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Transportation Policy Board Meeting

Monday, May 10, 2010, 6:00 p.m.

Ballroom B, Austin Convention Center, 500 East Cesar Chavez Street, 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.

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, May 10th.

ACTION ITEMS

2. [Approval of the summary minutes from the April 12, 2010 meeting](#)
3. [Approval of modifications to the CAMPO Bylaws to remove reference to members of the Texas State Legislature](#)

PRESENTATION AND DISCUSSION

4. [Presentation of the committee recommendation on the proposed modification of TR 4](#)

PUBLIC HEARING

5. *The CAMPO 2035 Plan entitled PEOPLE, PLANNING AND PREPARING FOR THE FUTURE: YOUR 25 YEAR TRANSPORTATION PLAN*

PRESENTATIONS AND DISCUSSIONS

6. [Presentation of the Draft FY 2011 Unified Planning Work Program](#)
7. [Presentation of requested amendments to the FYs 2008 - 2011 Transportation Improvement Program](#)
8. [Presentation of the schedule for the development of the FYs 2011 - 2014 Transportation Improvement Program](#)
9. Chairman's Report to the extent allowed by Section 551.042 of the Texas Government Code

10. Adjourn

Summary Minutes of the
 Capital Area Metropolitan Planning Organization's Transportation Policy Board Meeting
 Monday, April 12, 2010, 6:00 p.m.
 Austin Convention Center, 500 East Cesar Chavez Street
 Austin, TX

	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	X
4	Joe Clifford	Mayor Pro Tem, City of Round Rock	X
5	Sheryl Cole	Council Member, City of Austin	X
6	Jeff Coleman	Mayor, City of Pflugerville	
7	John Cyrier	Caldwell County Commissioner	X
8	Sarah Eckhardt	Travis County Commissioner	X
9	Frank Fernandez	Capital Metro Board Member	X
10	Karen Huber	Travis County Commissioner	X
11	Lee Leffingwell	Mayor, City of Austin	Sheryl Cole
12	Bob Lemon	Mayor, City of Cedar Park	X
13	Carlos Lopez	TxDOT- Austin District	X
14	Susan Narvaiz	Mayor, City of San Marcos	X
15	Chris Riley	Council Member, City of Austin	X
16	Bill Spelman	Council Member, City of Austin	X
17	Liz Sumter	Hays County Judge	X
18		Travis County Appointee	
19		City of Georgetown Appointee	

Judge Biscoe called the meeting to order at 6:09 pm.

1. CITIZEN COMMENTS

Morris Priest: But I did want to mention that some of the transportation financing -- the past financing that was voted in Travis County recently to the 973 is a real good example. We've had two financing projects along with all the county roads that Travis County is trying to build, along with all the other counties here and cities, and it just seems like just such an enormous debt. It's just amazing that our elected officials think that there's going to be that much merit. I know that there are a lot of things in this present plan, with 290 and the crossover -- on the flyovers on 183 and 290 east, that wouldn't even have probably been made if they hadn't have used stimulus money, at least the Obama administration said they didn't want it used on toll roads, but that's what our state spent most of our stimulus money on. This massive debt -- we hear about rail, we hear about, you know, the green line, and now a line from San Antonio to Austin, and then every time we read one of these bond elections, we see these bonds going to these toll roads like we saw with West SH-130. And, you know, it's just amazing that our elected officials make -- we can see this much debt. I mean, we're never going to get this money. We're never going to pay it back, and it's never going to be paid back. There's just no way to pay this amount of debt. And when I look at how our transportation system is, it reminds me of what happened just this last week within the City of Austin with these abortion clinics, with these signs. We have these groups that come up and just like take on traffic, which developers, realtors, you know, work with elected officials, and that agenda is pushed through. And just like we see with NAFTA, that agenda is pushed through. And time and time again, the process is so convoluted that no citizen can really give inputs to this plan. These CAMPO meetings are nothing more than a TxDOT meeting. Everything is already preplanned. We see even with this TR-4 policy, the last time they thought that

this might stop some of the things, but it couldn't stop because CAMPO has always been a tolling board. And so we had three people that voted against the cross-collateralization. So I don't think there's any policy that anyone could implement to change things and the way we do financial planning, because of the simple fact that it's all chamber driven. We see that Travis County gives the downtown association another \$6,000 to do a study. This is after they've already given them 25,000. So everything is just backed by big development and chamber driven, and this is -- the public is pretty much cut out of the process.

Council Member Cole joined the dais at 6:12 p.m.

Roger Baker: Thank you. There's certain factors that every good transportation planner ought to keep monitoring, in my opinion. The way I see it, the economics is changing a lot faster than the politics wants to change. The main problems the U.S. transportation planners now face, are likely the level of sovereign debt and peak oil. Both state and federal transportation road building rely heavily on the fuel tax, the one secure source of transportation funds. As we now see from the official data, driving in both Texas and nationally is stagnant. This means the fuel tax is stagnant until driving becomes more affordable. The TxDOT theory in place today is that, even as the economics of the road building status quo gets worse, toll roads will allow roads to be built by allowing them to be built on credit. And even while shifting the debt burden down to the local levels, like the counties, what the transportation planners do not model is that the toll road here is making driving less affordable. The reason you were building toll roads in the first place is to cure the problem created by people paying less gas taxes because driving was already becoming less affordable. The toll road solution, therefore, doesn't compute. You can't treat a problem by doing something that makes the problem worse on average. One could argue that the U.S. Treasury will keep passing out easy stimulus money for roads. The truth is stimulus spending to stimulate the economy is going to increasingly compete with entitlements. In a pinch, granny's Medicare is likely to go win out over building roads, at least I hope so. Interest rates are creeping up threatening to dry up road money without a secure source of revenue like the gas tax. I think peak oil means that Texas tax gas revenue has already peaked. World oil production is now pegged at about 90 million barrels per day. We now have a maximum of what one might call five noncrisis years before fuel prices get really high, depending on the global economy. But the problem is, in the next five years until that happens, I don't see driving getting any more affordable. So I think these are the problems that are sort of converging on your process that you're conducting.

