



## Transportation Policy Board Meeting

Monday, June 13, 2011, 6:00 p.m.

Room 3.102, Joe C. Thompson Center, University of Texas Campus  
Red River and Dean Keeton Streets, Austin, Texas

Presenters with audiovisual needs are requested to contact Art Zamorano at 512.974.2275 at least two working days prior to the meeting so that appropriate arrangements can be made. Persons with disabilities who plan to attend the meeting and who may need auxiliary aids or services, such as interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or who may need a translator for the Spanish language are requested to contact Mr. Zamorano at least two working days prior to the meeting so that appropriate arrangements can be made.

### CALL TO ORDER

#### CITIZEN COMMENTS

1. Comments will be limited to items not on the agenda. Up to ten individuals may sign up to speak -- each of whom must contact the CAMPO office by 4:30 p.m. on Monday, June 13<sup>th</sup>. **(No background material)**

#### PRESENTATIONS

2. Presentation by the CTRMA staff on the Green Mobility Challenge **(No background material)**
3. Presentation by the CTRMA staff on the HERO program **(No background material)**

#### PUBLIC HEARING

4. [On amendment requests to the FYs 2011 – 2014 Transportation Improvement Program](#)

#### ACTION ITEMS

5. [Consider and take appropriate action on summary minutes from the May 9, 2011 meeting](#)
6. [Consider and take appropriate action on a resolution authorizing the Director to negotiate and execute an Interlocal Agreement with Travis County for receipt of non-federal match for STP MM projects](#)

7. [Consider and take appropriate action on a resolution authorizing the CAMPO Director to enter into an interlocal agreement with the Texas Transportation Institute to estimate future bicycle use on the Loop 1/Mopac bicycle bridge at Barton Creek and at the Lamar Boulevard/US 290 interchange](#)
8. [Consider and take appropriate action on a resolution providing general authorization for CAMPO to enter into funding agreements with TxDOT and agreements with local governments for STP MM local match funding](#)
9. [Consider and take appropriate action on recommendations from the Technical Advisory Subcommittee on composition and roles and responsibilities of the CAMPO Technical Advisory Committee](#)

## REPORTS

10. Director's Report/Announcements
  - A. [On the Public Participation Program update](#)
  - B. [On the FY 2011 Budget](#)
  - C. [Submission of DRAFT FY 2012 Unified Planning Work Program](#)
  - D. [On the Call for Projects](#)
  - E. [On the biannual request for amendments for the Transportation Improvement Program and the CAMPO 2035 Regional Transportation Plan](#)
  - F. [Recommended Pilot Program for venue change for future Policy Board meetings](#)
  - G. [On reposting of the CAMPO Assistant Director's position](#)
11. Chair's Report
12. Adjourn



## Transportation Policy Board –March 2011

(Executive Committee in Grey Shading)

	<b>Name</b>	<b>Representing</b>	<b>Address</b>	<b>Assistant</b>	<b>Voice</b>	<b>Fax</b>
1	Sam Biscoe Chair	Travis County Judge	PO Box 1748 Austin 78767	Josie Zavala / Melissa Velasquez	854-9555	854-9535
2	Cynthia Long Vice-Chair	Williamson County Commissioner	350 Discovery Boulevard., Suite 201, Cedar Park 78613	Kathy Grimes/ Kim Fox	260-4280	260-4284
3	Clara Beckett	Bastrop County Commissioner	804 Pecan Street, Bastrop, 78602	Lara Wilson	512-581-4000	
4	Sheryl Cole	City of Austin – Council Member	PO Box 1088 Austin, 78767	Stephanie McDonald	974-2266	974-1890
5	Jeff Coleman	City of Pflugerville - Mayor	1202 FM 685, Suite B4, Pflugerville, 78660	Donita Bieda	251-5331	251-9744
6	Will Conley	Hays County Commissioner	PO Box 2085 Wimberley, Texas 78676		847-3159	847-7352
7	John P. Cyrier	Caldwell County Commissioner	110 S. Main Street, Lockhart 78644	Marie Cavanagh	512-398-1808	512-398-1828
8	Daniel Guerrero	City of San Marcos – Mayor	630 East Hopkins, San Marcos 78666	Jamie Pettijohn	393-8090	396-1576
9	Sarah Eckhardt	Travis County Commissioner	PO Box 1748 Austin, 78767	Peter Einhorn	854-9222	854-6446
10	Justine Blackmore- Hlista	Capital Metro Board of Directors	15403 Yenawine Way, Volente 78641	Tina Bui	250-2075	
11	George Garver	City of Georgetown - Mayor	PO Box 409 Georgetown, 78627	Jessica Brettle	930-3651	930-3659
12	Karen Huber	Travis County Commissioner	PO Box 1748 Austin 78767	Michael Nalick	854-9333	854-9376
13	Lee Leffingwell	City of Austin – Mayor	PO Box 1088 Austin 78767	Matt Curtis/ Nancy Williams	974-2250	974-2337
14	Bob Lemon	City of Cedar Park - Mayor	600 North Bell Boulevard, Cedar Park 78613	Penny Ewell	401-5010	250-8602
15	Carlos Lopez	TxDOT – Austin District	PO Box 15426 Austin 78761	Ed Collins	832-7022	832-7149
16	Jeff Mills	Travis County Representative	401 Congress Ave. Suite 3200, Austin 78701		457-2000	
17	John Moman	City of Round Rock – Council Member	221 East Main Street, Round Rock 78664	Kathryn Eakens	218-5403	218-7097
18	Chris Riley	City of Austin – Council Member	PO Box 1088 Austin 78767	Marisa Ballas/Leah Bojo	974-2260	974-3212
19	Bill Spelman	City of Austin – Council Member	PO Box 1088 Austin 78767	Heidi Gerbracht	974-2256	974-1884



June 6, 2011

<b>Transportation Policy Board</b>	<b>Agenda Item 4</b>
Public Hearing on requested out of cycle amendments to the CAMPO FYs 2011 - 2014 Transportation Improvement Program	

The CAMPO Transportation Policy Board adopted the FYs 2011-2014 Transportation Improvement Program on August 9, 2010 and most recently amended it through Policy Board action on January 10, 2011.

Details on the amendment requests are attached (**Attachment A:** Capital Metro requested amendments, **Attachment B:** CAMPO and TxDOT requested amendments).

CAMPO conducted five community meetings at the dates and times shown below; three members of the general public attended these five community meetings:

Location	Address	Day and Date	Time
One Texas Center	505 Barton Springs Road, Austin	Thursday, May 19	5:00-7:00 PM
Bastrop County Courthouse	301 Pecan Street, Bastrop	Friday, May 20	5:00-7:00 PM
Lockhart City Hall	308 West San Antonio Street, Lockhart	Thursday, May 26	5:00-7:00 PM
Georgetown Council Chambers	101 E 7 <sup>th</sup> Street, Georgetown	Tuesday, May 31	5:00-7:00 PM
San Marcos City Activity Center	501 East Hopkins, San Marcos	Wednesday, June 1	5:00-7:00 PM

A public comment survey is available on the CAMPO website: [www.CAMPOTexas.org](http://www.CAMPOTexas.org). Comments will be accepted until 5:00 p.m. on Friday, June 17<sup>th</sup>. The requested amendments will be the subject of the June 13<sup>th</sup> Public Hearing and could be considered for adoption at the July 11<sup>th</sup> Transportation Policy Board meeting.

**RECOMMENDATION**

The Transportation Policy Board holds a Public Hearing on June 13<sup>th</sup> and leaves the public comment period open until 5:00 p.m. on Friday, June 17, 2011.





FY 2011 - 2014  
Transportation Improvement  
Program  
Transit Projects  
Requested Amendments

**Contact Info**

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Austin, TX 78704  
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[dan.dargevics@campotexas.org](mailto:dan.dargevics@campotexas.org)

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<b>FY 2011 TRANSIT PROJECT DESCRIPTIONS</b>			
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION			
TxDOT District: Austin		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$112,000
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$28,000
<b>Brief Project Description</b>	Upgrade current and purchase new automatic passenger counters	<b>Fiscal Year Cost</b>	<b>\$140,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$140,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$640,000
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$160,000
<b>Brief Project Description</b>	Purchase of additional and replacement Interactive Voice Response system	<b>Fiscal Year Cost</b>	<b>\$800,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$800,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$3,600,000
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$900,000
<b>Brief Project Description</b>	Purchase and addition of Intelligent Transportation Systems	<b>Fiscal Year Cost</b>	<b>\$4,500,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$4,500,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$2,040,000
<b>Apportionment Year</b>		<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$510,000
<b>Brief Project Description</b>	Bus stop accessibility improvements including, concrete pads, curb ramps and sidewalks	<b>Fiscal Year Cost</b>	<b>\$2,550,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$2,550,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0

**FY 2011 TRANSIT PROJECT DESCRIPTIONS**  
**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

TxDOT District: Austin

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$342,400
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$85,600
<b>Brief Project Description</b>	Manor Park and Ride	<b>Fiscal Year Cost</b>	<b>\$428,000</b>
		<b>Total Project Cost</b>	\$428,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>(Date &amp; Amount)</b>	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$32,000
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$8,000
<b>Brief Project Description</b>	Procure and install new bus stop shelters	<b>Fiscal Year Cost</b>	<b>\$40,000</b>
		<b>Total Project Cost</b>	\$40,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>(Date &amp; Amount)</b>	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$8,000
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$2,000
<b>Brief Project Description</b>	Procure and install new bus stop benches	<b>Fiscal Year Cost</b>	<b>\$10,000</b>
		<b>Total Project Cost</b>	\$10,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>(Date &amp; Amount)</b>	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>Local</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$0
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$150,000
<b>Brief Project Description</b>	Install and operate an interoperable Positive Train Control system to meet FRA	<b>Fiscal Year Cost</b>	<b>\$150,000</b>
		<b>Total Project Cost</b>	\$150,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>(Date &amp; Amount)</b>	

**FY 2011 TRANSIT PROJECT DESCRIPTIONS**  
**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

TxDOT District: Austin

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>Local</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$0
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$1,725,000
<b>Brief Project Description</b>	Railroad bridge program to bring all bridges up to compliance with federal guidelines and FRA	<b>Fiscal Year Cost</b>	<b>\$1,725,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$1,725,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>Local</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$0
<b>Apportionment Year</b>		<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$0
<b>Brief Project Description</b>		<b>Fiscal Year Cost</b>	<b>\$0</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$0
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>Local</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$0
<b>Apportionment Year</b>		<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$65,000
<b>Brief Project Description</b>	Provide pedestrian crossings at designated Red Line rail crossings	<b>Fiscal Year Cost</b>	<b>\$65,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$65,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>Local</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$0
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$90,000
<b>Brief Project Description</b>	New or replacement fencing in ROW between Saltillo and 135 and selected rail stations.	<b>Fiscal Year Cost</b>	<b>\$90,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$90,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0

**FY 2011 TRANSIT PROJECT DESCRIPTIONS**  
**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

TxDOT District: Austin

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>Local</b>
		<b>Federal (FTA) Funds</b>	\$0
		<b>State Funds from TxDOT</b>	0
<b>CAMPO Map ID</b>	NA	<b>Other Funds</b>	\$200,000
<b>Apportionment Year</b>	2011	<b>Fiscal Year Cost</b>	<b>\$200,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Provide quiet zones at various locations on the Red Line	<b>Total Project Cost</b>	\$200,000
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5309 ID Number</b>			
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP		
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>Local</b>
		<b>Federal (FTA) Funds</b>	\$0
		<b>State Funds from TxDOT</b>	0
<b>CAMPO Map ID</b>	NA	<b>Other Funds</b>	\$250,000
<b>Apportionment Year</b>	2011	<b>Fiscal Year Cost</b>	<b>\$250,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Triangular Junction Rehab to replace track, switches and two new diamond crossings	<b>Total Project Cost</b>	\$250,000
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5309 ID Number</b>			
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP		
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>Local</b>
		<b>Federal (FTA) Funds</b>	\$0
		<b>State Funds from TxDOT</b>	0
<b>CAMPO Map ID</b>	NA	<b>Other Funds</b>	\$771,300
<b>Apportionment Year</b>	2011	<b>Fiscal Year Cost</b>	<b>\$771,300</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Diesel multiple unit modifications to meet FRA waiver requirements	<b>Total Project Cost</b>	\$771,300
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5309 ID Number</b>			
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP		
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
		<b>Federal (FTA) Funds</b>	\$351,320
		<b>State Funds from TxDOT</b>	0
<b>CAMPO Map ID</b>	NA	<b>Other Funds</b>	\$87,830
<b>Apportionment Year</b>	2011	<b>Fiscal Year Cost</b>	<b>\$439,150</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Security camera replacement and additions	<b>Total Project Cost</b>	\$439,150
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5309 ID Number</b>			
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP		

**FY 2011 TRANSIT PROJECT DESCRIPTIONS**  
**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

TxDOT District: Austin

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$720,000
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$180,000
<b>Brief Project Description</b>	Rails with Trails between US 183 and Midtown Commons TOD @ Crestview Station in Cap Metro's	<b>Fiscal Year Cost</b>	<b>\$900,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$900,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$120,000
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$30,000
<b>Brief Project Description</b>	HQ facility, service island and fleet shop lighting as suggested by Austin Energy	<b>Fiscal Year Cost</b>	<b>\$150,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$150,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$765,809
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$191,452
<b>Brief Project Description</b>	Engine and transmission rebuilds on a scheduled basis	<b>Fiscal Year Cost</b>	<b>\$957,261</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$957,261
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>Local</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$0
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$100,000
<b>Brief Project Description</b>	TOD-Last Mile Initiative: provide enhanced access to transit system from TOD. Includes bike/ped,	<b>Fiscal Year Cost</b>	<b>\$100,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$100,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0

**FY 2011 TRANSIT PROJECT DESCRIPTIONS**  
**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

TxDOT District: Austin

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$400,000
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$100,000
<b>Brief Project Description</b>	Replace 3 bus wash units to reduce buy configurations and energy costs	<b>Fiscal Year Cost</b>	<b>\$500,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$500,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5316</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$544,294
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$0
<b>Brief Project Description</b>	2009 JARC Funds	<b>Fiscal Year Cost</b>	<b>\$544,294</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$544,294
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5316</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$520,409
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$0
<b>Brief Project Description</b>	2010 JARC Funds	<b>Fiscal Year Cost</b>	<b>\$520,409</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$520,409
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5316</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$207,244
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$0
<b>Brief Project Description</b>	2011 JARC Funds	<b>Fiscal Year Cost</b>	<b>\$207,244</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$207,244
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0

**FY 2011 TRANSIT PROJECT DESCRIPTIONS**  
**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

TxDOT District: Austin

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5317</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$242,992
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$0
<b>Brief Project Description</b>	2010 New Freedom Funds	<b>Fiscal Year Cost</b>	<b>\$242,992</b>
		<b>Total Project Cost</b>	\$242,992
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>(Date &amp; Amount)</b>	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5317</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$96,234
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$0
<b>Brief Project Description</b>	2011 New Freedom Funds	<b>Fiscal Year Cost</b>	<b>\$96,234</b>
		<b>Total Project Cost</b>	\$96,234
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>(Date &amp; Amount)</b>	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$8,000,000
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$2,000,000
<b>Brief Project Description</b>	Capital Cost of 3rd party contracting for fixed route with Veolia and First Transit	<b>Fiscal Year Cost</b>	<b>\$10,000,000</b>
		<b>Total Project Cost</b>	\$10,000,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>(Date &amp; Amount)</b>	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$8,000,000
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$2,000,000
<b>Brief Project Description</b>	Preventative Maintenance and Labor	<b>Fiscal Year Cost</b>	<b>\$10,000,000</b>
		<b>Total Project Cost</b>	\$10,000,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>(Date &amp; Amount)</b>	

**FY 2011 TRANSIT PROJECT DESCRIPTIONS**  
**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

TxDOT District: Austin

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$416,000
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$104,000
<b>Brief Project Description</b>	Various IT and improvements and expenditures	<b>Fiscal Year Cost</b>	<b>\$520,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$520,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$98,400
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$24,600
<b>Brief Project Description</b>	Various facility repairs, upgrades and improvements	<b>Fiscal Year Cost</b>	<b>\$123,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$123,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$902,386
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$225,596
<b>Brief Project Description</b>	Non-Revenue Vehicle Replacement: 10 flat bed trucks and other non-revenue vehicles	<b>Fiscal Year Cost</b>	<b>\$1,127,982</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$1,127,982
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$2,950,408
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$737,602
<b>Brief Project Description</b>	Paratransit Vehicle Replacement: 20 paratransit vehicles	<b>Fiscal Year Cost</b>	<b>\$3,688,010</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$3,688,010
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0

