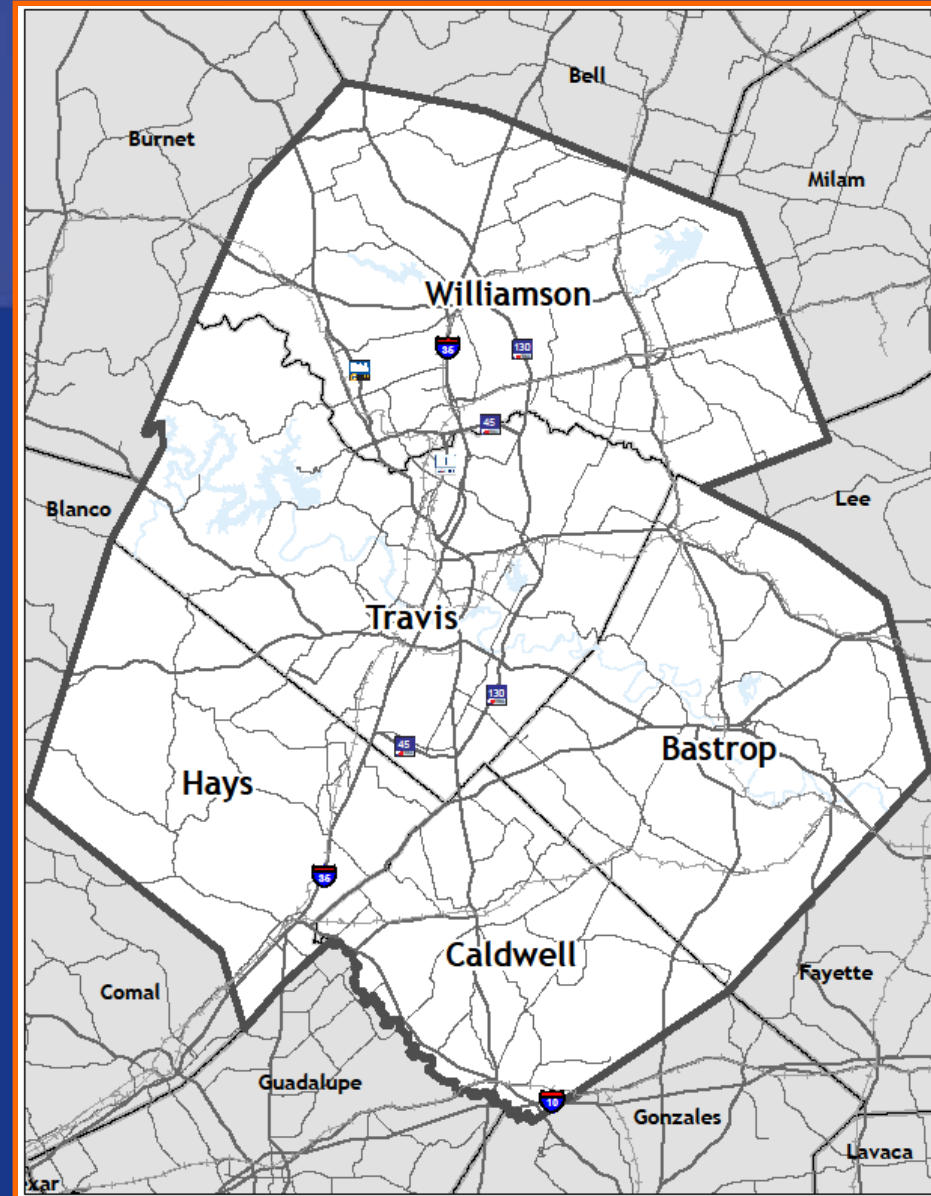
- MPOs that serve urbanized areas of more than 200,000 people are designated as **Transportation Management Areas** (TMAs). TMAs have some extra requirements
 - Must develop a congestion management process
 - Must select projects for STP MM funding (**historically about \$15 million annually**)
 - Must undertake TIP project selection
 - Must go through periodic federal certification

What is CAMPO?