Dick Kallerman: Thank you, judge. I want to bring to your attention, in case you don't know, that there's a new news organ available in Austin now. It's called the Austin Bulldog. The editor and publisher is Ken Martin, who his last venture was the Good Life magazine, and the -- it promises investigative journalism for the public interest. And the first issue has three articles all of which are quite important to CAMPO's notice. One is about Dr. Neil Carman. He's, for 30 years, been working on -- for the state Sierra Club on air quality. And he's says in his article that TCEQ, surprise, isn't doing their job. Another article is by engineer Bruce Melton, who speaks here occasionally and his article is about greenhouse gas emissions, which is very relevant to the subject tonight from commissioners and Commissioner Eckhardt's proposal. And also, Roger Baker has an article in there; 2,200 words on the 2035 Plan. And he calls the plan another rosy scenario regarding energy supply, money supply and population growth. So anyway, I urge you to Google up the Austin Bulldog. Thank you.

Council Member Riley joined the dais at 6:19 p.m.

2. REQUESTED AMENDMENTS TO THE CAMPO FYs 2008 - 2011 TRANSPORTATION IMPROVEMENT PROGRAM.

Dan Dargevics provided an overview of the 14 TIP amendment requests and of the public comments that were received. As was stated at the March Board meeting, there were only six comments received, with four being in favor of all of the projects and two supporting individual amendments. Mr. Dargevics told the Board that the Technical Advisory Committee, as well as CAMPO staff, had reviewed the requested amendments and public comments, and have recommended to the Board that the amendments be approved.

Commissioner Long made a motion to approve the requested amendments. Commissioner Eckhardt seconded the motion. The motion was unanimously approved by the members present.

Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Beckett, Mayor Pro Tem Clifford, Council Member Cole, Council Member Cole (for Mayor Leffingwell), Mayor Coleman, Commissioner Cyrier Commissioner Eckhardt, Mr. Fernandez, Commissioner Huber, Mayor Lemon, Mr. Lopez, Mayor Narvaiz, Council Member Riley, Council Member Spelman, Judge Sumter

Not Present: Mayor Leffingwell (Council Member Cole as Alternate)

3. PUBLIC HEARING: THE CAMPO 2035 PLAN ENTITLED PEOPLE, PLANNING AND PREPARING FOR THE FUTURE: YOUR 25 YEAR TRANSPORTATION PLAN

Before the hearing was opened, Joe Cantalupo asked if he could make a few quick points of clarification. Mr. Cantalupo reminded the Board members that the draft plan was presented on March 8th, and that between March 22nd and April 21^{sts}, CAMPO held six open houses throughout the region that were attended by about 125 people. Mr. Cantalupo informed the Board that CAMPO has scheduled second public hearing on May 10th, if that date is approved by the Board. He also announced that CAMPO is scheduling to adopt the Plan on May 24th, which is a few weeks before the June 6th adoption deadline.

Mr. Cantalupo then reviewed the status of the public comments received so far. He noted that CAMPO has received a little over 200 comments on the 2035 Plan and that in total, CAMPO has received over 3,500 surveys and public comments during all round of public participation for the Plan.

Judge Biscoe added that the Plan Policy Committee has met three times already and that for legal reasons the committee's recommendations need to be heard in a public hearing. Judge Biscoe announced that in item five he will ask the board to approve another public hearing on Math 10th and to approve the Plan on May 24th.

Mr. Cantalupo explained the legal reasons why CAMPO had to schedule the previously mentioned public hearings and adoption dates. The reasons included that the Plan has undergone substantial changes from their original wording and that CAMPO published the list of Plan policies as a separate document that requires a public hearing. Mr. Cantalupo said that the good news to come out of this extended process is that CAMPO is providing extra time for members of the public to provide CAMPO staff with more input and comment on the Plan.

Before the public hearing began, Judge Biscoe announced that there was a court reporter at the meeting to record the entire meeting. Judge Biscoe then opened up the public hearing

Ron Fletcher: I'm Ron Fletcher from the City of Buda. And my question had to do with the fact that there appear to be only those roads already in the TIP, and paid for by the 2008 pass-through bond in all of Hays County, but if you've received two inputs just today, perhaps my question is moot. And we'll have more roads included in final plan.

JUDGE BISCOE: Is this question moot?

MR. FLETCHER: Well, if you receive an input, and we might be getting some roads in the plan. Perhaps my question, will there be no new roads in the next 25 years, is moot.

MR. CANTALUPO: Well, there will be -- there will be new roads over the next 25 years. I think what he's referring to is, we received a letter from the Commissioner Barton in Hays County. And I got it very close to four o'clock, and I took a quick scan through it. And I think, basically, if I interpret it correctly, it's a comparison of the 2030 Plan to the 2035 Plan. It notes that some of the roads that we had listed in the 2030 Plan for Hays County are not on the 2035 Plan. And it's sort of letting the board know that perhaps Hays County is going to take another look at their financial situation and may come back over the next, you know, short period of time, asking that additional roads be added, hopefully, with local funds. Because in order for us at this point to make huge adjustments to the CAMPO allocated portion of the plan, it's, you know, sort of this one in one out deal. But there are new roads in the plan. The question is, are they new roads that every individual might like to see and make --

JUDGE BISCOE: We'll try to get you those roads, Fletcher. But there is still a lot of work to do.