**FY 2011 TRANSIT PROJECT DESCRIPTIONS**  
**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

TxDOT District: Austin

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$8,371,340
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$2,092,835
<b>Brief Project Description</b>	Bus Replacement: 22 buses	<b>Fiscal Year Cost</b>	<b>\$10,464,175</b>
		<b>Total Project Cost</b>	\$10,464,175
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>(Date &amp; Amount)</b>	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5309</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$240,000
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$60,000
<b>Brief Project Description</b>	Design, procure and install new bus stop sign and information display units (IDUs)	<b>Fiscal Year Cost</b>	<b>\$300,000</b>
		<b>Total Project Cost</b>	\$300,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>(Date &amp; Amount)</b>	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$87,200
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$21,800
<b>Brief Project Description</b>	Ridership Analysis Software	<b>Fiscal Year Cost</b>	<b>\$109,000</b>
		<b>Total Project Cost</b>	\$109,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>(Date &amp; Amount)</b>	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5307</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$280,000
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$70,000
<b>Brief Project Description</b>	Purchase, implement and install Trapeza Paratransit Module expansion	<b>Fiscal Year Cost</b>	<b>\$350,000</b>
		<b>Total Project Cost</b>	\$350,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>(Date &amp; Amount)</b>	

**FY 2011 TRANSIT PROJECT DESCRIPTIONS**  
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

TxDOT District: Austin

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Capital Metro	Federal Funding Category	
		Federal (FTA) Funds	\$0
		State Funds from TxDOT	0
CAMPO Map ID	NA	Other Funds	\$0
Apportionment Year	2011	Fiscal Year Cost	\$0
Project Phase			
Brief Project Description		Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action	7/2011 Amended into TIP		
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Capital Metro	Federal Funding Category	5309
		Federal (FTA) Funds	\$114,400
		State Funds from TxDOT	0
CAMPO Map ID	NA	Other Funds	\$28,600
Apportionment Year	2011	Fiscal Year Cost	\$143,000
Project Phase			
Brief Project Description	Installation of BRT dispatch at North Ops including dispatch, PCs and ORBCAD	Total Project Cost	\$143,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action	7/2011 Amended into TIP		
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Capital Metro	Federal Funding Category	5309
		Federal (FTA) Funds	\$158,400
		State Funds from TxDOT	0
CAMPO Map ID	NA	Other Funds	\$39,600
Apportionment Year	2011	Fiscal Year Cost	\$198,000
Project Phase			
Brief Project Description	Installation of BRT Fare Collection Equipment	Total Project Cost	\$198,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action	7/2011 Amended into TIP		
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Capital Metro	Federal Funding Category	5309
		Federal (FTA) Funds	\$10,004,000
		State Funds from TxDOT	0
CAMPO Map ID	NA	Other Funds	\$2,501,000
Apportionment Year	2011	Fiscal Year Cost	\$12,505,000
Project Phase			
Brief Project Description	Implementation of BRT	Total Project Cost	\$12,505,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action	7/2011 Amended into TIP		

**FY 2011 TRANSIT PROJECT DESCRIPTIONS**  
**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

TxDOT District: Austin

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5309</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$915,200
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$228,800
<b>Brief Project Description</b>	Installation of computer controlled signs at BRT stops to display real time information	<b>Fiscal Year Cost</b>	<b>\$1,144,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$1,144,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5309</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$2,596,907
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$649,227
<b>Brief Project Description</b>	Implementation of BRT	<b>Fiscal Year Cost</b>	<b>\$3,246,134</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$3,246,134
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5309</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$245,600
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$61,400
<b>Brief Project Description</b>	BRT technology installation on buses	<b>Fiscal Year Cost</b>	<b>\$307,000</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$307,000
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5309</b>
<b>CAMPO Map ID</b>	NA	<b>Federal (FTA) Funds</b>	\$903,018
<b>Apportionment Year</b>	2011	<b>State Funds from TxDOT</b>	0
<b>Project Phase</b>		<b>Other Funds</b>	\$225,754
<b>Brief Project Description</b>	Implementation of transit signal prioritization related to BRT	<b>Fiscal Year Cost</b>	<b>\$1,128,772</b>
<b>Sec 5309 ID Number</b>		<b>Total Project Cost</b>	\$1,128,772
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0

**FY 2011 TRANSIT PROJECT DESCRIPTIONS**  
**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

**TxDOT District:** Austin

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Capital Metro	<b>Federal Funding Category</b>	<b>5339</b>
		<b>Federal (FTA) Funds</b>	\$800,000
		<b>State Funds from TxDOT</b>	
<b>CAMPO Map ID</b>	NA	<b>Other Funds</b>	\$200,000
<b>Apportionment Year</b>	2011	<b>Fiscal Year Cost</b>	<b>\$1,000,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Alternative Analysis Study: Evaluate potential improvements to northern areas	<b>Total Project Cost</b>	\$1,000,000
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5309 ID Number</b>			
<b>Amendment Date &amp; Action</b>	7/2011 Amended into TIP		

FY 2011 TRANSIT PROJECT DESCRIPTIONS  
 CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

TxDOT District: Austin

YOE = Year of Expenditure

FUNDING SUMMARY

<u>Funding Information (YOE)</u>	
Federal Funding Category	5307
Federal (FTA) Funds	\$38,237,263
State Funds from TxDOT	0
Other Funds	\$9,559,315
<b>Fiscal Year Cost</b>	<b>\$47,896,578</b>

FUNDING SUMMARY

<u>Funding Information (YOE)</u>	
Federal Funding Category	5309
Federal (FTA) Funds	\$15,177,525
State Funds from TxDOT	0
Other Funds	\$3,794,381
<b>Fiscal Year Cost</b>	<b>\$18,971,906</b>

FUNDING SUMMARY

<u>Funding Information (YOE)</u>	
Federal Funding Category	5316
Federal (FTA) Funds	\$1,271,947
State Funds from TxDOT	0
Other Funds	\$7,649,400
<b>Fiscal Year Cost</b>	<b>\$1,271,947</b>

FUNDING SUMMARY

<u>Funding Information (YOE)</u>	
Federal Funding Category	5317
Federal (FTA) Funds	\$339,226
State Funds from TxDOT	0
Other Funds	\$2,268,000
<b>Fiscal Year Cost</b>	<b>\$339,226</b>

FUNDING SUMMARY

<u>Funding Information (YOE)</u>	
Federal Funding Category	5339
Federal (FTA) Funds	\$800,000
State Funds from TxDOT	0
Other Funds	\$200,000
<b>Fiscal Year Cost</b>	<b>\$1,000,000</b>

**Transit Financial Summary  
CAMPO  
FY 2011 - 2014 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Current as of xx

Transit Program	FY 2011			FY 2012			FY 2013		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$38,237,263	\$3,559,315	\$47,896,578			\$0			\$0
2 Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3 Sec. 5309 - Discretionary	\$15,177,525	\$3,794,381	\$18,971,906			\$0			\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0			\$0			\$0
5 Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6 Sec. 5316 - JARC >200K	\$7,649,400		\$7,649,400			\$0			\$0
7 Sec. 5316 - JARC <200K			\$0			\$0			\$0
8 Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9 Sec. 5317 - New Freedom >200K	\$339,226		\$339,226			\$0			\$0
10 Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12 Other FTA	\$800,000	\$200,000	\$1,000,000			\$0			\$0
13 Regionally Significant or Other			\$0			\$0			\$0
<b>Total Funds</b>	<b>\$62,203,414</b>	<b>\$7,553,696</b>	<b>\$75,857,110</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Transportation Development Credits Requested			\$0			\$0			\$0
Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2014			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K			\$0	\$38,237,263	\$3,559,315	\$47,896,578
2 Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3 Sec. 5309 - Discretionary			\$0	\$15,177,525	\$3,794,381	\$18,971,906
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0	\$0	\$0	\$0
5 Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6 Sec. 5316 - JARC >200K			\$0	\$7,649,400	\$0	\$7,649,400
7 Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8 Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9 Sec. 5317 - New Freedom >200K			\$0	\$339,226	\$0	\$339,226
10 Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12 Other FTA			\$0	\$800,000	\$200,000	\$1,000,000
13 Regionally Significant or Other			\$0	\$0	\$0	\$0
<b>Total Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$62,203,414</b>	<b>\$7,553,696</b>	<b>\$75,857,110</b>
Transportation Development Credits Requested			\$0			\$0
Awarded			\$0			\$0



FY 2011 - 2014  
Transportation Improvement  
Program  
Requested Amendments

**Contact Info**

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
AUSTIN	TRAVIS	0113-08-060	US 290 (W)	E	OTHER	CTRMA	<b>\$16,700,000</b>
PROJECT TYPE:	ROADWAY					REV DATE: 03/2011 MPO PROJECT ID: P FUNDING CATEGORY: LOCAL, 12 MTP REFERENCE:	
LIMITS FROM:	WEST OF SCENIC BROOK						
LIMITS TO:	JOE TANNER LANE						
TIP DESCRIPTION:	PREPARATION OF SUPPLEMENTAL ENGINEERING IMPACT STATEMENT, TRAFFIC AND REVENUE STUDIES AND FINAL ENGINEERING FOR 6 TOLLED MAINLANES AND 4 CONTINUOUS, NON-TOLLED ACCESS ROAD LANES						
REMARKS:	BICYCLE/PEDESTRIAN: WITH ULTIMATE PROJECT CONSTRUCTION, BICYCLE ACCOMODATION WILL BE ON WIDE OUTER LANES OR SHOULDERS ON THE ACCESS ROADS AND PEDESTRIANS WILL BE ACCOMODATED ON SIDEWALKS						<b>Project History:</b>

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			LOCAL	Federal	State	Regional	Local		
Preliminary Engineering:	\$16,700,000	<b>\$16,700,000</b>							
Right Of Way:	\$65,100,000								
Construction:	\$258,390,000		12		\$4,000,000			\$12,700,000	
Construction Engineering:	\$22,500,000								
Contingencies:	\$28,710,000								
Indirects:	\$77,100,000								
Bond Financing:	\$0								
<b>Total Project Cost:</b>	<b>\$468,500,000</b>			<b>\$4,000,000</b>			<b>\$12,700,000</b>	<b>\$16,700,000</b>	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
AUSTIN	CALDWELL	1111-11-111	CALDWELL	C	OTHER	CAMPO	\$250,000
PROJECT TYPE:	PROGRAM		COUNTY PLAN			REV DATE: 07/2011	
						MPO PROJECT ID: P	
						FUNDING CATEGORY: 7	
LIMITS FROM:	CALDWELL COUNTY					MTP REFERENCE:	
LIMITS TO:							
TIP DESCRIPTION:	CALDWELL COUNTY TRANSPORTATION PLAN						

REMARKS: CSJ NUMBER NOT ASSIGNED. NUMBER LISTED USED AS FILLER.  
BICYCLE/PEDESTRIAN: N/A

**Project History:**

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:		7							
Right Of Way:			\$200,000						
Construction:	\$250,000						\$50,000	\$250,000	
Construction Engineering:									
Contingencies:									
Indirects:									
Bond Financing:									
<b>Total Project Cost:</b>			<b>Funding by Share:</b>	\$200,000			\$50,000	<b>\$250,000</b>	

**Capital Area Metropolitan Planning Organization**  
**FY 2011 - 2014 Transportation Improvement Program**  
**Highway Financial Summary - Year of Expenditure Costs**  
**2011 - 2014 TIP**

**Funding by Category**

Category	Description	FY 2011		FY 2012		FY 2013		FY 2014		Total FY 2011 - 2014	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Metropolitan Area (TMA) Corridor Projects	\$1,150,000	\$1,150,000	\$56,900,000	\$56,900,000	\$71,000,000	\$71,000,000	\$70,500,000	\$70,500,000	\$199,550,000	\$199,550,000
3	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$11,550,000	\$11,550,000	\$0	\$0	\$0	\$0	\$11,550,000	\$11,550,000
7	Metro Mobility & Rehab	\$2,865,410	\$2,865,410	\$13,216,380	\$13,216,380	\$13,793,253	\$13,793,253	\$10,959,484	\$13,885,731	\$40,834,527	\$43,760,774
8	Safety	\$1,977,083	\$1,977,083	\$12,250,000	\$12,250,000	\$1,891,789	\$1,891,789	\$0	\$0	\$16,118,872	\$16,118,872
9	Transportation Enhancements	\$1,630,793	\$1,630,793	\$1,444,828	\$1,444,828	\$0	\$0	\$0	\$0	\$3,075,621	\$3,075,621
10	Supplemental Transportation Projects	\$2,602,000	\$2,602,000	\$13,469,728	\$13,469,728	\$0	\$0	\$0	\$0	\$16,071,728	\$16,071,728
11	District Discretionary	\$4,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
12	Strategic Priority	\$4,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
Other	Prop 12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Prop 14	\$209,250,000	\$209,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$209,250,000	\$209,250,000
Other	Concessions and Surplus Toll Revenue	\$0	\$0	\$6,000,000	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000
Other	Pass Through Financing	\$187,919,976	\$187,919,976	\$34,100,000	\$34,100,000	\$0	\$0	\$0	\$0	\$222,019,976	\$222,019,976
LC	Local Contributions	\$91,126,539	\$91,126,539	\$224,959,232	\$224,959,232	\$560,415	\$560,415	\$114,992,750	\$114,992,750	\$431,638,936	\$431,638,936
	<b>Total</b>	<b>\$506,521,801</b>	<b>\$506,521,801</b>	<b>\$373,890,168</b>	<b>\$373,890,168</b>	<b>\$87,245,457</b>	<b>\$87,245,457</b>	<b>\$196,452,234</b>	<b>\$199,378,481</b>	<b>\$1,164,109,660</b>	<b>\$1,167,035,907</b>

**Funding Participation Source**

Source	FY 2011	FY 2012	FY 2013	FY 2014	Total
Federal	\$9,267,204	\$79,347,660	\$69,415,892	\$65,167,581	\$223,198,337
State	\$8,385,000	\$26,840,000	\$14,510,500	\$14,100,000	\$63,835,500
Local Share	\$573,082	\$2,643,276	\$2,758,650	\$2,191,903	\$8,166,911
Local Contributions	\$91,126,539	\$224,959,232	\$560,415	\$114,992,750	\$431,638,936
Prop 12	\$0	\$0	\$0	\$0	\$0
Prop 14	\$209,250,000	\$0	\$0	\$0	\$209,250,000
Other (Concessions and Surplus Toll Revenue)	\$0	\$6,000,000	\$0	\$0	\$6,000,000
Other (Pass Through Financing)	\$187,919,976	\$34,100,000	\$0	\$0	\$222,019,976
<b>Total</b>	<b>\$506,521,801</b>	<b>\$373,890,168</b>	<b>\$87,245,457</b>	<b>\$196,452,234</b>	<b>\$1,164,109,660</b>

Summary Minutes of the  
 Capital Area Metropolitan Planning Organization's Transportation Policy Board Meeting  
 Monday, May 9th, 2011, 6:00 p.m.  
 Room 3.102, Joe C. Thompson Center, University of Texas Campus  
 Red River and Dean Keeton Streets, Austin, Texas

#	Member	Representing	Attending	Alternate
1	Sam Biscoe, Chair	Travis County Judge	x	
2	Cynthia Long, Vice-Chair	Williamson County Commissioner	x	
3	Clara Beckett	Bastrop County Commissioner		Commissioner Willie Piña
4	Sheryl Cole	Council Member, City of Austin		
5	Jeff Coleman	Mayor, City of Pflugerville		Council Member Victor Gonzales
6	Will Conley	Hays County Commissioner	x	
7	John Cyrier	Caldwell County Commissioner	x	
8	Sarah Eckhardt	Travis County Commissioner	x	
9	Justine Blackmore-Hlista	Capital Metro Board Member	x	
10	George Garver	Mayor, City of Georgetown	x	
11	Daniel Guerrero	Mayor, City of San Marcos		
12	Karen Huber	Travis County Commissioner	x	
13	Lee Leffingwell	Mayor, City of Austin		Council Member Bill Spelman
14	Bob Lemon	Mayor, City of Cedar Park		Council Member Tony Dale
15	Carlos Lopez	TxDOT- Austin District	x	
16	Jeff Mills	Travis County		Commissioner Sarah Eckhardt
17	John Moman	Council Member, City of Round Rock		
18	Chris Riley	Council Member, City of Austin	x	
19	Bill Spelman	Council Member, City of Austin	x	

Judge Biscoe convened the meeting at 6:05.