- The Capital Area Metropolitan Planning Organization
- The federally-required MPO for the capital area
- One of 25 MPOs in Texas
 - One of 8 TMAs (**2010 Census likely to increase to 12**)

What is CAMPO?

- CAMPO covers the Austin-Round Rock-San Marcos Metropolitan Statistical Area
- Includes **all of Bastrop, Caldwell, Hays, Travis and Williamson Counties**
- Encompasses about **1.6 million people**
- About **4,000 square miles**



Cities/Counties/COG



Central Texas Regional
Mobility Authority



**Federal Transit
Administration**



**Federal Highway
Administration**

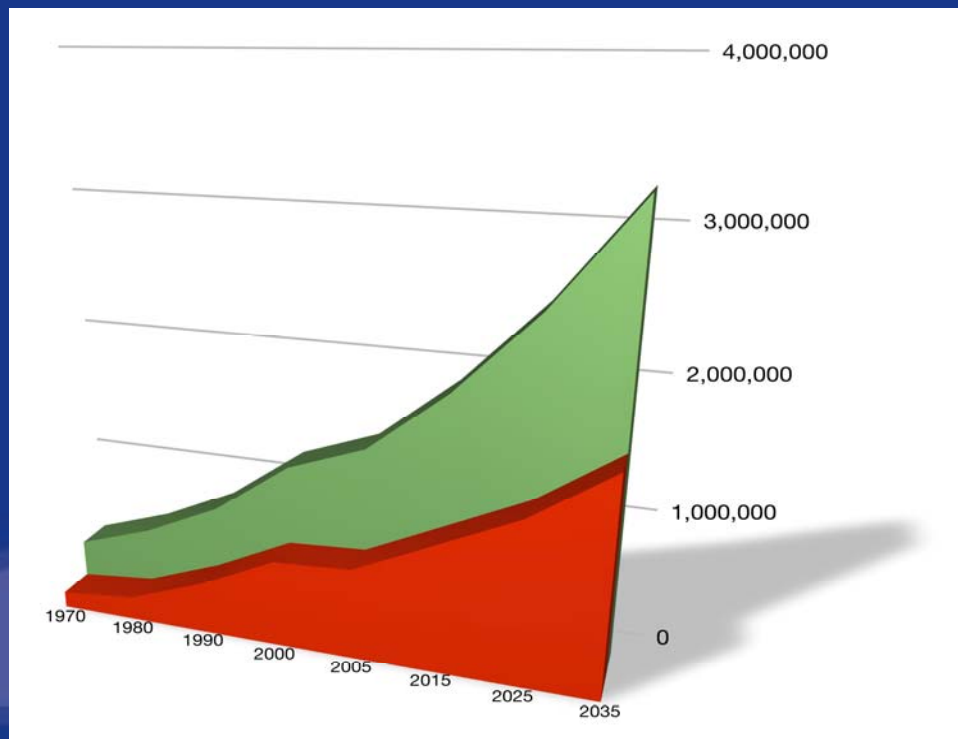
Who is CAMPO?

- CAMPO is governed by a **Transportation Policy Board** comprised of **officials from local government and transportation agencies**
- Supported by various committees, including a Technical Advisory Committee
- Supported by a **staff of 16 FTEs** and some interns
- **Federally funded:** \$400,000 FTA and \$1.35 million FHWA

What Guides CAMPO Decisions?

- The Metropolitan Transportation Plan
- Coordinated plan for jurisdictions and providers in the CAMPO region
- Covers 25 years, updated every 5 years
- ***CAMPO 2035 Regional Transportation Plan*** adopted in May 2010