Dick Kallerman: Thank you. The CAMPO 2035 Plan appears to be spoonfeeding more road lanes to regional travelers, because the assumption I guess is that they wouldn't survive otherwise. On closer inspection of the plan, you'll see that the plan provides more road lanes, basically to support the bottom line of special interests. But, you know, travelers aren't helpless. When (indiscernible) travel becomes too painful, there's any number of options that they can take, and they do take, to reduce the pain. I expect that if no more road lanes were built, life would go on. And, in fact, our region would strive just as it is. So an ideal plan, in my mind, would fill potholes and provide transient walking and biking to our core cities. But we've gotten another plan. And in that plan, there's pittance for the public and a surplus for special interests. In the early '80s, the New York baseball team the Mets played a particularly terrible game, and after the game, their manager Casey Stengel got them together in the locker and asked them simply: "Does anybody here know how to play this game?" Well, I would say that with another plan giving priority to special interests, the question should be to CAMPO: Does anybody here know how to play this game? Thank you.

Morris Priest: I'm Morris Priest (indiscernible). But I believe that's pretty much many of the things that I wanted to share as well, that the special interests, the road lobby, the chamber, developers, have really just been the driving force of the CAMPO transportation plan. The special interests, the campaign contributions, whatever other motivations or factors involved in this financing process, but I do think there is going to be a great deal of voter revolt as we've seen on this board. And recalls, and we've seen lawsuits, and bar grievances with the CTRMA, and I think these things are going to continue. And I think that you're going to find that the public is going to be much more creative in a legal, moral, ethical revolt, nonviolent, just total rebellion against this board, against this plan, against TxDOT. We've seen it at the state legislature. And I think that one of the main things that I see is, we're going to have to get back to pay as you go. That's how TxDOT has been for years and years and years. Pay as you go. And now with this enormous debt, we see

that many people in the public field -- and it's something that I've heard at CAMPO meetings for the last few years. We're being lied to; and we are, because there's absolutely no way that we can project these roads. And when people get up and say we're going to get this road, well, there's roads that's been promised 70 years ago. I can show you dozens of them 50 years ago. 30 years ago. The money is simply not there. And this debt-driven toll road, we told you-all that this is what was going to happen. And I would have loved to have been wrong, but this tolling and pass through financing and bonding is just absolutely -- there's just -- it's going to come to a screeching halt. We've already seen it, you know, already in the planning process. So I would like to see if there's anybody here that would like to pass a resolution to do something constructive and have a commitment from the board tonight in the area of not tolling another road in the plan. I know that with TxDOT, they passed a minute -- a TxDOT minute years ago, that there would be no added capacity unless it was tolled. So is there anybody on this board that is willing to say tonight that they want toll? I didn't think so. Thank you.

Bill Aleshire: Judge, good to see you and members of CAMPO. I first want to ask a question to confirm that in the 2035 Plan, that the connection between Mopac and 1626 on SH-45, is included in this plan. Is that correct? I'm seeing a made nod yes.

MR CANTALUPO: Yes, it is.

MR. ALESHIRE: Yes, it is. And is it still shown, as anticipated, to be a toll road?

MR. CANTALUPO: Yes.

MR. ALESHIRE: Let me give you -- just for those that I didn't get a chance to serve with on CAMPO, the decades ago when I was sitting where you are -- perspective about that road, and ask you to start to consider the uniqueness of the situation that road represents. First of all, I'd ask you to look at this as a system. And I really do support those of you who are concerned about ad hoc road projects jumping in without a systemic approach and a broad based integrated approach to transportation plan. We were striving for that back in the '80s when I served on CAMPO. But when you look at the system, there is no substitute for that link between 1626 and Mopac for the kind of traffic that needs to be there and that was planned for. The other thing that's unique about this road is that, we asked the Travis County voters and the Hays County voters, whether they would approve bonds, taxpayer paid bonds, property tax bonds, to purchase the right-of-way with TxDOT's agreement that they would build the road if we purchased the right-of-way at Travis County. The voters overwhelmingly, with over 60 percent of the vote in Travis County, approved a single bond issue just for SH-45. It was singled out from all the other county road projects. That millions of dollars was spent, and by about 2000, Travis County had fulfilled its obligation to buy that right-of-way. That right-of-way was considered and designed to be consistent with the lawsuit settlement, with the Edwards Aquifer Conservation District and TxDOT, because we believed that that road could be built with environmental sensitivity. That is a critical missing essential piece of your transportation system, and if any of you support systemic -- a system wide approach, that link needs to be built; if it's two lanes or four lanes. And the last comment I would make to you is, I understand, because from my point of view, special interest in this state will block an increase in gasoline tax, fuels tax, that ought to be providing more funding for integrated transportation projects and bicycle projects and so forth as well. Now, we won't get that if you in desperation turn to tolling. Tolling is so much more regressive. It hits poor people that need to travel more so than the rich. The limousine and the little old antiquated Volkswagen wagon from the 60s is coming through paying the same toll and it's not fair. And so I encourage you to look -- continue to look at an alternative method of funding SH-45, but if it gets -- it's got to be built, and it needs more attention than we've

got. The perspective that I was giving you was, as in my former position as County Judge and a member of CAMPO, and a feeling that our taxpayer dollars, for time that I served on that Commissioners Court, is being wasted if you do not get that road built from the -- from the taxpayer money that's already spent to buy that right-of-way and have it sit there. But I'll also give you my perspective as someone who can see it everyday because I live in Shady Hollow. And my neighbors and I are deeply concerned. We are appreciative of little things like the traffic light that's going to go on there. But if you're concerned about air quality emissions -- we were looking at a parkway through way for SH-45. That's not what you get with Brodie Lane, and those cars sit there and stall and spew that much more fumes out and destroy our quality of life in our neighborhood, because y'all haven't put together the other essential piece of the system that SH-45 represents. Thank you, Judge.

COUNCIL MEMBER COLE: I appreciate your comments. And having had the length of service that you have had and actually living in Shady Hollow, I know I have a difficult time sitting here and thinking what options do I have? And so I would like to know from your perspective, even when you were sitting here or even now because you mentioned that gas taxes -- I'm not so much, you know, 45, or one part of town, or any of that, and we heard your testimony about that. It's just that I think we have a problem system wide.