**1. Citizen Comments**

**Morris Priest:** spoke about the changing political climate and debt situation that will affect CAMPO and the Texas Legislature. As an example he cited the lawsuit of a CARTS driver against his employer. He said that too much power was being turned over to the Executive Director and that there will be more administrative hearings, information requests, and complaints from the public about government agencies.

**Roger Baker:** presented PowerPoint slides discussing world oil consumption, gasoline elasticity of demand, peak oil theory, and stated these should be taken into account when CAMPO does their modeling. Mr. Baker quoted International Energy Agency as

saying that peak conventional oil occurred in 2005. He also said that CTRMA's own graphs show that oil prices do have an effect on the number of toll transactions.

Council Member Spelman asked how CAMPO takes elasticity of demand for gasoline into account for their modeling.

Dr. Yang responded that CAMPO currently does not model elasticity of demand, but by December 2011 the model should have the ability to be sensitive to toll fees, transit fares and gasoline prices.

Council Member Spelman asked if we have elasticity numbers for input into the model. Dr. Yang answered that companies like AECOM have said this is very difficult, but that CAMPO is committed to incorporating these numbers into the model.

Council Member Spelman asked if it was possible to predict future gasoline prices to which Dr. Yang responded that there are too many variables to make these predictions.

## **2. Presentation by staff of the Texas Transportation Institute on the December 2010 Urban Mobility Report and related issues**

Tim Lomax of TTI presented slides indicated that congestion will be getting worse in the long term, though currently there is less congestion due to the down turn in the economy. Dr. Lomax stated that congestion costs Texas drivers about \$10B a year. He said that Austin has higher congestion levels than the Texas average and that 9 of the top 100 congested areas statewide are here. Dr. Lomax stated that one third of the trips are responsible for 80% of the congestion. He went on to say that the evening peak period is substantially worse than the morning peak. Dr. Lomax reiterated that there is no single solution to our local transportation problems.

Casey Dusza of TTI gave an overview of transportation demand management (TDM) in Austin. She said that locally Capital Metro and the CAMPO Commute Solutions program promote TDM while private entities like Car2Go, NuRide, and Downtown Austin Alliance are also providing market-based involvement. She said that CAMPO's Commute Solutions program is small as far as funding compared to peer cities, but that this is partially due to CAMPO's lack of CMAQ funding. Ms. Dusza went on to say that other TDM programs have clearer expectations and goals than this region's Commute Solutions program; that CAMPO should try to find ways to evaluate the effectiveness of its Commute Solutions program and encourage more public/private partnerships and private initiatives.

Commissioner Eckhardt asked if land use patterns can be incorporated into the travel time index. Dr. Lomax responded that TTI uses measures that fit the goals of each respective city. Commissioner Eckhardt asked if the 29 year old model used for the fuel consumption of idling is still being used. Dr. Lomax responded that TTI is in the process of updating this with the new EPA models, but that the differences between the old and then new assumptions are not as great as previously expected. Commissioner Eckhardt asked about transit options and centers and how TMAs would promote them. Ms. Dusza responded that TDM measures like compressed work weeks, telecommuting, and shuttles are possible responses. Commissioner Eckhardt asked about the TMA and travel options for the 30% of commuters going from Williamson and Hays counties into

Downtown Austin. Ms. Dusza responded that flexible scheduling and carpooling could be options for these commuters.

Council Member Spelman asked what the other MPOs got with their increased funding levels for TDM in comparison to CAMPO's smaller budget. Ms. Dusza responded that there have not been any studies on TDM effectiveness. Council Member Spelman followed up by asking if there were any good examples of TDM programs that CAMPO should look to. Ms. Dusza responded that the Washington State DOT has done a good job and has incorporated a lot of public/private partnerships. Council Member Spelman asked about examples of context-sensitive solutions that other cities have adopted. Dr. Lomax responded that Portland has added capacity for transporting freight from ports during non-peak periods; Minneapolis has improved transit efficiency and built hike and bike trails; and Atlanta has used regional development centers.

### **3. Presentation by staff of the Downtown Austin Alliance on the formation of a Transportation Management Association**

James Pledger stated this was a new organization that is very diverse and has both public and private members. Mr. Pledger said a survey was conducted regarding downtown transportation issues such as congestion, capacity, and parking. He went on to say that most employers do not actively promote changes in their employees travel behavior and that DAA thinks there should be more education for them in regards to their travel options. Mr. Pledger cited returns on investment such as congestion mitigation, air quality, mode choice and economic development.

Mayor Garver stated that changing things like school starting times in order to increase efficiency have backfired when done in Houston 40 years ago. Mayor Garver suggested that a range of stakeholders should be included when trying to suggest changes to driving behavior.

Commissioner Eckhardt followed up by saying the biggest push back she has encountered when it comes to promoting commuting options is parents who want the ability to pick up sick children from school on short notice.

Council Member Riley asked if other TMAs have key metrics for these goals/measures to which Mr. Pledger responded that his organization wanted to focus on providing these, especially after they get an executive director.

### **4. Presentation by staff of the Capital Metro on the Regional System Plan Effort**

Mr. Doug Allen said Capital Metro wanted to help CAMPO with the regional transportation plan that includes centers. He stated they wanted to look at how the various transit components work together in the system. Mr. Allen remarked that they wanted to look at the needs and issues in the region as well as make a financial plan. He said other organizations, like Lone Star Rail, will be involved and that there would be joint powers agreements and involvement with stakeholders and the public. Mr. Allen said that by October he would like to have

conclusions drawn as how we will work together as a region; how will the system work; and who will pay for it.

Judge Biscoe asked if Board Members could be provided the information contained in Mr. Allen's presentation. Ms. McCoy responded that this presentation along with TTI's will be sent out.

Mr. Allen said he wants the group to get together and start planning using the CAMPO 2035 Plan as a starting point and that the initial meeting of Transit Working Group would take place by the end of June.

## **5. Consider summary minutes from the April 11, 2011 meeting**

Commissioner Huber said the last sentence on the next to the last paragraph on Pages 3 and 4, Item 6 of the minutes was unclear and needed clarification.

Judge Biscoe asked what should that sentence state. Commissioner Huber asked about the TAC subcommittee report and said there was one comment that was worthy of being in the minutes: "That other MPOs of equal or larger size have growth and infrastructure committees that work parallel with the TAC and that other infrastructure needs besides transportation are considered when addressing the planning process."

Judge Biscoe asked if there were any objections to that language being included in the revised minutes.

Commissioner Huber asked for a correction on the last paragraph of page 5. She asked that everyone send their suggestions and recommendations to her and Mr. Derr allowing them to be combined and brought back to the Board as a revised set.

Commissioner Long said she remembers: "if you felt like it was an issue that hadn't been fully vetted or was controversial that a vote could be taken."

Ms. McCoy said that CAMPO staff can go back and look at video of the last meeting and that an amended version of the minutes could be brought back to the Board. Judge Biscoe remarked that if the Board members thought it was real important that they bring it back, but that discussion did not lead to any action anyway and that this was only a discussion.

Council Member Riley stated that the minutes reflect his being at the last Board meeting when in fact he was not there.

Judge Biscoe recapped that there are three recommended changes to the minutes.

Commissioner Eckhardt stated she is voting for Mr. Mills.

*Commissioner Huber motioned for approval. Commissioner Spelman seconded the motion.*

*Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Piña for Commissioner Beckett, Council Member Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Commissioner Eckhardt for Mr. Mills, Mayor Garver, Mayor Blackmore-Hlista, Commissioner Huber, Council Member Dale for Mayor Lemon, Mr. Lopez, Council Member Riley, Council Member Spelman, Council Member Spelman for Mayor Leffingwell.*

*The motion was approved unanimously.*

*Not Present: Council Member Cole, Council Member Moman, and Mayor Guerrero*

**6. Consider reappointing John Langmore to the Board of Directors of the Capital Metropolitan Transportation Authority**

Judge Biscoe said it would be for a full three year term beginning June 1, 2011. Judge Biscoe then asked if there were any other nominations.

*Mayor Garver motioned for approval. Commissioner Huber seconded the motion.*

*Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Piña for Commissioner Beckett, Council Member Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Commissioner Eckhardt for Mr. Mills, Mayor Garver, Mayor Blackmore-Hlista, Commissioner Huber, Council Member Dale for Mayor Lemon, Mr. Lopez, Council Member Riley, Council Member Spelman, Council Member Spelman for Mayor Leffingwell.*

*The motion was approved unanimously.*

*Not Present: Council Member Cole, Council Member Moman, and Mayor Guerrero*

**7. Presentation, discussion and consider recommending to the Transportation Policy Board Amendment #2 to the FY 2011 Unified Planning Work Program**

Mayor Garver said the Budget, Audit and Finance committee met with staff recently; that the intent of that committee was to provide an opportunity for longer discussion of items that might merit continued study and review. The committee made a motion to endorse without reservation the recommendation made by staff.

Ms. McCoy said this is an amendment to the approved programs in the UPWP and will provide carryover of unspent funds totaling about \$175,000 from FY 2011 to FY 2012.

*Commissioner Eckhardt motioned for approval. Council Member Spelman seconded the motion.*

*Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Piña for Commissioner Beckett, Council Member Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Commissioner Eckhardt for Mr. Mills, Mayor Garver, Mayor Blackmore-Hlista, Commissioner Huber, Council Member Dale for Mayor Lemon, Mr. Lopez, Council Member Riley, Council Member Spelman, Council Member Spelman for Mayor Leffingwell.*

*The motion was approved unanimously.*

*Not Present: Council Member Cole, Council Member Moman, and Mayor Guerrero*

## **8. Consider selection of project(s) for Category 12 funding**

Ms. McCoy stated that there was an addendum to Item 8; the first part being a letter from TxDOT-Austin District to CAMPO discussing the minute order that made funds available and a second page detailing what types of projects and programs were eligible from Category 12 funding. Ms. McCoy said that there is about \$9.135 million for CAMPO's share of the state total. She stated that after review the former ARRA candidate, the Lakeway Bridge project in Georgetown, was picked and that the city of Georgetown is committed to a \$2.5 million local cost share of the total project cost of \$7 million.

Mr. Ed Polasek said the Lakeway Bridge was previously a \$9 million project but is now \$7 million thanks to some interim improvements. Mr. Polasek said the aim is to replace a functionally obsolete bridge and substandard ramps that have resulted in many accidents. He went on to say that there were 6,500 daily trips on the bridge and 4,500 on the Lakeway Drive.

Mayor Garver stated that this original IH-35 bridge has no pedestrian accommodations. Mr. Lopez chimed in that it was a "logical project for consideration." Commissioner Conley asked Mr. Lopez what other types of projects were eligible for funding under this category. Mr. Lopez responded that rehabilitation and resurfacing projects and this particular project was for safety reasons and it was ready to go. Council Member Riley asked about bicycle/pedestrian accommodations for the Lakeway Bridge project. Mr. Polasek replied that the design includes a wide, 14' outside lane and 5 foot sidewalks.

Judge Biscoe stated that the recommendation would use about half of the funds for this year and the remainder would be rolled into next year's STP-MM funding.

*Commissioner Eckhardt motioned for approval. Council Member Huber seconded the motion.*

*Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Piña for Commissioner Beckett, Council Member Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Commissioner Eckhardt for Mr. Mills, Mayor Garver, Mayor Blackmore-Hlista, Commissioner Huber, Council Member Dale for Mayor Lemon, Mr. Lopez, Council Member Riley, Council Member Spelman, Council Member Spelman for Mayor Leffingwell.*

*The motion was approved unanimously.*

*Not Present: Council Member Cole, Council Member Moman, and Mayor Guerrero*

**9. Consider an out-of-cycle amendment request to the CAMPO FYs 2011 – 2014 Transportation Improvement Program by**

Commissioner Eckhardt asked if the amendment procedure is the same. Ms. McCoy responded in the affirmative and that they would be limited to two per year.

Judge Biscoe asked if these requests total \$75 million and if they were listed in priority order. Dan Dargevics affirmed that they were for that amount and that the projects are not listed in priority order. Judge Biscoe then asked what the probability that the money for this will be there. Ms. McCoy responded that it is "almost a certainty."

Mr. Tommy Eden expressed the need for appropriate design for sidewalks at railroad crossings. Railroad crossings also need to be designed with turnouts for cyclists that allow them to cross at a safe angle in reference to the tracks. He went on to say that many organizations have endorsed this feature and that he wants a commitment from Capital Metro and CAMPO that they would be implemented. Judge Biscoe recommended that Mr. Eden should take this information to the public hearings of those organizations and get those commitments then. Council Member Riley said he was familiar with the issue and will help Mr. Eden get those commitments for turnouts. Judge Biscoe asked for a depiction of a turnout at the next meeting to which Mr. Eden said he would send a link to CAMPO staff, Council Member Riley, Commissioner Eckhardt, and Judge Biscoe.

Roger Baker asked if a 20% local match is needed. Mr. Dargevics elaborated that some projects do not require any match at all and others require a Capital

Metro match but it is not always 20%. Mr. Baker remarked that TxDOT is not contributing to the local match and asked if they could do this.

*Council Member Spelman motioned for approval. Commissioner Long seconded the motion.*

*Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Piña for Commissioner Beckett, Council Member Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Commissioner Eckhardt for Mr. Mills, Mayor Garver, Mayor Blackmore-Hlista, Commissioner Huber, Council Member Dale for Mayor Lemon, Mr. Lopez, Council Member Riley, Council Member Spelman, Council Member Spelman for Mayor Leffingwell.*

*The motion was approved unanimously.*

*Not Present: Council Member Cole, Council Member Moman, and Mayor Guerrero*

**10. Consider a resolution authorizing the Director to enter into a Memorandum of Understanding with the Capital Area Council of Governments as the designated lead agency for the Capital Area Texas Sustainable (CATS) Consortium**

*Council Member Spelman motioned for approval. Council Member Riley seconded the motion.*

*Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Piña for Commissioner Beckett, Council Member Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Commissioner Eckhardt for Mr. Mills, Mayor Garver, Mayor Blackmore-Hlista, Commissioner Huber, Council Member Dale for Mayor Lemon, Mr. Lopez, Council Member Riley, Council Member Spelman, Council Member Spelman for Mayor Leffingwell.*

*The motion was approved unanimously.*

*Not Present: Council Member Cole, Council Member Moman, and Mayor Guerrero*

Mr. Roger Baker stated CAPCOG is the lead agency and has lots of planning money to be used for studying CAMPO's adopted plan. Mr. Baker asked if they will be studying the same thing CAMPO has already studied and approved. Judge Biscoe stated there was a total of about \$3.5 million. Ms. McCoy interjected that the HUD grants have three basic elements: an analytic tool that can measure the effects of different investment scenarios; demonstration sites based on the CAMPO centers; and community engagement. That the HUD grant is based upon the CAMPO 2035 activity centers and that a few centers will be

selected for implementation so they can become functional and holistic. Ms. McCoy said the University of Texas and City of Austin is taking the lead on developing the analytic tool; that jurisdictions throughout the region will have access to the tool.

## 11. Consider Call for Project Application

### A. Funding and General Eligibility

Ms. McCoy said there were emails from Take On Traffic and RECA included with this item. Ms. McCoy then went over the funding breakdown and schedule for the application process. Ms. Greathouse said that potential projects must already be in the CAMPO Plan. She also said that the criteria were based on the goals and objectives in the plan and be ready to let by May 2014. Ms. McCoy stated that the projects must be in the CAMPO area at the time of the funding agreement. She followed up by saying the Census Bureau could change the urbanized area designations which could result in a situation where new MPOs could be created in the existing CAMPO region. Ms. McCoy stated that the funds previously allocated to be used within the CAMPO area would remain here even if a new MPO carves out a part of this region; that the new MPO(s) will have their own funding sources based at least partially on their size. Ms. McCoy said that the urbanized areas of Georgetown and San Marcos could reach 50,000 in population and if so could form their own MPOs with boundaries distinct from CAMPO's. Council Member Spelman asked if Ms. McCoy knew of any new MPOs being formed within the region. Ms. McCoy answered that she knows of nothing now but only that there had been conversations around the region where this topic was being discussed.

Mayor Garver stated that while Georgetown does not always agree with the CAMPO Board they feel it's in the best interest of the region not to separate to for another MPO.

Commissioner Conley asked about the phasing of projects. Ms. Greathouse responded that an administrative amendment can be added for this.