CAMPO 2035 PLAN: Population Growth



	2010	2035
Population	1.72 m*	3.25 m
Employment	0.88 m**	1.64 m

* 2010 Census

** 2010 Texas Workforce Commission

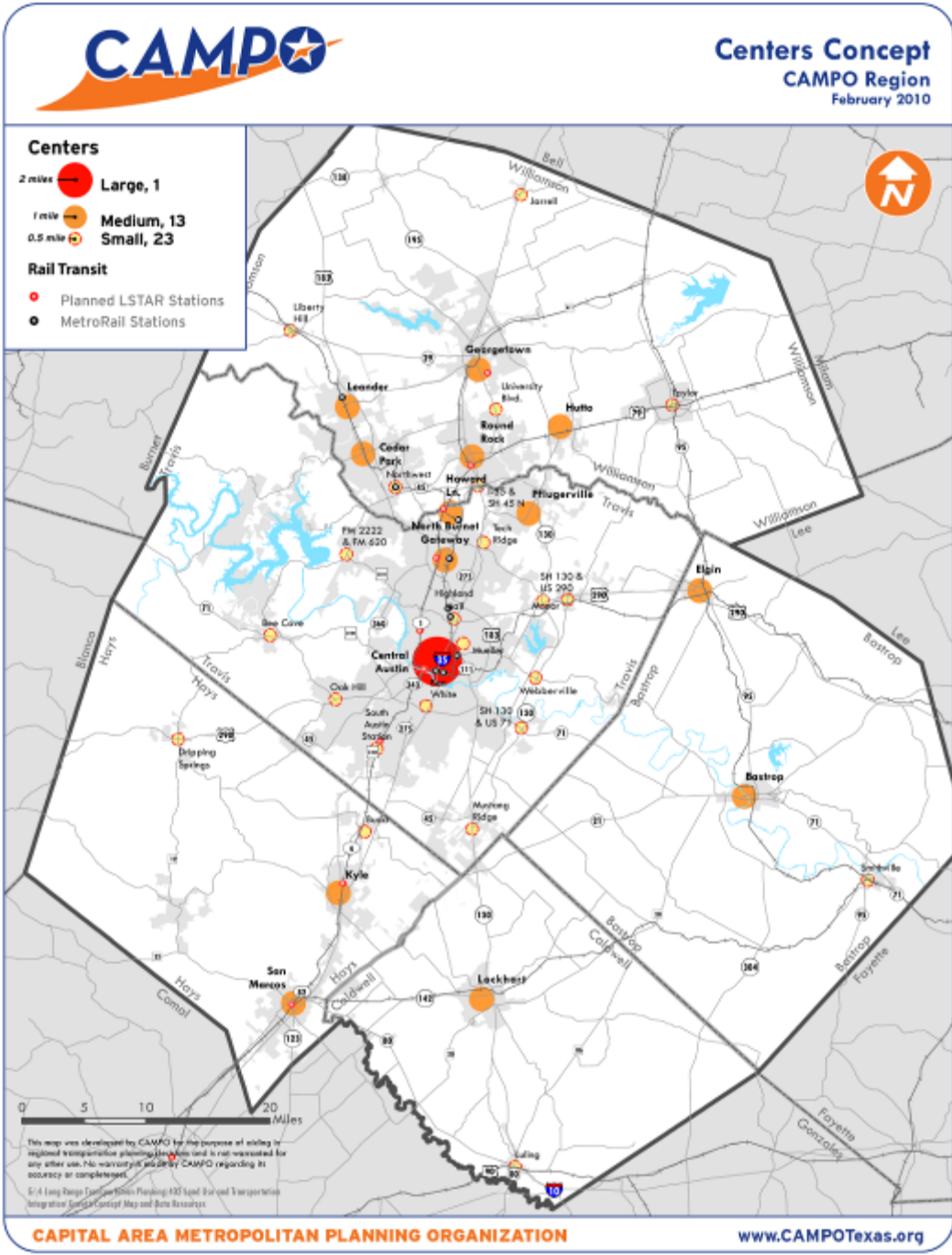
CAMPO 2035 PLAN:

Policies

- **Vision, goals, objectives**
- **Specific Implementation Policies**
 - Local planning consistency
 - Set aside of funding for bike/ped and centers
 - Accommodate bicycles and pedestrians
 - Congestion management
 - Minimize environmental impacts
 - Accommodate some growth in Centers
 - Prioritize safety and security
 - Requirements for toll roads