MR. ALESHIRE: Funding you mean?

COUNCIL MEMBER COLE: I agree with you and it's a big problem. Without some other major source of funding, you're going to continue to make the best of bad choices that you've got, even for the roads that can meet the standards that ought to be built. I think SH-45 is one of those that cries out to be done with environmental sensitivity, with at least some of the lanes, and it still ought to be a parkway. I mean, that whole idea was to move that traffic across. But what are your choices? All I can tell you is that when I was -- we went to the voters with these bonds to buy this right-of-way. Tolling wasn't even something that anybody was considering. It wasn't even discussed back then. We were told that TxDOT would have the money and it was in the plan for that segment. Now, there's other more controversial segments that don't have anything to do with this, but I still believe that money is there. And frankly, not to embarrass my colleague -- former colleague Judge Biscoe, but I understand that the County Commissioners Court decided recently that they had money available for a pass through to expand 1626 over to Manchaca, and that one of the commissioners said that that was the fastest way to relieve traffic on Brodie. I guarantee you there's nobody in Hays County that's going to go all the way across 1626, up Manchaca, over on Slaughter Lane and head back west to get onto Mopac.

MR. ALESHIRE: All of that money -- all of that money will -- that is spent on pass through, for that project, is not going to relieve traffic on Brodie. So if there's -- my point is, and to answer your question, if there was money available for pass through, and Travis County can front some money, then use it to put at least two lanes into SH-45 and lane 1626 and Mopac. That's the next smartest way to use money. So now I look at it and say, well, there really is money available. If there's passing money available for 1626, why not for SH-45 first?

COUNCIL MEMBER COLE: Thank you, former Judge Aleshire. I knew the county had all the money. That's what I was wondering.

Scott Wallace: Good afternoon. Let me start by saying that I appreciate the leadership that the board has shown in the planning of our transportation systems in the metropolitan area. So we appreciate the work you've done there. At a time when transportation

funding in both the state and federal level is declining, in a time when our regional nonattainment status may be impending or may be coming, our public policy must afford our elected officials the flexibility to determine what the best way to fund projects is. Therefore, I recommend that the current 2030 Plan policies TR-3, TR-4 and TR-5 all be deleted from the 2035 Plan. Each of them has some features that are good. TR3, for instance, promotes commuting solutions such as rapid bus and carpooling, which I agree with, but they also unnecessarily -- TR-3 unnecessarily restricts the that those links can be managed, thus kind of tying the hands of our elected officials. TR-4 restricts the use of additional tax revenue -- or, I'm sorry, additional toll revenue to the corridor as has been mentioned earlier as opposed to a system wide solution, which can affect the private funding that could be coming to our region. If we were to delete TR-4, the transportation dollars in this region might be able to go somewhat further. TR-5, as you know, addressed the use of new funding sources to paying off toll roads first. I'm all for paying off toll roads and reducing tolls where it makes sense. I'm not for tying the hands of our elected officials and making those decisions as to when it does make sense. So in order to balance the congestion relief with positive growth in the region, and to provide for the general well being of the region, I feel like we need to give our elected officials the -- as many tools for their tool box as possible, and we also need to be able to free their hands to be able to use those tools. So in order to do this, I recommend that TR-3, TR-4 and TR-5 all be deleted from the 2035 Plan. Thank you.

COMMISSIONER HUBER. Mr. Wallace, are you aware that actually without TR-4, the elected officials have -- don't have that tool, it's entirely with the RMA?

MR. WALLACE: Could you state that again?

COMMISSIONER HUBER. That without TR-4, the elected officials actually do not have authority over the utilization of that revenue, it's entirely with the RMA?

MR. WALLACE: Yes. The authority would then lie with CTRMA to make those decisions.

COMMISSIONER HUBER. That's your understanding as well? So it's not actually with the elected officials?

MR. WALLACE: I see the point that you're making here, yes, that's my understanding as well.

COMMISSIONER HUBER. Okay. Thank you.

Roger Baker: Dick Kallerman mentioned something I wrote in the Austin Bulldog, and there's also a longer, probably less easy to read piece in The Rag Blog, a couple weeks ago, on the CAMPO Plan. But just to recap some of the things that I see as the major problems, it looks like to me that \$27 billion in revenue is way too optimistic, but I think the Feds, you know, don't have very strict criteria for what you claim might be future revenues. So, you know, I don't expect a lot of the money to appear. You based the demographic projections on the 2006 to 2007 construction boom period. I think that may be out of date. In fact, foreclosures in Hays County are, I think, about double what they are in Travis County now. I think it would make the congestion far worse than now. And I think -- I think the daily delay would be something like half an hour for drivers in this area. There's is, I think, little track record or support data for the preferred clustered growth or centers in the area. So I think there needs to be more back up on that. One of the biggest things is that road maintenance is planned to fall precipitously from 22 percent in the last plan, to only 6 percent in this new plan. I just don't think that's going to work. You know, there's some questions about environmental impact, like it increases greenhouse

gases, and apparently you don't take very good consideration with water constrains in the suburban counties like Williamson and Hays County. Peak oil is mentioned, but it's not incorporated into the plan, and there's no numbers, there's no -- there's no years or anything to pin down how big a problem it is. The planning is based on driving trends, which are probably out of date because it seems we're going to be driving more and more. And if you look at something that was in The Rag Blog I wrote about six months ago, or something like that ago, the vehicle travel demand daily is flat according to TxDOT for most of this decade. So I don't think the travel models you're using are consistent with the real behavior. And I think people are avoiding driving because it is already so congested, and this plan makes it get even a lot more congested. So I think you ought to take these things into account. So thank you.