*Council Member Spelman motioned for approval. Mayor Garver seconded the motion.*

*Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Piña for Commissioner Beckett, Council Member Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Commissioner Eckhardt for Mr. Mills, Mayor Garver, Mayor Blackmore-Hlista, Commissioner Huber, Council Member Dale for Mayor Lemon, Mr. Lopez, Council Member Riley, Council Member Spelman, Council Member Spelman for Mayor Leffingwell.*

The motion was approved unanimously.

Not Present: Council Member Cole, Council Member Moman, and Mayor Guerrero

## **B. General Weighting Criteria**

Ms. Greathouse went over the weighting of the general criteria. Commissioner Eckhardt said that Mr. Mills was concerned about the overlapping categories like bicycle/pedestrian projects and centers.

*Judge Biscoe motioned for approval. Commissioner Conley seconded the motion.*

*Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Piña for Commissioner Beckett, Council Member Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Mayor Blackmore-Hlista, Council Member Dale for Mayor Lemon, Mr. Lopez, Council Member Riley, Council Member Spelman, Council Member Spelman for Mayor Leffingwell.*

*Voting No: Commissioner Huber, Commissioner Eckhardt for Mr. Mills,*

*The motion was approved 14 to 2.*

*Not Present: Council Member Cole, Council Member Moman, and Mayor Guerrero.*

## **C. Bicycle and Pedestrian Criteria Weighting**

Ms. Greathouse went over the TAC weighting of the bicycle and pedestrian criteria. Judge Biscoe asked if the bicycle/pedestrian criteria received a lot of discussion at the TAC to which Ms. McCoy responded that it did generate discussion at the Active Transportation Work Group but not necessarily at the TAC itself, though it was recommended by them.

Commissioner Conley asked if the bicycle/pedestrian accidents listed in the criteria were based on actual incidents. Greg Griffin responded that they will be asked to look at records of actual incidents in recent years.

Commissioner Conley asked if all jurisdictions were represented on the Active Transportation Work Group. Mr. Griffin responded that there was no formal membership.

*Judge Biscoe motioned for approval. Mayor Garver seconded the motion.*

*Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Piña for Commissioner Beckett, Council Member Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt,*

*Commissioner Eckhardt for Mr. Mills, Mayor Garver, Mayor Blackmore-Hlista, Commissioner Huber, Council Member Dale for Mayor Lemon, Mr. Lopez, Council Member Riley, Council Member Spelman, Council Member Spelman for Mayor Leffingwell.*

*The motion was approved unanimously.*

*Not Present: Council Member Cole, Council Member Moman, and Mayor Guerrero*

#### **D. Centers Eligibility and Criteria**

Ms. Greathouse stated the requirement was that projects would be in Centers or in a corridor connecting Centers. She referred to the Centers map in the plan and remarked that specific locations were not meant to be conveyed by those actual circles; that there is flexibility as far as the exact location. Ms. Greathouse said that to have added capacity projects considered for Centers funding, they would have to include bicycle/pedestrian facilities above the minimum AASHTO standards or have managed lanes that provide free access for transit and carpools. Ms. Greathouse added that not all added capacity projects are good for Centers as far as creating a higher density, mixed use place; that a lot of regions have excluded these types of projects from Centers-type funding opportunities.

Commissioner Long said that TTI was of the opinion that as an area grows connecting pairs of Centers with added capacity projects is important. She stated that it is more important for the smaller outlying communities to be connected than already developed areas like Central Austin. Commissioner Long stated that Board shouldn't limit added capacity solutions and the two requirements should be removed as it is built into the scoring mechanism now.

Commissioner Eckhardt stated that removing those two requirements would effectively scrap the Centers set aside; that projects would instead be judged on their political merit rather than their policy merit. She said that the TAC and CAMPO staff have recommended a minimal standard with these two requirements and that this is the first time land use has been a part of selection criteria.

Mayor Garver asked if there is room for negotiation. Commissioner Eckhardt said she was of the opinion that the proposal actually doesn't go far enough but that TAC/CAMPO staff agreement have come to a reasonable accommodation.

Judge Biscoe asked what the TAC vote on this item and why does the staff recommend these requirements.

Ms. Greathouse said that staff feels secure in the recommendations; that it follows best practices and that other cities like Atlanta and San Francisco have done this.

Judge Biscoe asked if the TAC “agonized” over these requirements to which Ms. Greathouse responded that there was quite a bit of discussion and that it spilled over into the joint work session. Ms. McCoy stated that the vote from the TAC was not recorded.

Commissioner Long asked about the possibility of adding a third requirement that added capacity project has to connect two Centers. She said this will make more allowances for small centers, and sited an example of a two lane state highway between Leander and Georgetown, that could be made eligible.

Mr. Lopez asked if operational improvements, like superstreet-type projects, would be eligible to which Ms. Greathouse responded that they would. Mr. Lopez followed up by saying that he agrees with Commissioner Long and that CAMPO should not “tie its hands right off the bat.”

Council Member Dale stated that he agreed with Commissioner Long and 82% of survey respondents felt that these projects should either be within a Center or connecting two or more Centers. He also said the intent of Centers, according to the CAMPO 2035 Plan, was not to influence the way specific areas develop, but once you tie money to it, you do that.

Council Member Riley said that the Centers require a lot of infrastructure and will need considerable amounts of funding; that 50% of unrestricted STP MM funding is still available for additional capacity and that it is critical to stick with the staff and TAC recommendations.

Commissioner Conley said CAMPO should retain flexibility given the limited funding.

Commissioner Eckhardt asked staff how much money does 50% of STP MM funding represent to which Ms. McCoy responded that it’s about \$7 million a year for the 50% set aside.

Commissioner Long remarked that there is already a 15% set aside for bicycle/pedestrian projects so the actual percentage eligible for added capacity that doesn’t meet the other criteria could be as little as 35%. She said \$75 million will be available over the next 3 years, so it is actually “a bigger slice of the pie.”

Council Member Dale stated his city’s general funds for roads are about \$29 million a year and that even \$7 million is a lot of money.

Commissioner Long suggested a compromise for a third bullet that would include language for added capacity projects that connected two Centers. Commissioner

Eckhardt stated she could not go along with that compromise and that the TAC came up with the recommendations.

*Council Member Riley makes a motion to approve staff recommendation and Council Member Spelman seconds.*

Mayor Garver stated that there is still enough flexibility to achieve what Commissioner Long wants.

Commissioner Conley stated that a lot of communities have gone out and raised money through bonds and that every dollar counts.

*Council Member Riley motioned for approval. Council Member Spelman seconded the motion.*

*Voting Yes: Judge Biscoe, Council Member Gonzales for Mayor Coleman, Commissioner Eckhardt, Mayor Garver, Mayor Blackmore-Hlista, Commissioner Huber, Council Member Riley, Council Member Spelman, Council Member Spelman for Mayor Leffingwell.*

*Voting No: Commissioner Long, Commissioner Piña for Commissioner Beckett, Commissioner Conley, Commissioner Cyrier, Council Member Dale for Mayor Lemon, Mr. Lopez, Commissioner Eckhardt for Mr. Mills,*

*The motion was approved 9 to 7.*

*Not Present: Council Member Cole, Council Member Moman, and Mayor Guerrero.*

## **E. Overall Application**

Ms. Greathouse said application was to approve all of the previous motions and that one modification would be to include language that says project scores will be based solely on information provided in the application.

*Judge Biscoe motioned for approval. Council Member Spelman seconded the motion.*

*Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Piña for Commissioner Beckett, Council Member Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Commissioner Eckhardt for Mr. Mills, Mayor Garver, Mayor Blackmore-Hlista, Commissioner Huber, Council Member Dale for Mayor Lemon, Mr. Lopez, Council Member Riley, Council Member Spelman, Council Member Spelman for Mayor Leffingwell.*

*The motion was approved unanimously.*

## **12. Director's Report**

### **A. FY 2011 Budget Update**

Ms. McCoy stated that information was included for the Board's review.

### **B. Preparation of the draft FY 2012 Unified Planning Work Program**

Ms. McCoy stated that TxDOT recommends that CAMPO programs for FY 2012 be funded at the same level for FY 2011 and that the Board vote for this will be in July.

### **C. Status on the implementation of the CAMPO 2035 Regional Transportation Plan**

Ms. McCoy said one of the goals is to track the implementation of the projects, but that there has been difficulty in getting responses from some of the jurisdictions. We seek cooperation from the jurisdictions on getting implementation information.

## **13. Chair's Report**

Judge Biscoe remarked that contributions are still needed and that work is still being done on the interlocal agreement at Travis County before it comes back to the policy board.

Commissioner Conley asked if there is a requirement that smaller jurisdictions have to contribute in order to receive STP MM funding to which Ms. McCoy responded that there has never been a policy like that.

Mayor Garver said there are not enough funds to run CAMPO and that recommendations will be brought to the Board in the near future.

## **14. Adjourn**

Judge Biscoe adjourned the meeting at 8:15



June 6, 2011

<b>Transportation Policy Board</b>	<b>Agenda Item 6</b>
Consider and take appropriate action on a resolution authorizing the Director to negotiate and execute an Interlocal Agreement with Travis County for receipt of non-federal match for STP MM projects	

In April 2010, CAMPO staff sent letters to jurisdictions and transportation providers requesting local matches for STP MM funded programs, which include travel demand modeling, air quality planning, education and outreach, programs to reduce the use of single occupant vehicles, etc.

Staff from Travis County has requested an interlocal agreement so that when approved by Travis County, the requested funds could be transmitted to CAMPO.

**RECOMMENDATION**

The Transportation Policy Board approves the accompanying resolution (**Attachment A**) authorizing the Director to negotiate and execute an Interlocal Agreement with Travis County for receipt of non-federal match for STP MM projects.





Resolution  
Authorizing the Director to Negotiate and Enter Into an  
Interlocal Agreement with Travis County for receipt of  
non-federal match for STP MM projects

**WHEREAS**, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

**WHEREAS**, the mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process that addresses several planning factors; and

**WHEREAS**, the planning factors include protecting and enhancing the environment, promoting energy conservation, and improving quality of life, as well as supporting the economic vitality of the metropolitan area; and

**WHEREAS**, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

**WHEREAS**, from time to time the Transportation Policy Board approves the use of Surface Transportation Program Metropolitan Mobility (STP MM) funds for certain CAMPO projects and/or programs; and

**WHEREAS**, CAMPO seeks financial participation by its regional partners to provide the required non-federal match for these federal funds; and

**WHEREAS**, CAMPO has requested a non-federal match of \$8,200.00 from Travis County; and

**WHEREAS**, the Travis County Commissioners Court has voted to approve this amount to CAMPO; and

**WHEREAS**, Travis County has requested an Interlocal Agreement with CAMPO for receipt of non-federal match for STP MM projects;

**NOW, THEREFORE BE IT RESOLVED** that the Transportation Policy Board directs the CAMPO Director to negotiate and execute an Interlocal Agreement with Travis County consistent with the intentions outlined above; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and **THEREFORE BE IT FURTHER RESOLVED** that the Board delegates the signing of necessary documents to the CAMPO Director.

The above resolution being read, a motion to direct CAMPO Director to negotiate and enter into an Interlocal Agreement with Travis County was made on June 13, 2011 by \_\_\_\_\_, duly seconded by \_\_\_\_\_.

Those voting "AYE":


Those "Opposed":

Absent and Not Voting:

MOTION for the resolution.

SIGNED this \_\_\_\_\_<sup>th</sup> day of June, 2011.

\_\_\_\_\_  
Chair, CAMPO Board

DRAFT

Attest:

\_\_\_\_\_  
Director

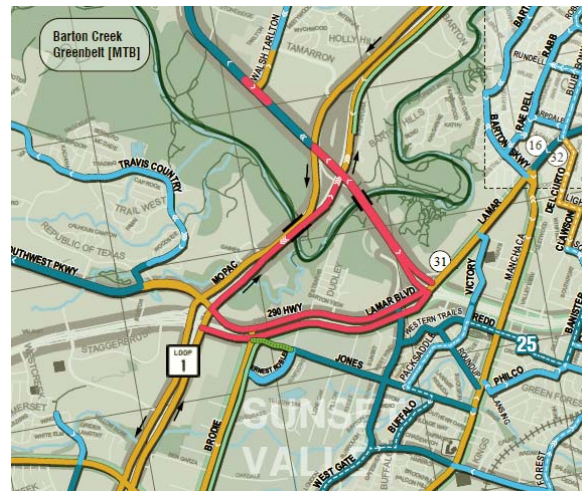
**Transportation Policy Board**

**Agenda Item 7**

Consider and take appropriate action on a resolution authorizing the CAMPO Director to enter into an interlocal agreement with the Texas Transportation Institute to estimate future bicycle use on the Loop 1/Mopac bicycle bridge at Barton Creek and at the Lamar Boulevard/US 290 interchange

Following CAMPO’s completion of a regional bicycle and pedestrian forecasting study with the Texas Transportation Institute in 2010, the City of Austin is seeking CAMPO assistance with management of a corridor-level study of bicycle use on Mopac over Barton Creek, and Lamar Boulevard at US 290 West. The study will integrate forecasting methods to perform 6 main tasks:

1. Collect bicycle volume data
2. Determine possible low cost options for providing bicycle accommodations through the Lamar Boulevard/US 290 Interchange
3. Estimate latent demand
4. Air quality benefit calculations
5. Calculate project benefits
6. Final report and executive summary



**Figure 1. Study Area from the Austin Bicycle Map**

The project is anticipated to cost \$30,000 funded by the City of Austin. CAMPO will contract with the Texas Transportation Institute for \$25,000 for study expenses, and retain \$5,000 CAMPO for management of the study. The duration of the project is approximately seven months.

**RECOMMENDATION**

That the Transportation Policy Board approves the accompanying resolution (**Attachment A**) authorizing the Director to negotiate and execute the Interlocal Agreement with the Texas Transportation Institute to estimate future bicycle use on Loop 1/Mopac at Barton Creek and at the Lamar Boulevard/US 290 interchange.





## Resolution

### Authorizing the Director to Negotiate and Enter Into an Interlocal Agreement with Texas Transportation Institute to Estimate Future Bicycle Use on Loop 1/Mopac at Barton Creek and at the Lamar Boulevard/US 290 interchange

**WHEREAS**, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

**WHEREAS**, the mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process that addresses several planning factors; and

**WHEREAS**, the planning factors include protecting and enhancing the environment, promoting energy conservation, and improving quality of life, as well as supporting the economic vitality of the metropolitan area; and

**WHEREAS**, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

**WHEREAS**, the CAMPO FY 2011 Unified Planning Work Program (UPWP) identifies this work generally, and this study specifically in the FY 2012 DRAFT UPWP; and

**WHEREAS**, the Texas Transportation Institute has significant specialized expertise and on-going research interests relating to bicycle and pedestrian planning; and

**WHEREAS**, the City of Austin is funding the study for a total cost of \$30,000 with \$25,000 being allocated for future bicycle use estimation and CAMPO receiving \$5,000 to manage the study.

**NOW, THEREFORE BE IT RESOLVED** that the Transportation Policy Board directs the CAMPO Director to negotiate and execute an Interlocal Agreement with Texas Transportation Institute consistent with the intentions outlined above; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and **THEREFORE BE IT FURTHER RESOLVED** that the Board delegates the signing of necessary documents to the CAMPO Director.

The above resolution being read, a motion to direct CAMPO Director to negotiate and enter into an Interlocal Agreement with Texas Transportation Institute was made on June 13, 2011 by \_\_\_\_\_, duly seconded by \_\_\_\_\_.

Those voting "AYE":


Those "Opposed":

Absent and Not Voting:

MOTION for the resolution.

SIGNED this \_\_\_\_\_<sup>th</sup> day of June, 2011.

\_\_\_\_\_  
Chair, CAMPO Board

Attest:

\_\_\_\_\_  
Director



June 6, 2011

<b>Transportation Policy Board</b>	<b>Agenda Item 8</b>
Consider and take appropriate action on a resolution providing general authorization for CAMPO to enter into funding agreements with TxDOT and agreements with local governments for STP MM local match funding	

CAMPO periodically enters into Advanced Funding Agreements (AFAs) with TxDOT for Surface Transportation Program Metropolitan Mobility (STP MM) funded programs and activities. The current AFA process requires CAMPO to provide several attachments documenting Transportation Policy Board (TPB) approval of the STP MM funding, including minutes from TPB meetings where the item is discussed and approved. Since minutes are not approved until the month following the meeting, it can be a lengthy process to complete a CAMPO AFA. Recently, TxDOT regional staff informed staff that all TPB minutes supplied in support of an AFA would have to be certified, further complicating the process.