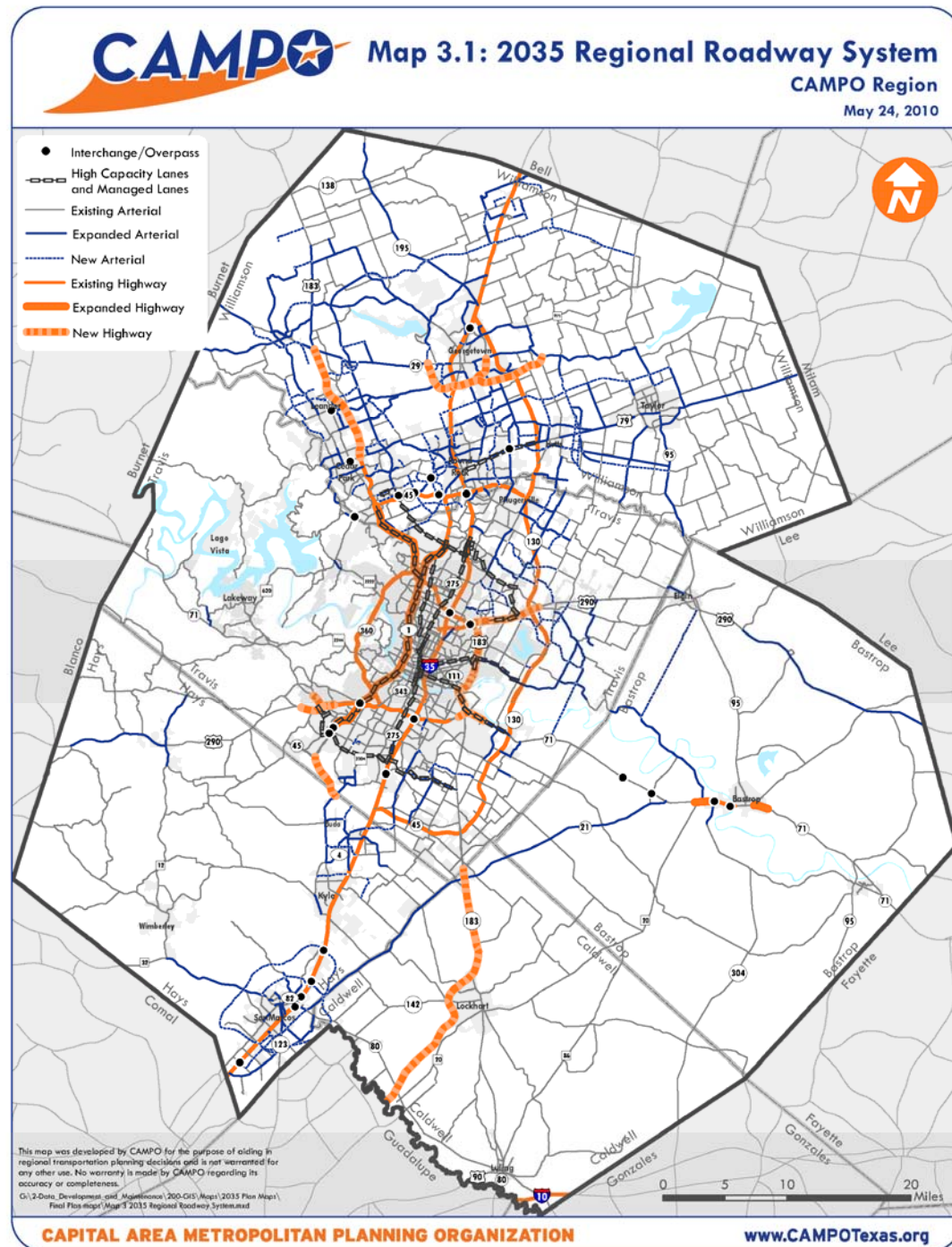
CAMPO 2035 PLAN: Centers Concept

	Current	2035 Target
Population	16%	31%
Employment	36%	38%



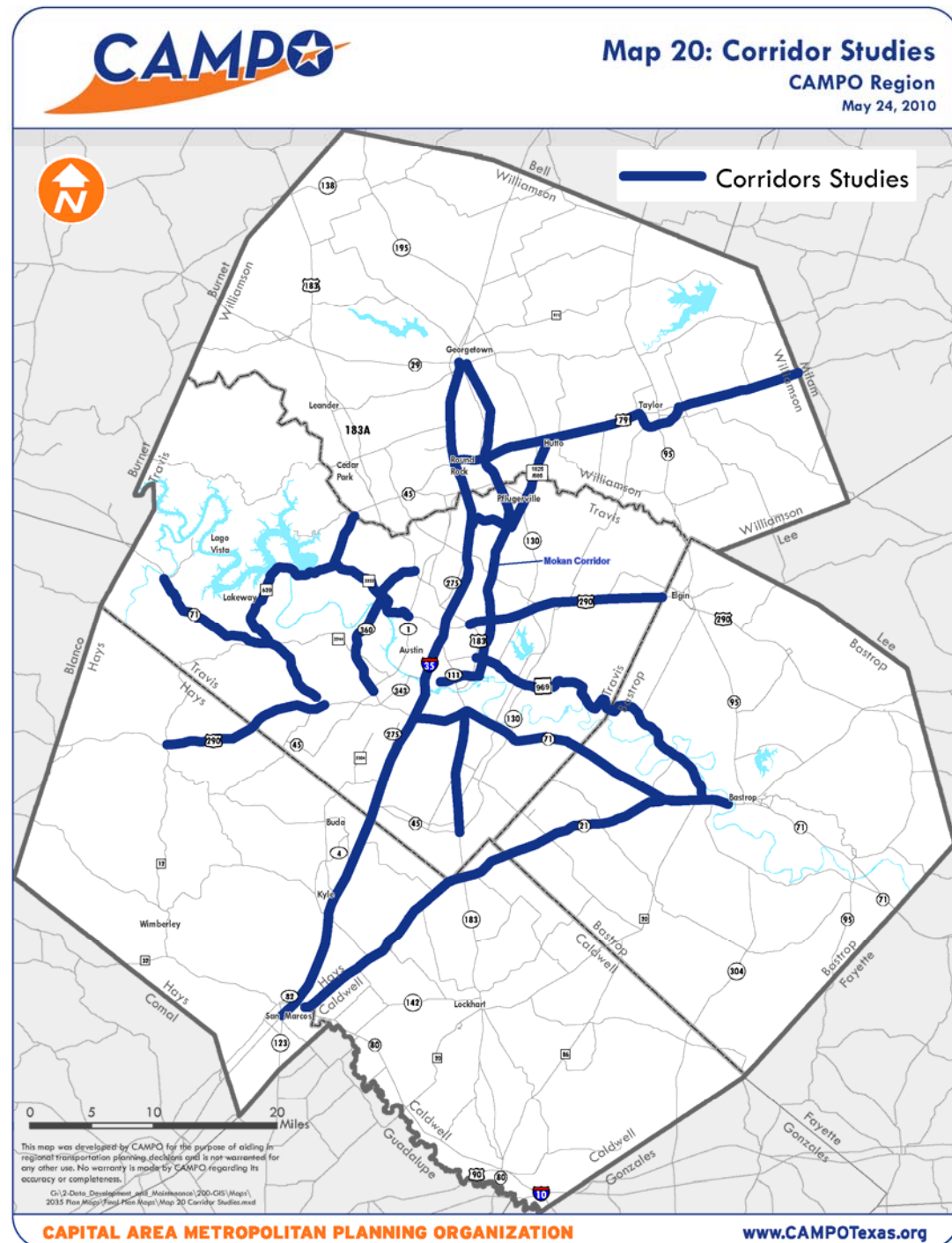
CAMPO 2035 PLAN: Roadways

- US 290 E
- 'Y' at Oak Hill
- SH 45 SW
- US 183 S
- SH 71 E
- Managed Lanes:
Loop 1, 183 N,
Parmer
- SH 29 Bypass