Kedron Touvell: I'm with Save Barton Creek Association. We'd briefly like to mention that we like the language in the plan, specifically the acknowledgment that we cannot build our way out of congestion. We think that's very key, and we want to reduce our environmental impacts. What we're worried about is making sure that some of these grand goals are reflected in the follow through, particularly that we actually do follow through on increasing funding for bicycle infrastructure and pedestrian. At 290 and the Y, we would like to see a more human scale parkway than is currently designed.

And, of course, as Mr. Aleshire mentioned the SH 45. We're very worried that this road is going to further incentivize sprawl in Hays County. And I think from past history, it's pretty obvious that it will. That doesn't mean necessarily that there's nothing we can do. We would like to work together and try to find alternatives such as improving the infrastructure of the flyways -- or flybys at I-35, also maybe the Lone Star Rail. If it does -- if this road is actually completed, we would like to see the two-lane versus the four obviously, but we'd actually, you know, prefer that it's not built at all. One other thing I would like to mention is that we would like to see the Section 8.2 CO2 reduction put back into the plan, primarily because it seems extremely negligent to us to not at least plan for the contingency that there will be federal legislation on CO2. And I think as leaders in our community, you-all should be planning for those kind of contingencies. Thank you.

State Representative Valinda Bolton. Judge Biscoe and members, thank you so much for allowing me to speak to you this evening. I've also submitted written comment on the plan from my office for your consideration. You know, I definitely believe that government does serve some legitimate functions in our society, and the building and maintaining of transportation infrastructure is certainly one of those functions. It's critical to our economy and to our way of life. I serve Southwest Austin and Western Travis County of 150 house districts in the State of Texas, minus one of the fastest growing districts.

More than 15 years ago, 20 years ago, folks in this area were stuck in traffic, sitting at the Y in Oak Hill in increasing congestion. Since that time, the amount of time spent in congestion and stuck in traffic has grown exponentially. Folks are struggling to pick up their kids on time, to get to work on time, and it's reducing the quality of life. I as aware as anyone that we face serious budget shortfalls going into 2012. But it is critical that we finally and fully fulfill the assurances that were made to our constituent's years ago, and that we build the roads that we promised our constituents years ago. We're in a tough spot, and I understand that. And there's not enough money to go around for all the different mobility projects, and the demand for more projects continues to increase as we experience more growth. I know that for those projects to become a reality, we have to work together. We have to commit to this process, like tonight; I'm really impressed to see how many folks are here on an evening. This is wonderful. And we've got all to be on the same page. We're in a tough financial spot. And I appreciate your willingness, in the plan and moving forward, to consider alternative funding sources; public private

partnerships, pass through funding, using our limited dollars to leverage other dollars, working with our counties as municipalities to provide short-term fixes, while we continue to wait for additional dollars. I am extremely pleased to see that the plan prioritizes several critical road projects in my district. The Y at Oak Hill, 45 Southwest, the continuation of safety improvements on Highway 71, at my office and Senator Watson's office, and others of you have worked so diligently with TxDOT to see those safety improvements be implemented. Please, please, please, keep them in the plan. That is my request of you, but certainty a transportation plan is more than just roads, and I know that there are many folks that live in my district that are happy to see a plan that integrates public transportation, expansion of our hike and bike infrastructures with the city's center style of planning. It's more cost efficient, cost effective, when we plan ahead of the curve. And with transportation, it is very hard to get ahead of the curve. I certainly urge you to consider expanding the size and the number of rail projects to accommodate the projected growth in Southwest Travis County. It's not going to slow down. Certainly not in our lifetimes. The hike and bike plans are great. I have the Wildflower Center. I have the Veloway. I have Highway 71 that for better or worse, a lot of cyclists use to ride. So I know that my constituents are happy to see an expansion of commuter bus routes and bike paths and things that will give them the option of leaving the car at home, an option that they don't have right now, so we can get a little exercise, save some money on gas, help promote cleaner air. That's win, win, win. So thank you. Seriously, thank you, for working hard to get these critical projects in my district funded, and I ask, you know, that we can get them done with some speed and continue to work with you. I hope that my office can be a resource to you-all as we move forward. It's an honor and a privilege of my lifetime to serve House District 47, and I thank you for your time.

JUDGE BISCOE: Rodrigo Reyes is here. He does not wish to speak, but he wants us to know that he's for the 2035 Plan. Richard Pope is here, does not wish to speak. He wants us to know that he's against the 2035 Plan.

Scott Johnson. There are some attractive parts of the plan such as objective 3.4 and 3.5 regarding road that splits away from single occupant vehicle traffic. And as well, I concur on objective 8.2 that that should be reinserted regarding CO2 emissions and how it could impact the global climate. Having been to the climate summit in Copenhagen last year, I got to meet people who live in island nations whose lives are threatened in a way, or their homelands are threatened. They have contingency plans with New Zealand and Australia to move from where they live in the Pacific Ocean, to there, because climate change is already impacting their environment and the sea levels are rising. I wish to take the task of a comment that's regularly made at these meetings. I've made it about six times over the last 15 years, and this applies to Mr. Aleshire and others here, who think that simply expanding an existing road segment, or building a new road, or building overpass will automatically reduce air pollution. That's not necessarily correct. Here in Austin, we're worried most about ground-level ozone. Ground-level ozone is a secondary pollutant. It's not emitted directly from the tailpipe. Therefore, being a complex pollutant, you can't make assertions like that. What you have to do is you have to do the modeling work done by TTI, Texas Transportation Institute, or others, that look at the roadway and see how many vehicles go through and how much time there is, as well as you need to look at induced growth, based on the growth of new homes and subdivisions that can access these transportation segments. So I would encourage you-all to curb the urge to say, and air quality will improve when we build this new road, when we expand this existing road, or when we put up this overpass. It's not necessarily true, unless you do the modeling. If you-all are willing to pay for the Texas Transportation Institute to do the modeling on Southwest 45, then maybe that assertion is true. But for now, it's not true. I would be happy to talk to you afterwards if that's helpful. Regarding this plan more specifically, unless we reduce vehicle miles traveled, we're not necessarily going to get to a better air

quality future relative to ozone or carbon emissions. What I would say is that with regard to the plan, if those counties that need more road infrastructure to support growth such as Williamson County, are willing to pay for it on their own and bond their own people, then that may be okay. However, when it comes to transportation conformity, which is going to be required under the Clean Air Act, when and if we go nonattainment, which could happen as early as next year, those plans have to conform. You can't increase emissions in a planning process and still conform. The Federal Highway Administration will disapprove it. So you have to look at alternatives. What are the alternatives? I don't know what the alternatives are for Williamson County, but I know what they are in Austin. This plan is getting better towards those than in the past. Thank you for your time. I would be happy to answer your questions.