TxDOT staff suggested that CAMPO use a “master resolution” from the TPB authorizing the CAMPO Director to enter into AFAs with TxDOT to streamline the AFA process. The Houston-Galveston MPO also uses a “master resolution” for their AFAs and both the MPO and TxDOT have realized time savings from this approach. The resolution will simplify the AFA contract process.

The resolution will also authorize the CAMPO Director to enter into agreements with local governments for the local match portion of CAMPO STP MM funding. This will simplify the CAMPO process by removing the need to take each of these agreements to the TPB for approval. The resolution does not authorize the Director to enter into any local government agreements other than those for local match funding.

**RECOMMENDATION**

The Technical Advisory Committee and staff recommend that the Transportation Policy Board approve the resolution providing general authorization for CAMPO to enter into advanced funding agreements with TxDOT and agreements with local governments for STP MM local match funding.





## RESOLUTION

### **Authorizing the receipt of Surface Transportation Program Metropolitan Mobility and other Texas Department of Transportation Funds, and authorizing CAMPO to enter into local agreements to utilize these funds**

**WHEREAS**, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

**WHEREAS**, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

**WHEREAS**, CAMPO is authorized by law to conduct planning activities as required to develop regional plans and programs and to assist local entities as necessary to implement their plans and program; and

**WHEREAS**, CAMPO's Transportation Policy Board approved Surface Transportation Program Metropolitan Mobility (STP MM), and other Texas Department of Transportation (TxDOT) funding for implementation of management and operations initiatives, other planning activities and programs to expedite implementation of needed regional transportation improvements directed towards increasing system reliability, improving mobility, and improving air quality; and

**WHEREAS**, CAMPO's Transportation Policy Board has previously authorized the receipt of TxDOT and STP MM funds by CAMPO.

### **NOW, THEREFORE BE IT RESOLVED**

1. That the CAMPO Director is authorized to enter into the necessary agreements with the Texas Department of Transportation for State and Federal funding and other local entities for receipt of matching funds required to carry out these programs.
2. That this motion shall be in effect immediately upon adoption and shall remain in effect until such time as this body rescinds said action.

The above resolution being read, a motion to authorize the receipt of Surface Transportation Program Metropolitan Mobility and other Texas Department of Transportation Funds, and authorizing CAMPO to enter into local agreements to utilize these funds was made on June 13, 2011 by \_\_\_\_\_, duly seconded by \_\_\_\_\_.

Those voting "AYE":


Those "OPPOSED":


Absent and Not Voting:

MOTION for the resolution.

SIGNED this \_\_\_\_\_ day of June, 2011.

\_\_\_\_\_  
Chair, CAMPO Board

Attest:

\_\_\_\_\_  
Director



June 6, 2011

<b>Transportation Policy Board</b>	<b>Agenda Item 9</b>
Consider and take appropriate action on recommendations from the Technical Advisory Subcommittee on composition and roles and responsibilities of the CAMPO Technical Advisory Committee	

Accompanying this memo is a written report (**Attachment A**) submitted by the Technical Advisory Subcommittee containing a brief history of the CAMPO Technical Advisory Committee and four recommendations. This report is based on one that had been previously presented to the Policy Board. The substantive modifications to the previous report is that the timeline for submitting the TAC work program has been modified to align with the Unified Planning Work Program timeline and the table on Page 4 has been modified to more easily convey the current and proposed composition of the Technical Advisory Committee.

The Technical Advisory Subcommittee is chaired by Commissioner Huber. Councilmember Riley, Commissioner Beckett and Mayors Lemon and Coleman are members of the subcommittee.

The CAMPO Technical Advisory Committee, at its May 25<sup>th</sup> meeting, voted to forward all of the recommendations of the TAC Subcommittee with the exception of the composition of the TAC.



**CAMPO Transportation Policy Board  
Technical Advisory Subcommittee Recommendations**

**Background and History of CAMPO Technical Advisory Committee (TAC).**

The CAMPO TAC was established in March 2003 by the Transportation Policy Board for a one-year time period. Originally conceived as a temporary committee, the TAC has continued to function for the past eight years by providing the Policy Board with technical recommendations on numerous items and issues. In 2003, there were 18 original appointees representing three counties, seven cities, TxDOT Austin District, TxDOT's Turnpike Authority Division, Capital Metro, Alliance of Cities, CARTS, the CTRMA, and the Intermunicipal Commuter Rail District (a population threshold of 10,000 was informally used). In 2004, the TAC was established as a permanent committee of the Transportation Policy Board. In 2006, the TAC membership was amended by adding the cities of Leander and Kyle (based on the 2004 Census estimate showing the cities as having populations exceeding the 10,000 mark).

**Recommendation 1: Adoption of a Process for TAC Work Plan**

- A. If necessary, CAMPO staff should survey the TPB on priorities of the TAC before presentation and adoption of the TAC work plan.
- B. The TAC should present a work plan for the following fiscal year at the March TPB meeting.
- C. TPB consideration of the TAC work plan should follow the presentation and be approved prior to submittal of the draft Unified Planning Work Program to TxDOT by June 1.

**Recommendation 2: Adoption of 2011 TAC Work Plan**

**STP MM prioritization criteria.**

- A. Review & assess the 2007 prioritization process for STP MM funding.
- B. Consider implementation of CAMPO 2035 Centers Growth Concept.
  - Review menu of implementation strategies in the 2035 plan.
  - Develop scoring matrix based on appropriate criteria and implementation strategies.
  - Consider implementation of TPB requirement that half of STP MM funds should be devoted to projects that serve activity centers.
- C. Develop revised application & process for TPB approval by May.

**Examine high accident locations and congested corridors.**

- A. Working with DPS and local law enforcement, prepare an annual high accident location report with studies of accident causes and proposed mitigation measures.
- B. Working with the TxDOT-sponsored Bottleneck Committee, use CAMPO staff studies of travel times to identify priority corridors for short, medium and long term solutions to congestion.

**Consider allocation of future transit funding.**

After urbanized area boundaries are finalized based on final 2010 census data, the TAC should work with CAMPO entities to reach agreement on the allocation of future Federal Transit Administration 5307 funds.

*(Federal Section 5307 funds are provided by the Federal Transit Administration to an urbanized area's designated recipient for transit capital and operating assistance; Capital Metro is the designated recipient for the Austin urbanized area. Eligible uses of funds include planning and engineering of transit projects; capital investments, including preventive maintenance; and some ADA paratransit service costs. Urbanized areas with populations of 200,000-plus are generally prohibited from using 5307 funds for operating expenses.)*

**Consider other matters as needed.**

Based on direction from the TPB or CAMPO staff, or upon the initiative of the TAC, examine issues such as:

- Development of regional bicycle and pedestrian plans.
- Prioritization of regional rail system development.
- Maximizing regional transportation system development funding including TIF's, PPP's, local option funding.
- Assisting CAMPO staff with continued changes to the CAMPO model.

**Recommendation 3: Creation of mechanisms to create a better communication and process between the TAC, TPB, and CAMPO staff.**

- A. Abbreviated minutes of each meeting be prepared and shared with the TPB.
- B. In cases of close votes (less than 60%) minority opinions can be submitted to the TPB.
- C. A bi-annual report distributed to the TPB on attendance of TAC members.
- D. Creation of a standing TAC subcommittee of the TPB.
- E. A TAC representative seat (non-voting presence) at TPB meetings and be available for questions from the TPB.
- F. Standing agenda item for a TAC report to the TPB.

**Recommendation 4: Update TAC Bylaws:** *TAC bylaws were last amended on January 21, 2004, and are incongruent with the current makeup of the TPB, and other regional organizations.*

*Recommended changes to the current bylaws are as follows:*

- A. Addition of representatives from Caldwell and Bastrop Counties.
- B. One TPB member = one voting member on TAC in order to encompass a better reflection of the makeup of the TPB. A government body with multiple voting members may appoint their TAC members from staff, and/or small cities representatives, or representatives from other organizations that provide expertise related to CAMPO's mission.
- C. Current TAC representation was informally composed of TPB member governments and agencies, and cities with a population over 10,000. Due to increasing population, we are suggesting changing this population threshold to 25,000 in order to accommodate current TAC members while preserving a manageable TAC size.
- D. Update transportation organization membership
- E. Remove Alliance of Cities and TxDOT – Turnpike Authority Division
- F. Change Intermunicipal Commuter Rail District (ICRD) to Lone Star Rail District and Capital Area Planning Council (CAPCO) to Capital Area Council of Governments (CAPCOG).

**Adoption of Updated Bylaws.**

The TAC should revise its bylaws to include the TPB-TAC subcommittee recommendations that are approved by the TPB. Once these bylaws are revised the bylaws should be submitted to the TPB for final approval.

### Composition Comparison Chart

<b>TAC Bylaws Composition (Last bylaws revision January 2004)</b>	<b>v o t e</b>	<b>Current Composition of TPB</b>	<b>v o t e</b>	<b>Current Composition of TAC</b>	<b>v o t e</b>	<b>TAC Composition Proposed to TPB In April 2011</b>	<b>v o t e</b>
		Bastrop County	1	Bastrop County	1	Bastrop County	1
		Caldwell County	1	Caldwell County	0	Caldwell County	1
Hays County San Marcos	2	Hays County (1) San Marcos (1)	2	Hays County (1) San Marcos (1) Kyle (1)	3	Hays County (1) San Marcos (1) Kyle (1)	3
Travis County Austin Pflugerville	3	Travis County (4) Austin (4) Pflugerville (1)	9	Travis County (1) Austin (1) Pflugerville (1)	3	Travis County (4) Austin (4) Pflugerville (1)	9
Williamson County Cedar Park Georgetown Round Rock Taylor	5	Williamson County (1) Cedar Park (1) Georgetown (1) Round Rock (1)	4	Williamson County (1) Cedar Park (1) Georgetown (1) Round Rock (1) Leander (1) Taylor (1)	6	Williamson County (1) Cedar Park (1) Georgetown (1) Round Rock (1) Leander (1)	5
TxDOT – Austin District	1	TxDOT – Austin District	1	TxDOT - Austin District	1	TxDOT - Austin District	1
TxDOT- Turnpike Authority Division	1			TxDOT- Turnpike Authority Division	1		
Alliance of Cities	1			Alliance of Cities	1		
Cap Metro	1	Capital Metro	1	Capital Metro	1	Capital Metro	1
Intermunicipal Commuter Rail District	1			Lone Star Rail	1	Lone Star Rail	1
CTRMA	1			CTRMA	1	CTRMA	1
CAPCOG	1			CAPCOG	1	CAPCOG	1
CARTS	1			CARTS	1	CARTS	1
<b>TOTALS</b>	<b>18</b>		<b>19</b>		<b>21</b>		<b>25</b>



June 6, 2011

<b>Transportation Policy Board</b>	<b>Agenda Item 10a</b>
Announcement of update on Public Participation Plan	

CAMPO's current public participation program was last adopted in 2007. There have been significant changes in engagement methods, technology and outreach techniques since that time. Staff believes that the time was right to revisit the 2007 document to see if improvements could be made to the public outreach process.

CAMPO staff has retained the services of a consultant firm who has, so far, completed a Best Practices report of three peer MPOs' participation methods:

- North Central Texas Council of Governments (NCTCOG), Transportation Public Participation Program, March 2010
- Metropolitan Planning Organization for the Miami Urbanized Area (Miami-Dade MPO) Public Participation Program, October 2010
- Sacramento Area Council of Governments (SACOG) Public Participation Program, A "How To" Guide to Effective Civic Involvement, Amended January 2009

These areas were selected based on their successful implementation of tiered public participation programs, diversity of programs offered, and significant population growth.

Staff has convened a Stakeholder Advisory Group of 12 members from diverse backgrounds and locations within the region, meeting for the first of 4 anticipated meetings on May 20<sup>th</sup>. Stakeholders received a briefing of the Best Practices report, and provided initial feedback and ideas.

Staff and consultants are now drafting the Public Participation Plan framework, based on the stakeholder's input and the Best Practices report. Draft Participation Plan concepts will be reviewed at the next stakeholder meeting this summer, when broader public input will be sought. A draft Public Participation Plan is anticipated to be brought to the Technical Advisory Committee and Transportation Policy Board later this fall for consideration.

**PLANNING FUNDS**

UPWP SubTask	UPWP Subtask Title	BUDGETED FY 2011	OCT EXPENSES	NOV EXPENSES	DEC EXPENSES	JAN EXPENSES	FEB EXPENSES	MAR EXPENSES	APR EXPENSES	AVAILABLE	% USED
100	General Support and Administration	\$ 727,128	\$ 24,689	\$ 41,137	\$ 48,021	\$ 157,668	\$ 35,638	\$ 63,879	\$ 34,385	\$ 321,710	55.76%
101	CAMPO Transportation Policy Board and Committee Support	\$ 185,854	\$ 10,611	\$ 12,266	\$ 11,757	\$ 9,392	\$ 12,117	\$ 12,777	\$ 15,533	\$ 101,401	45.44%
102	Public Participation Program	\$ 60,802	\$ 632	\$ 1,820	\$ 1,391	\$ 1,840	\$ 433	\$ 867	\$ 2,095	\$ 51,723	14.93%
103	Title VI Civil Rights Evaluation	\$ 46,235	\$ 10,732	\$ 4,081	\$ 2,805	\$ 4,679	\$ 355	\$ 1,729	\$ 1,101	\$ 20,752	55.12%
<b>Task 1 Totals</b>		<b>\$ 1,020,019</b>	<b>\$ 46,665</b>	<b>\$ 59,303</b>	<b>\$ 63,974</b>	<b>\$ 173,580</b>	<b>\$ 48,544</b>	<b>\$ 79,252</b>	<b>\$ 53,114</b>	<b>\$ 495,586</b>	<b>51.41%</b>
200	GIS, Demographic Forecasting, and Travel Demand Modeling	\$ 333,920	\$ 37,907	\$ 25,636	\$ 20,759	\$ 20,034	\$ 25,076	\$ 25,851	\$ 39,030	\$ 139,626	58.19%
201	Air Quality and Energy Conservation Planning, and Air Quality Modeling	\$ 66,284	\$ 4,190	\$ 3,216	\$ 3,620	\$ 2,955	\$ 6,705	\$ 2,904	\$ 4,369	\$ 38,325	42.18%
202	Environmental Analysis	\$ 17,547	\$ 724	\$ 1,144	\$ 1,175	\$ 1,295	\$ 1,553	\$ 1,967	\$ 4,280	\$ 5,409	69.17%
<b>Task 2 Totals</b>		<b>\$ 417,751</b>	<b>\$ 42,820</b>	<b>\$ 29,997</b>	<b>\$ 25,554</b>	<b>\$ 24,284</b>	<b>\$ 33,334</b>	<b>\$ 30,722</b>	<b>\$ 47,679</b>	<b>\$ 183,360</b>	<b>56.11%</b>
300	TIP	\$ 77,736	\$ 7,113	\$ 4,532	\$ 2,862	\$ 3,505	\$ 4,055	\$ 4,532	\$ 6,529	\$ 44,609	42.61%
301	UPWP	\$ 21,569	\$ 2,578	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,991	11.95%
302	Commute Solutions Program	\$ 54,139	\$ 4,275	\$ 3,892	\$ 2,696	\$ 2,304	\$ 2,486	\$ 2,408	\$ 3,729	\$ 32,349	40.25%
303	CMP and ITS	\$ 30,149	\$ 4,628	\$ 3,961	\$ 3,169	\$ 2,947	\$ 3,997	\$ 3,591	\$ 4,032	\$ 3,824	87.32%
<b>Task 3 Totals</b>		<b>\$ 183,593</b>	<b>\$ 18,594</b>	<b>\$ 12,385</b>	<b>\$ 8,727</b>	<b>\$ 8,755</b>	<b>\$ 10,538</b>	<b>\$ 10,531</b>	<b>\$ 14,290</b>	<b>\$ 99,773</b>	<b>45.66%</b>
400	Long Range Transportation Plan	\$ 192,943	\$ 17,973	\$ 14,808	\$ 17,555	\$ 8,675	\$ 10,976	\$ 16,212	\$ 25,676	\$ 81,068	57.98%
403	Regional Transit Coordination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%
<b>Task 4 Totals</b>		<b>\$ 192,943</b>	<b>\$ 17,973</b>	<b>\$ 14,808</b>	<b>\$ 17,555</b>	<b>\$ 8,675</b>	<b>\$ 10,976</b>	<b>\$ 16,212</b>	<b>\$ 25,676</b>	<b>\$ 81,068</b>	<b>57.98%</b>
500	Corridor and Feasibility Studies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%
<b>Task 5 Totals</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>
<b>Planning Totals</b>		<b>\$ 1,814,306</b>	<b>\$ 126,052</b>	<b>\$ 116,494</b>	<b>\$ 115,810</b>	<b>\$ 215,295</b>	<b>\$ 103,391</b>	<b>\$ 136,717</b>	<b>\$ 140,759</b>	<b>\$ 859,788</b>	<b>52.61%</b>