CAMPO 2035 PLAN: Studies

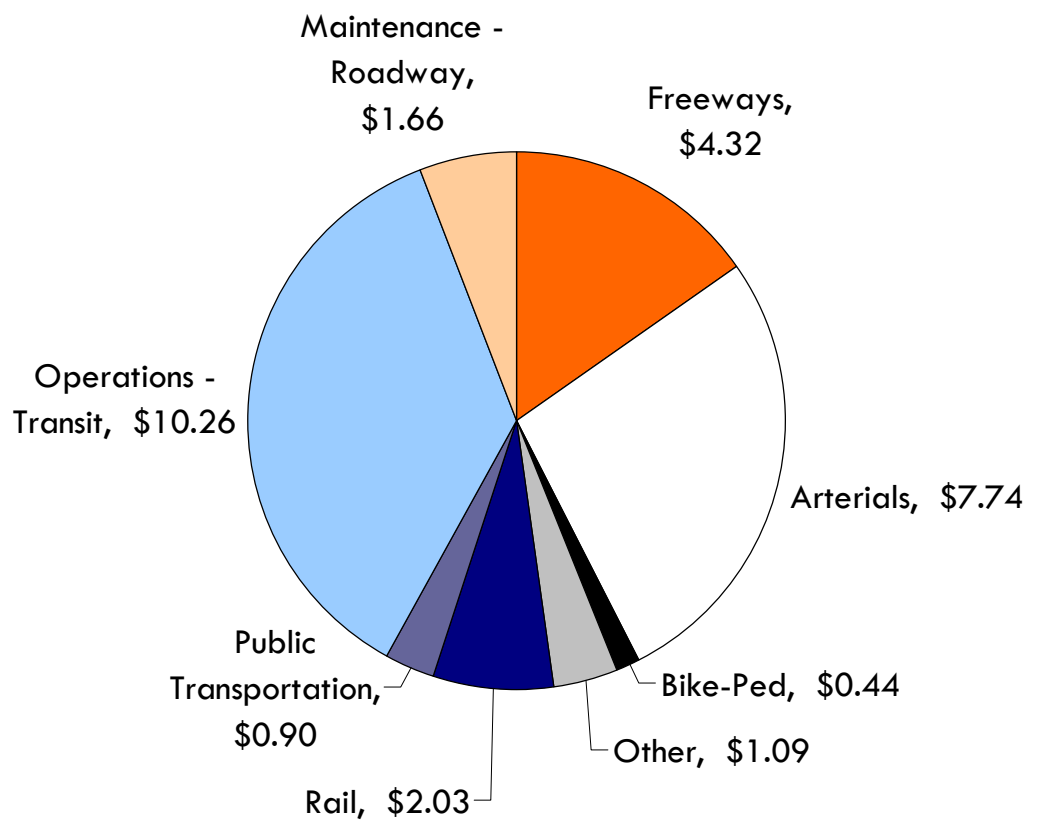
- IH 35
- Loop 360
- MoKan
- US 290 E / W
- SH 21
- US 79
- SH 71
- Additional Roadways



CAMPO 2035 PLAN: Projects and Funding

- **Total Cost/Revenues:**
\$ 28.44 Billion
- **Years:**
2010-2035
- **Regional Projects**
- **Federal, State, and Local Funding**

Expenditures by Project Type (\$Billions)



CAMPO's Transportation Improvement Program

- Covers 4 years
- Must include Federally funded projects, State system projects, other “Regionally Significant” Projects
- Must be consistent with 2035 Plan
- Funding must be available by project
- Forwarded for inclusion in STIP on a semi annual basis

Funding

- CAMPO selects projects for certain funding
 - FHWA's Surface Transportation Program Metropolitan Mobility
 - \$74 million for FYs 2012 – 2014
 - 50% to Centers
 - 15% for Bicycle and Pedestrian Projects
 - Likely to issue Call for Project Applications in mid-May
 - Transportation Policy Board could select projects for funding in October

Other CAMPO Products and Programs

- The Unified Planning Work Program
- Air quality planning
- Commute Solutions program
- Regional transit coordination activities
- Freight planning
- Bicycle and pedestrian planning
- Travel Demand Modeling and GIS

Data Analysis

- Population and Employment Forecasting
- Travel Demand Modeling
 - Support for Corridor-level needs and alternative analyses
- Regional Environmental Data
- Environmental Justice Data
- Congestion Monitoring