Rick Perkins: Howdy, board, Judge. I just want to maybe suggest that people aren't -- not that many people are here tonight because they're gardening or, you know, playing outside somewhere because the weather is beautiful, and I almost did not come myself. So I mean, really, that's probably why I'm here. I'm sorry. Consult the Farmers Almanac and it will tell you when it's going to freeze and things like that. But anyway, I just have a few comments about the 2035 Plan. And I think to myself. I think, well, the 2035 Plan it should be a plan that tells us where transportation projects are going to be constructed in the year 2035. I mean, I think that's what it's all about. And when I look at the plan -- and I participate in all of these meetings and so forth, and on and on as you do, and I thank you for that -- it just doesn't seem like it's a complete organized system; and it's no fault of the CAMPO staff. I think maybe it's just because it's a systemic problem -- borrowing words from COMMISSIONER HUBER -- that maybe this problem -- this is just -- we're just kind of throwing it all together. And we really need some kind of integrated network that is going to connect freeways with loops, maybe even have rail systems going to Dripping Springs and Buda, you know, God forbid. You can go -- we can go to places besides Leander and downtown Austin. So I'm just thinking that a 2035 Plan should have more interactive networks. So basically my -- I just wrote these notes a few seconds ago because I was thinking that somebody has got to speak up for SH 45, besides the few that have already spoken. But I am for SH 45, the complete roadway. And, you know, maybe the folks in Dripping Springs would like to get on SH 45 south, or west, southwest, whatever it is, and go all the way to the airport. And in the future say 2035, they might want to not go through downtown Austin, because downtown is going to be Highway 290. It's not going to be where it is now. It's going to be all over the place. I mean, 2035, there's going to be a lot of stuff going on here. So we've got to think big. Okay? Okay. I know there's no money. But, you know, I have these dreams at night. Okay? Let's see. It would be also nice that we had a fair system to prioritize all these projects, and this brings I guess the TAC up. I don't know. I heard something that the TAC is kind of heavy on Williamson County. So maybe now that we've got some of these other counties involved here, we can kind of equalize the playing field and maybe get some more projects down south. And I just really wish that we could get a rail system to Dripping Springs. You know, it's a place out there. So let's see. Citizens have made thousands of comments over the -- over all these meetings, the last four meetings on this program. And I hope that we have a summary of all these comments that will somehow put them into columns and pie charts, maybe by the next public hearing, because just the few of us speaking tonight surely doesn't do it just for all the work that's been done up to now. So thank you very much.

COMMISSIONER HUBER. Just a clarification from staff. Staff does just exactly that kind of thing, and staff is going to be doing that at the end of all the public comments.

Tommy Eden: Thank you, Mr. Chairman and board members. My name is Tommy Eden. I'd like to start off my comments with a mention of the -- the need that you improve your

policies regarding the public hearings. I appreciate that you've allowed me to speak, but according to your policies, anyone who signs up to speak after a public hearing has started, is not allowed to speak. This does not encourage public participation. And I would ask that you revisit that policy and consider that it be changed to allow anyone who shows up during a public hearing to speak at the public hearing. In particular, I'm here to speak about the policies concerning the need to provide bicycle facilities with new construction and reconstruction of roadways and bridges. I would like to see an improvement in this policy. The policy as written, and over many years as it has been implemented, really does not provide the kinds of bicycle facilities that we need on our highways. We need bicycle facilities that are safe and that encourage people to use bicycles for transportation. The kinds of facilities that we have been getting, over many years, are generally wide outside lanes on highways that have speeds in excess of 50 miles an hour, sometimes 60 miles an hour. A wide outside lane on a highway where traffic is flowing at a cruising speed of usually 70 miles per hour simply is not adequate. And I'm going to ask you to find a way to make -- to change the policies so that it requires truly adequate bicycle facilities on all of our Central Texas highways. Thank you.

Richard Morgan: I just noticed a couple of items under article C of New Goals and Objectives for the 2035 Plan that I support; objective, additional wording proposals under objective 1.3, 2.4, 3.4 and 3.5, dealing with bicycle traffic and increased use of mass transit. So I support those. Thank you.

JUDGE BISCOE: And we, the committee, came up with several revisions to the bicycle language, and we'll be able to distribute that soon. Right? Today?

MR. CANTALUPO: Actually, the last piece of work the committee created was in your packets.

JUDGE BISCOE: Okay.

MR. CANTALUPO: So they're available outside for folks.

JUDGE BISCOE: So are you talking about the revised language?

MR. MORGAN: Yes, sir.

JUDGE BISCOE: And you're supportive of it?

MR. MORGAN: Yes.

JUDGE BISCOE: Okay. We'll give the committee a pat on the back.

MR. CANTALUPO: Well, staff is distributing comments we received from Commissioner Barton in Hays County and from Mayor Narvaiz of City of San Marcos regarding the other plan. So they asked that they be distributed and that's what we're doing.

JUDGE BISCOE: Okay. And Representative Bolton, do we have your comments, too, or we'll we get them later?

MR. CANTALUPO: I have received them. I have them. They're part of our record. I can distribute those if you like, but we have a ton of comments we could get you. We're waiting to assemble them all.