**STPMM FUNDS**

UPWP SubTask	UPWP Subtask Title	BUDGETED FY 2011	OCT EXPENSES	NOV EXPENSES	DEC EXPENSES	JAN EXPENSES	FEB EXPENSES	MAR EXPENSES	APR EXPENSES	AVAILABLE	% USED
200	GIS, Demographic Forecasting, and Travel Demand Modeling	\$ 264,978	\$ -	\$ -	\$ 10,354	\$ 11,224	\$ 9,985	\$ 10,371	\$ 8,986	\$ 214,057	19.22%
201	Air Quality and Energy Conservation Planning, and Air Quality Modeling	\$ 136,830	\$ 3,311	\$ 575	\$ 5,554	\$ -	\$ 1,438	\$ -	\$ 231	\$ 125,722	8.12%
<b>Task 2 Totals</b>		<b>\$ 401,808</b>	<b>\$ 3,311</b>	<b>\$ 575</b>	<b>\$ 15,908</b>	<b>\$ 11,224</b>	<b>\$ 11,423</b>	<b>\$ 10,371</b>	<b>\$ 9,217</b>	<b>\$ 339,779</b>	<b>15.44%</b>
302	Commute Solutions Program	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,546	\$ 10,482	\$ 16,972	51.51%
303	CMP and ITS	\$ 110,000	\$ -	\$ -	\$ -	\$ 68,854	\$ -	\$ 10,096	\$ 13,487	\$ 17,563	84.03%
<b>Task 3 Totals</b>		<b>\$ 145,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 68,854</b>	<b>\$ -</b>	<b>\$ 17,642</b>	<b>\$ 23,969</b>	<b>\$ 34,535</b>	<b>76.18%</b>
<b>STPMM Totals</b>		<b>\$ 546,808</b>	<b>\$ 3,311</b>	<b>\$ 575</b>	<b>\$ 15,908</b>	<b>\$ 80,079</b>	<b>\$ 11,423</b>	<b>\$ 28,013</b>	<b>\$ 33,186</b>	<b>\$ 374,314</b>	<b>31.55%</b>

**RTCC**

UPWP SubTask	UPWP Subtask Title	BUDGETED FY 2011	OCT EXPENSES	NOV EXPENSES	DEC EXPENSES	JAN EXPENSES	FEB EXPENSES	MAR EXPENSES	APR EXPENSES	AVAILABLE	% USED
403	Regional Transit Coordination	\$ 143,266	\$ 1,784	\$ 2,274	\$ 2,103	\$ 3,209	\$ 5,499	\$ 2,451	\$ 66,409	\$ 59,537	58.44%
<b>Task 4 Totals</b>		<b>\$ 143,266</b>	<b>\$ 1,784</b>	<b>\$ 2,274</b>	<b>\$ 2,103</b>	<b>\$ 3,209</b>	<b>\$ 5,499</b>	<b>\$ 2,451</b>	<b>\$ 66,409</b>	<b>\$ 59,537</b>	<b>58.44%</b>
<b>RTCC Totals</b>		<b>\$ 143,266</b>	<b>\$ 1,784</b>	<b>\$ 2,274</b>	<b>\$ 2,103</b>	<b>\$ 3,209</b>	<b>\$ 5,499</b>	<b>\$ 2,451</b>	<b>\$ 66,409</b>	<b>\$ 59,537</b>	<b>10.38%</b>



June 6, 2011

<b>Transportation Policy Board</b>	<b>Agenda Item 10c</b>
<i>Submission of DRAFT FY 2012 Unified Planning Work Program</i>	

TxDOT's procedures require that a DRAFT Unified Planning Work Program (UPWP) be submitted by June 1 for the upcoming fiscal year. Attached is the CAMPO draft document for FY 2012. The Technical Advisory Committee has reviewed the draft document and has been provided with the opportunity to comment on it.

The 25 Texas MPOs use a standardized UPWP format consisting of five tasks:

1. Administration
2. Data Development (travel demand modeling, GIS, air quality planning, etc.)
3. Short Range Planning (such as the TIP, UPWP, etc.)
4. Long Range Planning (long-range transportation plan, RTCC, etc.)
5. Special Studies

CAMPO's draft FY 2012 UPWP shows a budget of about \$1.9 million in federal transportation planning funds.

We expect to receive comments from TxDOT this month for incorporation into the final document. The final FY 2012 document will be presented to the TAC for its recommendation on June 22<sup>nd</sup> and will be on the July 11<sup>th</sup> Policy Board agenda for action.

We welcome comments on the draft FY 2012 UPWP.





# FY 2012 Unified Planning Work Program

DRAFT

Submitted to TxDOT: May 26, 2011



## INTRODUCTION

### A. Purpose

The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Area Metropolitan Planning Organization (CAMPO) planning process for FY 2012. This activity is required under federal law (SAFETEA-LU) that continued the section of federal law (initially adopted in 1962) defining the responsibilities of a Metropolitan Planning Organization (MPO).

MPOs are designated for all urbanized areas having a population greater than 50,000 as identified by the U.S. Bureau of the Census. The UPWP serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process in the five-county Capital Area in Central Texas. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, CAMPO prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the CAMPO region.

Eight broad planning areas were identified in SAFETEA-LU. The work tasks contained in the FY 2012 UPWP have considered the following eight areas, some more directly than others.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

The UPWP is partially funded with federal transportation planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The federal funds require a non-federal match that is supplied by Transportation Development Credits.

The UPWP must be approved by CAMPO's Transportation Policy Board and submitted to the FHWA and the FTA for approval. If priorities change or additional funds become available, the UPWP can and will be amended throughout the fiscal year.

## **B. Definition of Area**

The CAMPO planning area includes all of Bastrop, Caldwell, Hays, Travis and Williamson Counties (**Appendix A**) and the cities and villages in each of the five counties (a comprehensive list of these jurisdictions can be found at [www.campotexas.org](http://www.campotexas.org)). By federal definition, CAMPO's planning area must at least include the urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years. In February 2010, the Texas Transportation Commission approved an expansion to the CAMPO planning area to include Bastrop and Caldwell Counties.

## **C. Organization**

The Transportation Policy Board (**Appendix B**), provides policy direction for CAMPO. The Board consists of 19 elected and appointed county, city, Texas Department of Transportation (TxDOT) and Capital Metropolitan Transportation Authority (CMTA) officials.

The Policy Board also has several committees for which the CAMPO staff provides administrative support and technical assistance. Some of these committees have members who do not currently serve on the Policy Board but who represent stakeholders in the community:

- The Technical Advisory Committee is comprised of agency and local jurisdiction staff that have expertise in the following areas: transportation planning, implementation of transportation projects, or related fields with responsibility to that governmental unit or agency for some aspect of planning, development or improvement of the transportation system. The TAC, under the direction of the Policy Board, makes recommendations to the TPB for matters necessary to comply with the requirements of federal and state law.
- The Executive Committee are members of the Transportation Policy Board who make recommendations on transportation planning issues, projects and the process as directed by the Transportation Policy Board.
- The Joint Powers Agreement Committee was named to review and make recommendations regarding those aspects of the Joint Powers Agreement related to membership on the Policy Board and when membership allocations should be evaluated and changed. The committee shall enumerate issues to be considered as part of such an evaluation and changes, if any.
- The Peer Review Committee was formed to oversee potential peer reviews of various agencies related to transportation planning in Central Texas.
- The Finance Committee was formed to become fully educated and explore long-term financing options for potential modal components of a comprehensive transportation system.
- The Transit Working Group was formed to analyze and evaluate the potential for rail in Central Texas, and the optimal role for rail as part of a comprehensive regional transportation plan that also includes new roads, toll roads, rapid buses, traditional bus service, and other modes of transportation.

Other committees, task forces or study groups may be named from time-to-time throughout the year as necessary. For example, in 2010 the Chair appointed a committee to review the resolutions and policies in the CAMPO 2030 Plan to determine which of these should be carried forward into the *CAMPO 2035 Regional Transportation Plan*.

CAMPO currently operates with the following professional staff positions: Director, Assistant Director, two transportation planning officers, eleven planners, (two of whom are part-time), one financial consultant and one administrative specialist. Also, depending on the budget and work tasks to be completed, CAMPO may employ a varying number of student interns or temporary personnel.

**D. Private Sector Involvement.** Consultants have been and will continue to be used on an as-needed basis in the regional transportation planning process. In the past, CAMPO has used private sector consultants for a variety of services ranging from legal services to improvements to the regional travel demand model.

**E. Planning Issues and Emphasis**

1. CAMPO's Long Range Metropolitan Transportation Plan - An important element of the current UPWP is implementing the *CAMPO 2035 Regional Transportation Plan*. The long-range plan focuses on developing and implementing a multimodal transportation system and serves as the guide to decision-making for the Transportation Policy Board. The *2035 Plan* does this by identifying present and future transportation facilities and corridors, and providing estimated costs for implementation of projects. The *2035 Plan* is financially constrained and considers the federal metropolitan planning factors. The *CAMPO 2035 Plan* was adopted by the Transportation Policy Board in May 2010.

Air Quality Planning and Commute Solutions – All counties in the CAMPO area comply with the 2008 8-hour ozone standards of 75 parts per billion (ppb). However, the U.S. Environmental Protection Agency (EPA) proposed a revised primary 8-hour ozone standard set in the range of 60 to 70 ppb and a new seasonal form of secondary ozone standard set in the range of 7 to 15 parts per million (ppm) hours. EPA is expected to announce the final primary and secondary standards by July 31, 2011. It is likely that one or more of the counties in the CAMPO area will be designated nonattainment for the revised ozone standards. CAMPO continues to be a strong contributor to the region's initiatives to reduce ozone levels sufficiently to regain compliance of the revised ozone standard.

Since 2002 the five-county Austin – Round Rock – San Marcos Metropolitan Statistical Area has developed and implemented three voluntary ozone reduction plans:

- the 1-hour Ozone Flex Plan,
- the Early Action Compact (EAC) and
- the 8-hour Ozone Flex Program.

All are legally-binding agreements with the US EPA and the Texas Commission on Environmental Quality (TCEQ) to develop and implement emission reduction measures sufficient to attain the federal ozone standards in effect at the

agreements' start dates. All of the ozone precursor emission reduction measures implemented through these plans are still in effect and are a major part of the region's efforts to comply with the ozone standard. Annual reporting to TCEQ and EPA on the plans and emission reduction measures status is required.

CAMPO is preparing for a potential nonattainment designation. CAMPO conducted transportation conformity type emissions analyses of the final modeled scenarios that reflect the adopted 2035 Plan to be reasonably sure that the adopted plan would comply with transportation conformity requirements. CAMPO also evaluates proposed nonattainment regulations to determine the effects on CAMPO plans and programs and make adjustments as needed.

CAMPO is also addressing greenhouse gas emissions and strategies to reduce greenhouse gas emissions from on-road mobile sources. CAMPO conducted greenhouse gas analyses of the various modeled scenarios considered during *2035 Plan* development, including a 2005 baseline scenario. CAMPO also estimates the amount of greenhouse gas emissions expected from the final modeled scenarios that reflect the adopted CAMPO 2035 Regional Transportation Plan.

Since motor vehicle emissions are a significant component of the region's pollution, it is important to reduce current levels of motor vehicle emissions and maintain the reduced levels into the future. CAMPO's air quality planning efforts support implementation of the voluntary emission reduction plans and focus on reducing ozone precursor and greenhouse gas emissions through transportation system improvements, vehicular operating improvements and restrictions, energy conservation through improved fuel efficiency and alternative fuel use, increased use of non-SOV travel modes, trip reduction strategies and a public awareness campaign.

CAMPO's Commute Solutions program educates the public and employers on the health, environmental and economic benefits of transportation modes and commuter practices that provide alternatives to the single-occupant vehicle commute. The program also encourages active participation in alternative commutes through a one-stop shop free employer transportation coordinator training, a free rideshare matching website, a Commute Solutions Season (corresponds with Ozone Season) that highlights different transportation alternatives each month, and public outreach at various events. CAMPO conducts a multi-media, bi-lingual (English and Spanish) outreach campaign to promote the various aspects of the Commute Solutions program.

Congestion Management Process (CMP) - The CMP is the program where congestion in the multi-modal, regional transportation system is monitored, evaluated and managed. The intent of the CMP is to protect the region's investments in, and improve the effectiveness of, the existing and future transportation network. The primary goals of the CMP are to manage congestion and enhance air quality through the promotion and coordination of congestion reduction strategies. It will be used as a guide to develop project recommendations for the long-range plan and TIP.

Citizen Involvement - Throughout the metropolitan transportation planning process, the citizens of Central Texas are given multiple ways to be engaged. Examples of outreach initiatives include web surveys, postcards and/or flyers distributed in advance of public meetings and public hearings, electronic newsletters, social networking (e.g., Facebook, Twitter), community meetings, monthly meetings of the Policy Board, public hearings, etc.

CAMPO updated its Public Participation Process (PPP) in June of 2007 and will continue to seek new and innovative ways to reach out to involve the public in the planning process. An update to the approved PPP was begun in FY 2011 and is expected to be completed in FY 2012.

## **TASK 1 – ADMINISTRATION**

### **A. Objectives**

1. To conduct the metropolitan planning process in conformance with applicable federal, state and local laws and regulations;
2. To ensure that the metropolitan planning process is a cooperative, comprehensive and continuing activity;
3. To support the functions of the Transportation Policy Board and its various committees;
4. To ensure the CAMPO office is staffed and managed professionally;
5. To ensure CAMPO staff has access to necessary computer hardware, software, peripherals and other office and computer-related equipment and supplies.
6. To provide citizens, affected public agencies, private transportation providers, and other interested parties with notice of and an opportunity to comment on proposed transportation projects, plans and programs; and
7. To ensure compliance with federal and state laws and regulations relating to Title VI and Environmental Justice.

### **B. Expected Products**

1. A continuing, comprehensive and cooperative transportation planning process for the CAMPO region;
2. Continuation of the work of the Environmental Justice (EJ) Work Group; and
3. Technical analyses related to the effect of CAMPO transportation plans, programs and projects on the environmental justice population.

### **C. Previous Work**

1. Administered the metropolitan transportation planning process;
2. Supported the Transportation Policy Board and its various committees, including the Technical Advisory Committee;
3. Prepared and submitted required reports and documents;
4. Developed and distributed e-Newsletters and notices to individuals on CAMPO's mailing and email lists;
5. Initiated an update to the public participation program;
6. Maintained the CAMPO website;
7. Facilitated community meetings, project workshops and media events for major planning projects such as amendments to the Transportation Improvement Program and the CAMPO 2035 Regional Transportation Plan;
8. Participated in the Sustainability Indicators project – a portion of which determines the regional perspective on transportation, land use, and related issues; and
9. Continued to study the impact of the regional toll road system on the EJ population.