Judge Biscoe made a motion to close the public hearing. Council Member Cole seconded the motion. The motion was unanimously approved by the members present.

Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Beckett, Mayor Pro Tem Clifford, Council Member Cole, Council Member Cole (for Mayor Leffingwell), Mayor Coleman, Commissioner Cyrier, Commissioner Eckhardt, Mr. Fernandez, Commissioner Huber, Mayor Lemon, Mr. Lopez, Mayor Narvaiz, Council Member Riley, Council Member Spelman, Judge Sumter

Not Present: Mayor Leffingwell (Council Member Cole as Alternate)

4. Consider summary minutes from the March 8, 2010 Transportation Policy Board meeting

Commissioner Huber asked if the finance committee would be holding a meeting. She stated that a finance committee meeting was requested at the last Board meeting and the two before that and there has yet to be one held. Commissioner Long stated that they will get that committee meeting together along with a policy committee meeting.

Council Member Cole made a motion to approve the summary minutes. Mr. Lopez seconded the motion. The motion was unanimously approved by the members present.

Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Beckett, Mayor Pro Tem Clifford, Council Member Cole, Council Member Cole (for Mayor Leffingwell), Mayor Coleman, Commissioner Cyrier, Commissioner Eckhardt, Mr. Fernandez, Commissioner Huber, Mayor Lemon, Mr. Lopez, Mayor Narvaiz, Council Member Riley, Council Member Spelman, Judge Sumter

Not Present: Mayor Leffingwell (Council Member Cole as Alternate)

5. Consider recommendations from the Policies and Resolutions Committee regarding the CAMPO 2035 Plan

JUDGE BISCOE: The recommendation -- by the way the, committee did meet three times for a total of eight hours. We made significant revisions to current goals and objectives, resolutions and policies. We had heated discussions of most of them. Some of those the board will like, some of them the board will not, but we will have a public hearing on the many changes, if the board follows this recommendation, on May 10th. And hopefully, we hope to have a another board discussion on May 24th and take action.

MR. CANTALUPO: On the plan, yes, Judge, we're asking tonight, and I think it warrants just a minutes worth of explanation.

JUDGE BISCOE: Okay.

MR. CANTALUPO: It's not necessarily to approve the policies and resolutions, but to approve the committee's work so far. There are one or two things that you're probably going to have to discuss tonight to get to that point. But what we're asking is is that the policies and resolutions sort of be released to become part of the draft plan, and then what we'll do is we'll extend the public comment period, hold the second public hearing on the plan, which will include the revised or draft policies and resolutions.

JUDGE BISCOE: I need you to restate that for me.

MR. CANTALUPO: Yes, sir. I'm sorry. Joe's having one of his days. What we're asking tonight is, not to approve the final version of policies and resolutions. What we're asking is that they be released for public review --

JUDGE BISCOE: Yeah. We're not asking the board to approve anything except setting of the public hearing.

MR. CANTALUPO: No, Judge. I'm sorry. We've already set up the public hearing. What we're asking --

JUDGE BISCOE: You and the chair thought it made sense and were legally required, so we did it.

MR. CANTALUPO: Yes.

JUDGE BISCOE: Tonight we're asking the board to ratify that action.

MR. CANTALUPO: Okay.

JUDGE BISCOE: We also decided that it makes sense for us to have a meeting on May 24th, have a final discussion of not only the recommendations from the policy committee, but any other aspects of the 2035 Plan, and then take action on May 24th, thereby enabling us to meet our June deadline. Did I take the words from your mouth?

MR. CANTALUPO: Yes.

COMMISSIONER HUBER: It was my understanding that we needed to approve at least a draft tonight for inclusion -- a draft of the rules and regs for inclusion in the draft? Is that -- am I hearing that correctly?

MR. CANTALUPO: Yes. We're here, so the policies -- we're presenting the policies -- the work of the policies and resolutions committee. And what we're asking is that the rest of the board say yes, this work is far enough along to release it for public review.

JUDGE BISCOE: There are pros and cons to much of it. Right?

MR. CANTALUPO: Yes.

JUDGE BISCOE: What you have provided is a summary of actions that we took.

MR. CANTALUPO: Yes.

JUDGE BISCOE: We took no action on TR-4, which in my view was the most controversial part. And the reason for that is that we ran out of time, and I concluded that at a board meeting -- or board meetings, this board would have a full discussion of TR-4. That was probably the most controversial part of what we did regarding toll roads years ago, before we adopted the resolution. So my position was, let's just wait and have that discussion before the full board.

What we suggested to, though, was that members of the committee should give pros and cons.

And we also asked the CTRMA to give pros and cons of recommendations. Commissioner Eckhardt submitted pros and cons, too. I don't know whether any other members of the committee did or not.

MR. CANTALUPO: No, Judge. Those are the only two sets of comments we received.

JUDGE BISCOE: So I think what we should do is, to receive the report of the committee, we have highlighted a TR-4 issue or controversy, let the full board have an opportunity to review all of those recommendations again, before the public hearing on May 10th, and sort of take it from there. Now, at that public hearing on May 10th, we will be in a smaller facility than this one, but --

MR. CANTALUPO: -- we will be at the convention center, but I believe in a more appropriate-sized room.

JUDGE BISCOE: Okay. Mull over that. We indicated on our agenda that comments from citizens would be taken on the following items, and five is one of them. Three citizens read that and thought they would take advantage of it. Let's hear them at this time.

Roger Baker: But the question that I'd like to raise is, if you put something in there like -- here's one of the -- one of the goals is to develop a transportation system that provides viable alternatives to the automobile for travel. Well, I mean, that's what the plan is all about. Is it really necessary to put that in? And if you took that out, would that change your planning any? I think that there's -- you know, that the policies ought to have specifics so that you can tell that something different is going to happen if you go to all the trouble to put it in and discuss it, and, you know, have all these long meetings about it. Now, in something like TR-4, the CTRMA says, Well, our big financial bankers won't like that. So they -- they won't -- so we object to it, but that's specific enough. So it has teeth to it. So I like specific things in here that you can actually tell have a link to what really goes on in the planning. So I applaud specific things like that. Thank you.