## D. Subtasks

100. General Office Support and Administration
- a. Provide office space and administrative support for the CAMPO staff;
  - b. Staff training including attendance and participation at seminars and workshops for staff development;
  - c. Preparation and submission of reports and documents; including maintenance of equipment inventory;
  - d. Financial management of funds consistent with applicable local, state and federal requirements, including performance of an external audit (this audit is independent from the fiscal agent);
  - e. Contract development, administration and management;
  - f. Purchase of computer hardware, software, peripherals and other electronic supplies and equipment as necessary to carry out the regional transportation planning process. Purchases over \$5000 will require federal approval;
  - g. Secure legal counsel when necessary;
  - h. Maintenance of the CAMPO website: [WWW.CAMPOTEXAS.ORG](http://WWW.CAMPOTEXAS.ORG); and
  - i. Provide parking accommodations for CAMPO employees housed at the University of Texas at Austin – Center for Transportation Research.
101. Transportation Policy Board and Committee Support
- a. Support the Transportation Policy Board and its various committees, including the preparation of agendas and background materials; and
  - b. Coordination of meeting logistics.
102. Public Participation
- a. Conduct appropriate public hearings and community outreach activities and meetings;
  - b. Update the Public Participation Plan as needed to guide the continuous public participation process for input into the preparation, review and/or amendment of the long-range plan, transportation improvement program, unified planning work program and other plans and programs;
  - c. Extend CAMPO's outreach using citizen questionnaires, electronic newsletters, and appropriate innovative participation techniques;
  - d. Produce visualization of plans and programs for planning and public education purposes;
  - e. Continue the implementation of the public involvement process, including the Environmental Justice populations; and
  - f. Provide bilingual materials and public input opportunities for CAMPO plans, programs and activities as appropriate.
103. Title VI Civil Rights/Environmental Justice (EJ) Evaluation
- a. Participate in regional initiatives to broaden the discussion and understanding of transportation's impact on Title VI and EJ populations and identify possible ways to minimize, avoid or mitigate potential disproportionate adverse impacts on those populations;
  - b. Maintain, update and use the CAMPO database of interested citizens and businesses in EJ areas or populations to facilitate effective outreach to EJ populations and expand the database as needed;

- c. Continue to monitor, evaluate and implement EJ and Title VI compliance guidance and requirements for all CAMPO plans, programs and activities;
- d. Collect and analyze updated demographic data on minority and low-income population within the CAMPO study area to update maps and datasets relevant to EJ/Title VI guidelines and requirements;
- e. Continue to analyze CAMPO plans and programs to determine effects on minority and low-income populations within the CAMPO study area. The analyses may include, but are not limited to, ; project location tracking and travel time analyses; and
- f. Update the regional toll network analysis as needed in order to evaluate the effects of the regional toll network on the EJ population.

### Task 1- Administration - FY 2012

SubTask	Title	Responsible Agency	TPF <sup>1</sup>	FTA New Starts	Local	STP MM Funds	Total Funds
100	General Support and Administration	CAMPO	\$644,712				\$644,712
101	CAMPO Transportation Policy Board and Committee Support	CAMPO	\$237,207				\$237,207
102	Public Participation Program	CAMPO	\$11,745				\$11,745
103	Title VI Civil Rights/ EJ Evaluation	CAMPO	\$17,584				\$17,584
<b>Total</b>			<b>\$911,248</b>				<b>\$911,248</b>

<sup>1</sup>TPF - This includes both FHWA PL 112 and FTA Section 5303 Funds

NOTE: TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL 112 and FTA Section 5303 programs. As credits reflect neither cash nor man hours, they are not reflected in the funding tables.

## TASK 2 – DATA DEVELOPMENT AND MAINTENANCE

### A. Objective

To continue to collect and analyze regional information on topics including, but not limited to, population, income, housing, employment, traffic, land use and related data that will be used in demographic forecasting, travel demand and air quality modeling and to generate reports and complete complementary tasks.

### B. Expected Products

1. Updated databases of regional growth and transportation networks for the preparation of the 2040 plan update and associated amendments; including alternative regional growth and transit and roadway network scenarios;
2. Updated roadway, transit, bicycle/pedestrian, etc. coverages;
3. Development of 2010 base year model;
4. FTA-compliant travel demand model for New and Small Starts applications;
5. Transportation Demand Model improvement activities;
6. Presentation maps for planning and presentation purposes;
7. Development and maintenance of existing bicycle and pedestrian infrastructure GIS data;
8. Development of regional datasets and econometric parameters for land use modeling;
9. Development of an Internet-based GIS viewer for the purpose of sharing spatial data with CAMPO constituents and the public;
10. GIS-based congestion analysis;
11. Regional on-road mobile emissions analysis, documentation, and conclusions;
12. Revised emission inventories and on-road mobile source control measure quantifications using MOBILE6 or MOVES;
13. Ozone (O3) Flex Plan and EAC annual monitoring and reporting;
14. Educational and promotional materials relating to air quality, Ozone Action Days and on-road mobile source control measures;
15. Reviews, comments and analyses of NEPA documents pertaining to projects in the CAMPO region;
16. Analyses related to the effect of CAMPO transportation plans, programs and projects on environmental features including water quality and green space;
17. Perform regional environmental analyses, including potential mitigation activities and locations where they might occur, to facilitate NEPA document development, improve environmental streamlining and strengthen the link between the planning and NEPA processes.
18. Web-based environmental data and mapping; and
19. Analyses of sub-areas, where requested.

### C. Previous Work

1. Conducted transportation modeling activities for *CAMPO 2035 Regional Transportation Plan*, and other requests made by CAMPO members for the regional transportation projects;
2. Completed the forecasts of population and employment for the horizon year (2035) and interim years of 2010, 2015, 2025 for the CAMPO 2035 Plan;
3. Completed travel demand model runs for the adoption and amendments of CAMPO 2035 Plan;

4. Hosted modeling workshops to reach out to CAMPO members on the demographic and travel demand modeling output;
5. Collected the base year 2010 data on population, employment, transit on-board surveys, traffic counts, and roadway and transit networks leading to development of 2010 base year travel demand model;
6. Started the travel demand model refinements to make the CAMPO model FTA-compliant for New and Small Starts applications;
7. Participated in the establishment of Network Modeling Center at UT-Austin for deployment of dynamic traffic assignment to be added to CAMPO's current four step model;
8. Maintained and updated the traffic counts on the state and non-state roadway systems;
9. Developed bicycle and pedestrian traffic counting and forecasting techniques through an interlocal agreement with the Texas Transportation Institute;
10. Assisted CAMPO members and the public in providing GIS and mapping data on CAMPO's 2030 and 2035 Plans and demographic forecasts;
11. Placed data on the CAMPO website for public and jurisdiction use and developed numerous attribute databases for ArcView system;
12. Maintained and updated 2007, 2015, and 2030 roadway and transit networks;
13. Continued data analysis of the 2000 Census and American Community Survey for use in transportation planning efforts;
14. Assisted with implementation of the 8-hour Ozone Flex Program, including implementation of measures from the Early Action Compact and 1-hour Ozone Flex Plan;
15. Prepared semi-annual reports on 8-hour Ozone Flex Program implementation;
16. Continued work with the CLEAN AIR Force on Ozone Watch and Warning Days, Clean Air Partners, public involvement and other air quality programs;
17. Conducted a regional ozone reduction public outreach campaign;
18. Identified, tracked, quantified and reported the benefits of transportation emission reduction measures (TERMs) in the 5 county MSA;
19. Continued the CAMPO Emission Reduction Program to reduce employee vehicle emissions, tracked and quantified employee emission reductions;
20. Developed a MOVES model interface tool that estimates criteria pollutant and greenhouse gas emissions for various input scenarios
21. Continued the discussion of potential environmental mitigation activities and potential areas where the activities may occur; and
22. Conducted analysis of projects using NEPAssist.

#### **D. Subtasks**

200. Geographic Information System (GIS), Demographic Forecasting, and Travel Demand Forecasting
  - a. Develop the 2010 base year travel demand model for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties. Work includes roadway and transit network coding, population, employment and median household income estimates, compilation of 2010 on-board survey data, collecting and populating traffic counts, and development of peak period models. (Consultant/Interlocal);
  - b. Refine the demographic allocation tool to be used for 2040 Plan update (Consultant/Interlocal);

- c. Conduct a study for revising trip rates associated with trip purposes (Consultant/Interlocal);
  - d. Continue to improve transit, toll, and other on-going model improvements modeling based on the 2009 CAMPO model peer review sponsored by TMIP (Consultant/Interlocal);
  - e. Maintain an interactive web portal so CAMPO members, government and private entities, and the public have access to spatial datasets related to CAMPO plans and programs via the Internet (Consultant/Interlocal)
  - f. Perform data translation, extraction and packaging for requests from CAMPO members, government and private entities, and the public and make such digital data available or accessible in the most efficient means (e.g. Internet) for the requestors;
  - g. Participate in community outreach and professional development activities for promoting and sharing of CAMPO's demographic forecasting, modeling, growth monitoring and other relevant GIS databases in the central Texas region.
  - h. Assist member governments in developing and coordinating a comprehensive GIS program;
  - i. Provide mapping and data development support for various CAMPO programs including air quality, Transportation Improvement Program, long range planning, Congestion Management Process (CMP), Environmental Justice (EJ), Planning and Environmental Linkages (PEL), and STP MM projects.
  - j. Continue to collect, analyze and maintain regional growth and transportation data for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties in support of the demographic forecasting and travel demand modeling work;
  - k. Maintain and produce databases for demographic, transportation networks, and modeling results of CAMPO's *2035 Regional Transportation Plan* and amendments;
  - l. Participate in the dynamic traffic assignment research and deployment;
  - m. Refine in-house model run capabilities. Research the state of the art practice in travel demand modeling and the capabilities to simulate the interaction of land use and proposed transportation systems; and
  - n. Perform model runs for alternative or sub-area analyses as requested.
201. Air Quality and Energy Conservation Planning and Air Quality Modeling
- a. Develop, collect, quantify, recommend, document and report annually on progress of regional transportation emission reduction measures (TERMS) and other on-road mobile source emission reduction measures to improve or maintain the air quality to meet federal air quality standards; includes measures in the 1-hour Ozone Flex Plan, the Early Action Compact (EAC), and the 8-hour O<sub>3</sub> Flex Program;
  - b. Develop or revise on-road mobile source emissions inventories, regional on-road mobile emissions analysis, and on-road mobile control measure analyses using EPA's MOBILE6 model or EPA's MOVES model as needed (Texas Transportation Institute interlocal and staff);
  - c. Perform transportation conformity type on-road mobile source regional ozone precursor and greenhouse gas emissions analysis for 2035 Plan or TIP amendments as needed, including all analysis years needed to conduct a

- transportation conformity determination (Texas Transportation Institute interlocal and staff);
- d. Support regional air quality planning initiatives and efforts to identify, quantify, evaluate implement and track on-road mobile measures to reduce ozone precursors and greenhouse gases
  - e. Monitor, analyze and comment on relevant federal, state and local regulations and guidance pertaining to air quality;
  - f. Stay current with technical information, software and methodologies as it pertains to transportation related air quality planning; including training as needed;
  - g. Research and stay current with technical and policy information on transportation related energy conservation, peak oil, alternative fuel and future energy sources, incorporate relevant findings into current planning efforts and provide information to the public;
  - h. Coordinate and conduct air quality education, outreach and support programs that inform the public about air quality issues and encourage voluntary emission reduction measures by citizens, businesses, government and educational institutions, including maintaining and updating air quality related information on relevant websites and social media (consultants/Interlocal and staff);
  - i. Support and provide technical assistance to the Clean Air Coalition, the Clean Air Coalition Advisory Committee, and other state, regional and local air quality planning entities; and
  - j. Conduct CAMPO ozone awareness and emission reduction program for CAMPO employees, and
  - k. Provide MOVES emissions model training for appropriate CAMPO staff.
202. Environmental Analysis
- a. Continue the facilitation of linking planning and environmental analysis through participation in EIS and other NEPA related studies for regional projects, ongoing monitoring and evaluation of CAMPO plans and programs on the environment, identifying potential mitigation activities, and through outreach with resource agencies and working groups.
  - b. Use NEPAssist to conduct environmental, social and EJ analyses of TIP projects and use visualization techniques to convey analyses results to the public.

**Task 2 - Data Development and Maintenance - FY 2012**

<b>SubTask</b>	<b>Title</b>	<b>Responsible Agency</b>	<b>TPF<sup>1</sup></b>	<b>FTA New Starts</b>	<b>Local</b>	<b>STP MM Funds</b>	<b>Total Funds</b>
200	GIS, Demographic Forecasting, and Travel Demand Modeling	CAMPO and Consultant(s)	\$215,423		\$154,100	\$616,400	\$985,923
201	Air Quality and Energy Conservation Planning, and Air Quality Modeling	CAMPO and Consultant(s)	\$76,081		\$15,518	\$62,074	\$153,673
202	Environmental Analysis	CAMPO	\$15,078				\$15,078
<b>Total</b>			<b>\$306,582</b>		<b>\$169,618</b>	<b>\$678,474</b>	<b>\$1,154,674</b>

<sup>1</sup>TPF - This includes both FHWA PL 112 and FTA Section 5303 Funds

NOTE: TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL 112 and FTA Section 5303 programs. As credits reflect neither cash nor man hours, they are not reflected in the funding tables.

### TASK 3 – SHORT RANGE PLANNING

#### A. Objectives

1. Conduct short-range transportation and transportation-related planning activities with short-term planning and implementation focus, including the development and administration of the Transportation Improvement Program and the Unified Planning Work Program.
2. Provide regional employers and citizens with information on the benefits of alternative transportation and alternative work environments/schedules and encourage use of commute alternatives to single-occupant vehicle travel.
3. Monitor, evaluate and manage the regional transportation system to protect the region's investments in, and improve the effectiveness of, the existing and future transportation networks.

#### B. Expected Products

1. Maintenance of current Transportation Improvement Program (TIP) document and procedures for ease of use by the public, area jurisdictions and state and federal agencies;
2. Processing and evaluation of amendment requests to the TIP;
3. Development of the FYs 2013 – 2016 TIP;
4. Preparation of GIS-based version and electronic database of TIP project information;
5. Assist in development of a series of web-based interactive maps depicting TIP projects and related information;
6. Continue to evaluate and recommend regional transportation projects requesting Surface Transportation Program Metropolitan Mobility (STP MM) funds as part of a Call for Project Applications;
7. Development of FY 2013 Unified Planning Work Program (UPWP) and processing appropriate amendments to the FY 2012 UPWP;
8. Continue to refine and implement CAMPO's Congestion Management Process (CMP); and incorporate CMP into the project selection process
9. Continue to develop and implement the activities of the region's Commute Solutions Program; including transportation information and ride-matching websites and social media, and outreach through media venues and events.
10. Extend the Commute Solutions Coalition effort to include more jurisdictions, transportation service providers, non-profits and private sector partners within the CAMPO region;
11. Continue to incorporate management and operations into the planning process through enhanced collaboration between planners and operators.
12. Distribute *2010-2011 Roadway Congestion Analysis: Performance Report and Information System* and work with jurisdictions in planning projects and/or programs using the results;
13. Coordinate RFP process for the 2012-2013 Roadway Congestion Analysis
14. Participate in working groups, such as the Austin Area Incident Management for Highways (AIMHigh) Team, the Managed Lanes Working Group, and the Bottleneck Committee; and the CAMPO CMP/ITS Working Group

### C. Previous Work

1. Reviewed the current project evaluation and selection criteria for STP Metropolitan Mobility funded projects and developed proposals to modify existing criteria;
2. Supported development of a competitive call for projects with STP MM funding, including funding set-asides supporting implementation of the Centers approved as part of the CAMPO 2035 Regional Transportation Plan, and implementation of the 2035 Priority Bicycle and Pedestrian Systems.
3. Developed the required annual list of federally-funded obligated projects and submitted the reports to TxDOT, FHWA and FTA
4. Continued to develop and implement the Congestion Management Process;
5. Analyzed congestion with the data from the 2008 - 2009 Roadway Congestion Analysis: Performance Report and Information System.
6. Incorporated the Congestion Management Report analysis into the planning process by providing data to local jurisdictions and to consultants, utilizing analysis for the selection of projects with the Bottleneck Committee, and by creating visual techniques for public view;
7. Participated in operations working groups, such as the Austin Area Incident Management for Highways (AIMHigh) Team, the Managed Lanes Working Group and the Bottleneck Committee;
8. Work with a consultant to prepare the 2010-2011 Roadway Congestion Analysis: Performance Report and Information System;
9. Developed and amended the FYs 2011 – 2014 TIP to include additional highway, transit, bicycle/pedestrian and other projects;
10. Managed the Commute Solutions Program, including the River Cities Rideshare program and the Let's Ride employer transportation coordinator training program;
11. Developed a new "one-stop shop" Commute Solutions website that provides comprehensive information for alternative transportation and travel demand management techniques and opportunities in the region.

### D. Subtasks

300. Transportation Improvement Program (TIP)
  - a. Administer the *FYs 2011 – 2014 TIP* and all associated documents as needed. Conduct a process that allows citizens, public agencies, private transportation providers and other interested parties an opportunity to comment on the proposed TIP or amendments;
  - b. Working with regional partners, develop the *FYs 2013 – 2016 TIP*;
  - c. Continue to develop, maintain and update a visualization and web-based interactive mapping system that provides citizens , local, state and federal agencies, and CAMPO staff improved access to TIP project tracking and project information;
  - d. Develop a tracking system of projects to determine where planned transportation projects would traverse or be adjacent to a location with large Environmental Justice populations (those minority or low-income persons); and
  - e. If appropriate, implement a Call for Projects for STP MM and allow citizens, public agencies, private transportation providers and other interested

parties an opportunity to comment on the proposed projects to be amended into the TIP.

301. Unified Planning Work Program (UPWP)
- a. Ensure the FY 2012 UPWP is current by developing and processing appropriate amendments;
  - b. Track expenditures and revenue throughout the fiscal year; and
  - c. Develop FY 2013 UPWP.
302. Commute Solutions Program
- a. Coordinate and conduct the regional Commute Solutions program with Commute Solutions Coalition members, including state, local and regional partners, to promote and support the use of alternative transportation, transportation demand management and transportation system management strategies in order to reduce congestion, fuel use, and air and water pollution.
  - b. Conduct outreach to expand Coalition membership and participation;
  - c. Develop, implement, promote, support and participate in programs and activities that encourage alternative transportation commuting and travel demand management; including a "Commute Solutions Season" campaign that corresponds with Ozone Season and highlights a different aspect of alternative transportation or travel demand management each month. The seasonal educational outreach campaign may use educational promotional items and multi-media outreach components.
  - d. Assist public agencies, employers, educational institutions and employment centers with technical support to implement trip reduction and other travel demand management or alternative transportation programs including a regional Employee Transportation Coordinator training program. Update training materials as needed.
  - e. Maintain and regularly update the Commute Solutions transportation information and ride-matching websites, email lists and social media;
  - f. Conduct a multi-media, bi-lingual (English and Spanish) outreach campaign to promote various aspects of the Commute Solutions program (consultant and staff); and
  - g. Research, develop and implement program evaluation methods to track and evaluate program effectiveness.
303. Congestion Management Process (CMP), Intelligent Transportation Systems (ITS), and Operations Planning
- a. Develop and implement the CMP, which includes monitoring and evaluating the performance of the transportation system, identifying the causes of congestion, identifying and evaluating alternative actions, providing information supporting the implementation of actions, and evaluating the efficiency and effectiveness of implemented actions;
  - b. Collect data and evaluate system performance (Consultant/Interlocal);
  - c. Incorporate analysis results into the regional planning process by providing transportation system congestion data and analysis to CAMPO jurisdictions to aid in congestion relief decision-making, requiring all added capacity projects to incorporate travel demand management (TDM) or transportation system management (TSM) techniques prior to being included in the TIP, and

- including congestion reduction and TDM/TSM criteria in the project selection process;
- d. Incorporate management and operations into the planning process through development of an objectives-driven, performance-based approach, enhanced collaboration between planners and operators through participation in operations working groups, training, and workshops, and participation in regional ITS planning and the CAMPO ITS compliance process.

### Task 3 Short Range Planning - FY 2012

SubTask	Title	Responsible Agency	TPF <sup>1</sup>	FTA New Starts	Local	STP MM Funds	Total Funds
300	TIP	CAMPO	\$81,057				\$81,057
301	UPWP	CAMPO	\$41,401				\$41,401
302	Commute Solutions Program	CAMPO and Consultant(s)	\$47,154		\$30,000	\$120,000	\$197,154
303	CMP and ITS	CAMPO and Consultant(s)	\$33,362		\$30,000	\$120,000	\$183,362
<b>Total</b>			<b>\$202,974</b>		<b>\$60,000</b>	<b>\$240,000</b>	<b>\$502,974</b>

<sup>1</sup>TPF – This includes both FHWA PL 112 and FTA Section 5303 Funds

NOTE: TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL 112 and FTA Section 5303 programs. As credits reflect neither cash nor man hours, they are not reflected in the funding tables.

## TASK 4 – METROPOLITAN TRANSPORTATION PLAN

### A. Objectives

1. Maintain a long range regional transportation plan for the CAMPO area that supports the federal planning factors and is consistent with federal and state laws and regulations.
2. Maintain and implement a Coordinated Public Transit-Human Services Transportation Plan that supports efficient use of funding available for public transit and special transportation services including medical transportation.
3. Support member agencies as they integrate safety and security considerations in projects. This will include all modes of transportation, thereby developing a safe and secure network for all traveling citizens.
4. Support development of a Regional Vision for Transit.

### B. Expected Products

1. Implementation of the CAMPO 2035 Regional Transportation Plan, including processing periodic amendments;
2. Regional bicycle route map;
3. Implementation of the Capital Area Coordinated Plan for Public Transit-Health and Human Services Transportation;
4. Initiation of a Hazardous Cargo Routing initiative, and
5. Development of Regional Transit Vision, perhaps with a Regional Rail Plan component.

### C. Previous Work

1. Processed amendments to *CAMPO 2035 Regional Transportation Plan*.
2. Served as administrative lead agency for Regional Transit Coordination Committee, and developed several work products related to implementation of Capital Area Regional Transportation Coordination Plan;
3. Developed geographic database and inventory of regional public transportation providers.
4. Developed Technical Memorandums related to development of an updated Coordinated Plan for Public Transit-Health and Human Services Transportation
5. Conducted public outreach and developed an updated Coordinated Plan for Public Transit-Health and Human Services Transportation
6. Coordinated Active Transportation Working Group meetings and tasks;
7. Participated in local bicycle and pedestrian planning and coordination efforts of regional significance;
8. Continued to coordinate with the Safety and Security Taskforce to assist CAMPO with data, analysis, and needs in the region;
9. Evaluated regional safety data, gathered state and local safety plans, and performed initial crash analyses;
10. Reviewed safety and security data and incorporated analysis into the CAMPO planning process.

### D. Subtasks

400. Metropolitan Transportation Plan
  - a. Disseminate information about *CAMPO 2035 Plan*.
  - b. Track plan implementation and develop a program for supporting implementation and monitoring performance of mixed use activity centers;

- c. Coordinate active transportation working group meetings and tasks;
- d. Development and dissemination of regional bicycle route map;
- e. Perform and analyze bicycle and pedestrian traffic conditions and safety;
- f. Record existing conditions of pedestrian and bicycle facilities, including usage data, and perform analyses to recommend improvements
- g. Dissemination of best practices regarding bicycle and pedestrian planning;
- h. Coordinate and support the AIM HIGH committee and the CAMPO Safety and Security Taskforce to assist CAMPO with data, analysis, and needs in the region and support regional coordination of safety and security needs;
- i. Continue to collect, analyze, evaluate and update regional safety and security data, state and local safety plans, and initial crash analysis;
- j. Develop a regional safety plan that can be used to support and inform the safety elements of future CAMPO long range plans (Staff and Consultant);
- k. Participate in coordination of hazardous material cargo route planning;
- l. Begin preparation of technical materials related to development of the CAMPO 2040 Plan; and
- m. Liaison with area transit providers and other regional partners and work to develop a Regional Transit Vision.

403. Regional Transit Coordination

- a. Convene and support Regional Transit Coordination Committee and Subcommittees;
- b. Conduct detailed planning work implementing existing Coordinated Public Transit-Human Services Transportation Plan;
- c. Liaison with regional transit providers, state transit officials, health and human service agencies, and others;
- d. Involve the Public in regional transit coordination planning, solicit planning input from transit patrons, and maintain RTCC website (Interlocal with Capital Metro); and
- e. Issue competitive project call and select projects for JARC/New Freedom funding within the urbanized area.

**Task 4 – Long Range Transportation Planning – FY 2012**

SubTask	Title	Responsible Agency	TPF <sup>1</sup>	FTA 5304	FTA New Starts	Local	STP MM Funds	Total Funds
400	Metropolitan Transportation Plan	CAMPO	\$454,248					\$454,248
403	Regional Transit Coordination	CAMPO		\$21,820				\$21,820
<b>Total</b>			<b>\$454,248</b>	<b>\$21,820</b>				<b>\$476,068</b>

<sup>1</sup>TPF - This includes both FHWA PL 112 and FTA Section 5303 Funds

NOTE: TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL 112 and FTA Section 5303 programs. As credits reflect neither cash nor man hours, they are not reflected in the funding tables.

## Task 5 – SPECIAL STUDIES

### A. Objectives

1. To conduct special studies of transportation facilities and/or corridors and transportation-related topics and
2. To implement specialized studies.

### B. Expected Products

1. Continued analysis of corridors in the region

### C. Previous Work

1. Coordinated with the Austin-San Antonio Corridor Council on regional planning issues including the commuter rail system and the regional freight study;
2. Coordinated with the San Antonio-Bexar County MPO on regional and corridor planning issues and proposed transportation projects;
3. Development of a report highlighting how other MPOs generate funds for their operations and management; and
4. Publication of findings of a study on a potential protocol for sharing the Travel Demand Model.

### D. Subtasks

500. Corridor and Feasibility Studies (undertaken by agencies other than CAMPO in the CAMPO region)
  - a. MetroRapid Bus Rapid Transit
    - (1) Burnet Road/South Lamar from North Austin Medical Center (Parmer) to Westgate Transit Center (US 290)
  - b. US 290 (E) from FM 973 to Bastrop County Line
  - c. Advance Rail Planning and Alternatives Analysis - City of Round Rock
  - d. Advance Rail Planning and Alternatives Analysis - Refine CAMPO's travel demand model to make it FTA-compliant for New Starts applications (Capital Metro, CAMPO, and consultant)
  - e. All Systems Go Long Range Plan Update –Capital Metro will be undertaking an update of the agency's long range plan, All Systems Go. This effort will include extensive input and feedback from transit patrons and the general public.
  - f. City of Austin Strategic Mobility Plan – Model and forecast of critical transportation corridors including typology designations within the right-of-way.
  - g. City of Austin Urban Rail Program – NEPA process to evaluate alternatives for urban rail system, including no-build, TSM/Better Bus and Urban Rail.
  - h. Caldwell County Thoroughfare Plan – Lead the development of a comprehensive transportation plan for Caldwell County;
  - i. Austin North Central Corridor Alternative Analysis – Capital Metro
  - j. HUD-DOT-EPA Partnership for Sustainable Communities Regional Planning Grant – CAMPO is a member of the Steering Committee for the Capital Area Texas Sustainability Consortium.
  - k. Bicycle and pedestrian access and mobility study of Mopac/Loop 1 and Barton Creek Greenbelt

- l. Lone Star Rail District – Environmental impact statement (EIS) on intercity passenger rail project and Alternative alignments analysis on freight rail urban bypass.
- m. Rough Proportionality Model & Ordinance amendment – Implement use of the method of assess roughly proportionate relationship between travel demand generated by development & development share of transportation project cost.
- n. 2010 Bond Corridors Studies – Engineering evaluations to improve mobility and facilitate multi-modal travel on Airport Blvd., East Riverside Dr., FM 969 (MLK), and North Burnet Rd./Lamar Blvd.

#### TASK 5 - Special Studies - FY 2012

SubTask	Title	Responsible Agency	TPF <sup>1</sup>	FTA New Starts	Local	State	STP MM Funds	Total Funds
500	Corridor and Feasibility Studies	Various	\$30,000	\$531,375				\$561,375
<b>Total</b>			<b>\$30,000</b>	<b>\$531,375</b>				<b>\$561,375</b>

<sup>1</sup>TPF - This includes both FHWA PL 112 and FTA Section 5303 Funds

NOTE: TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL 112 and FTA Section 5303 programs. As credits reflect neither cash nor man hours, they are not reflected in the funding tables.

\*\$4,000,000 includes transportation development credits as the non-federal match.

## CAMPO FY 2012 Budget Summary

Tasks	FTA Task	Description	TPF <sup>1</sup>	FTA 5304	FTA New Starts	State	Local (Primarily Match for STP MM)	STP MM Funds	Total Funds
1	44.21.00	Administration	\$911,248						<b>\$911,248</b>
2	44.22.00	Data Development	\$306,582				\$169,618	\$678,474	<b>\$1,154,674</b>
3	44.24.00	Short Range Planning	\$202,974				\$60,000	\$240,000	<b>\$502,974</b>
4	44.23.02	Long Range Planning	\$454,248	\$21,820					<b>\$476,068</b>
5	<b>NA</b>	Special Studies	\$30,000		\$531,375				<b>\$561,375</b>
<b>Totals</b>			<b>\$1,905,052</b>	<b>\$21,820</b>	<b>\$531,375</b>		<b>\$229,618</b>	<b>\$918,474</b>	<b>\$3,606,339</b>

<sup>1</sup>TPF - This includes both FHWA PL 112 and FTA Section 5303 Funds (see below)

NOTE: TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL 112 and FTA Section 5303 programs. As credits reflect neither cash nor man hours, they are not reflected in the funding tables.

### Transportation Planning Funds

FY 2011 FHWA (PL-112)*	1,346,007
FY 2011 FTA Section 5303	418,299
New Funds SubTotal	1,764,306
Estimated TPF FY 2011 Carryover	<b>200,000</b>
<b>FY 2012 UPWP Total</b>	<b>1,964,306</b>

\* The PL 112 amount is an estimate based on prior year authorizations.



June 6, 2011

<b>Transportation Policy Board</b>	<b>Agenda Item 10d</b>
On Call for Project Applications	

Staff conducted workshops around the region to acquaint area staff with the application packet and issues surrounding the call. We have updated the CAMPO website with pertinent information including the application, instructions, FAQs, instructional videos, and an errata sheet, as well as addenda to the instructions (<http://www.campotexas.org/stpmm.php>).

We plan to update the website as frequently as necessary to ensure that relevant information is disseminated as far and as wide as possible.

**Deadline for submission of applications is 5:00 p.m. on Thursday, June 30<sup>th</sup>.**



June 6, 2011

<b>Transportation Policy Board</b>	<b>Agenda Item 10e</b>
Announcement of request for amendments to the <i>CAMPO 2035 Regional Transportation Plan</i> and the <i>FY 2011 – 2014 Transportation Improvement Program</i> .	

The CAMPO Transportation Policy Board last formally amended the *CAMPO 2035 Regional Transportation Plan* and *FY 2011 – 2014 Transportation Improvement Program* on January 10, 2011. As part of its biannual amendment cycle, CAMPO has solicited requests from our regional partners to amend these two documents.

A schedule of this amendment cycle can be found below.

June 1	Requests for amendments issued
June 30	Requests for amendments due to CAMPO offices by 5:00 PM
July	Staff processes and evaluates requested amendments
August 8	Presentation of requested amendments to the TPB
August/September	Community meetings and public comment period
September 12	Public hearing on requested amendments at TPB meeting
September 16	Public comment period closes
October 10	Possible TPB action on requested amendments



June 6, 2011

<b>Transportation Policy Board</b>	<b>Agenda Item 10f</b>
Suggested pilot program related to venue for Transportation Policy Board meetings	

In our continuing efforts to maximize staff efficiency and explore potential cost savings, I have had staff explore changing venues for the monthly Transportation Policy Board meetings. As a result of this effort, I recommend a one-year pilot program to change the location of the Policy Board meetings from the Joe C. Thompson Center to the Texas Department of Transportation Austin District headquarters.

The TxDOT Austin District office is located at 7901 North IH 35, in Austin. TxDOT has offered, at no cost to CAMPO, the use of their main hearing room and a large projection screen. The main hearing room accommodates at least eighty audience members coupled with the usual U shape arrangement for Policy Board members. Parking is adequate and free. Access to Capital Metro transit service is also available with three different buses serving the area.

The current base monthly costs at UT are \$580:

- Monthly room rental, \$380 (if an executive session room is needed, the rate increases by \$270)
- Audio and video setup, \$125
- Water (\$36) and snacks (\$40), approximately \$75

The anticipated monthly costs at TxDOT would be

- Water and snacks, \$25 (we could purchase independently without having to use a catering service)

With the anticipated savings, I propose to hire a temporary service to assist with the summary minutes for the monthly meetings. Currently we use CAMPO professional staff for the minutes, thereby reducing the amount of time they are able to devote to their assigned programs and projects. To maximize staff efficiency, and still maintain the integrity of the summary minutes, we believe this expenditure is appropriate. If implemented, this arrangement could save CAMPO about \$7,000 annually minus the cost of the temporary service.

I look forward to hearing from you about this proposal. I may be reached at 512.974.2275 or [maureen.mccoy@campotexas.org](mailto:maureen.mccoy@campotexas.org).



June 6, 2011

<b>Transportation Policy Board</b>	<b>Agenda Item 10g</b>
On reposting of the CAMPO Assistant Director's position	

As of Friday, June 3, the CAMPO Assistant Director's position has been re-posted through the City of Austin's Human Resources Department, <https://www.austincityjobs.org>. Job Requisition Number: 068575. The position will stay open until July 6<sup>th</sup>.

In speaking with the HR representative this morning, there were already three applicants.