Morris Priest: Thank you, Judge, CAMPO. This TR-4 policy -- the last time when we had this situation with the cross collateralization on 183 and 290 -- what was previously mentioned by Commissioner Eckhardt about CAMPO having a say -- we were told by the CTRMA that CAMPO approves; TxDOT implements. And what I previously discussed with you earlier, we saw in the terms and conditions of that cross collateralization nightmare, boondoggle on 290 that's overbuilt where we could have things like 45. This board implements this TR-4 policy, and then, of course, we remember from that meeting, instead of a public notice for a public hearing, we had a statement of purpose. And when we had the statement of purpose, then we came to the meeting and we weren't allowed to speak, because we were told that these four meetings that we had out in the boonies where nobody went to -- and nobody from the CAMPO board was there except for two people on this entire board. At one meeting Commissioner Eckhardt showed up. At another meeting, Bob Lemon showed up. So basically what we're looking at here is everything that Commissioner Eckhardt has written. Everything that's in all the back-up material is what I was mentioning about earlier; this convoluted process. We had this situation where -- I don't really remember if it was three-fourths or two-thirds of the board. The previous question that I asked this CAMPO board was, how many people here would be able to say that they would vote against a toll road today? Not a single hand went up.

So this TR-4 policy and all -- and everything involved in it, this -- what's known as the evolution of tolling that Mike Heiligenstein gave in one of the presentations -- leveraging pensions, all those things, all that massive legislation, because you hear oftentimes they're driven by statute. You hear this repeatedly over and over and over. You look at the driver responsibility

program. You look at all the cash toll booths that we're told we break even on these cash toll booths. You hear former elected officials come up here and say we specifically voted for this money to be for that road. And so what I'm just hearing with the public is that all of these policies, TR-4 policies -- if you were to make a resolution, a toll road TR-4 policy resolution that we only needed two people to block the CTRMA from doing a cross collateralization or -- you know, what I'm essentially saying to you with these TxDOT minutes and everything, you don't have a say. And even if you did, this board is such a tolling board and such a -- you know, a developer board, that you couldn't find two people on this board that would -- to vote, you know, for the public to do something like 45, or to do anything else, and then with these new people coming on, with Bastrop and Caldwell, and the Hays having a vote just recently taking off, there's nothing but the City of Austin and Travis County essentially running this CAMPO board. And they're so fearful of Bob Daigh in Williamson County, who previously was on the board of TxDOT, that, you know, that's why they have these little skirmishes. But basically, you know, this is a -- if anybody believes that this TR-4 policy would stop TxDOT or CTRMA or anybody else, they're just dumber than a box of rocks. Thank you.

Tommy Eden: I'm going to come back for the public hearing next month.

JUDGE BISCOE: Okay. My recommendation is that we receive the report from the policy committee and that we conduct a public hearing on it on May 10th. When I look at the facts, specific things that we can do, they scare me. For example, number five could take a discussion of two hours or five. Number five is the most controversial piece there. Why would we go through all of that and approve a draft tonight, then hear public comments on the 10th, and on the 24th come back and have a similar discussion of that same problem? Can you see my thinking?

If we formally receive the report from the policy committee -- there were nine of us, and I think at least seven at -- most of them -- I don't think we ever had less than seven, and we met for eight hours. Three hours the first meeting, two-and-a-half hours the second meeting, two-and-a-half hours the third meeting. I don't mind a similar meeting, but I do mind two or three similar meetings in addition to the ones we've already had. So by formally receiving the committee's report, I think what it does is to allow us to distribute recommendations that the committee made, with the understanding that the only recommendation that committee made about TR-4, was to try to collect pros and cons, give it sufficient thought; and at our next meeting for action, we prepare to have the full discussion and take action.

COMMISSIONER ECKHARDT: I concur with that strategy for moving forward. I would ask, however, that in light of the two documents that were sent in, I would like the opportunity to ask some clarifying questions with regard to the RMA's TR-4 statement, because I think they may be valuable to the full board's consideration in the interim, as they read the two statements against the rules and regs.

JUDGE BISCOE: Is there anybody here from CTRMA to answer them? Okay. Then let's ask them.

COMMISSIONER ECKHARDT: I would be happy to go ahead, if it's your recommendations to accept the proposal as it is, and we could move to questions since -- I don't want to -- I don't want my questions to derail your strategic proposal of accepting the subcommittee's recommendation for the purposes of the draft, of sending out the draft plan. I can wait for that. If we're going to take a vote on that, I could wait for that vote, and then ask the questions if that's preferable.

MAYOR LEMON: This Mayor Bob Lemon. On your recommendation, I just want to make sure I understand it. Are you asking us to receive what has been done by committee, but you don't

want the rest of the board to be able to discuss, or ask questions or have any input into this, what's going into the -- into the draft?

JUDGE BISCOE: No. I think the rest of the board can have as much discussion as it wants to have tonight. But when we leave here, I think that staff should know that the policy recommendations change as we see fit tonight, are what's supposed to be shared with the public, for the public hearing on May 10th. So my main concern is that we have a document that can be shared with the public on which a public hearing will be held on May 10th, and that we consider not only the language, but all of the public comments given on the 2035 Plan, during our May 24th meeting, before we take action.

MAYOR LEMON: Okay. I would agree with that. Maybe I misunderstood what you were getting at, and you didn't want us to discuss TR-4 tonight, but you're saying we are going to discuss it.

JUDGE BISCOE: I'm saying we can do any discussion, comments that we want to do, but once you start down the road on TR-4, you've -- there's no telling how much time it will take. The other thing is, we have significant written comments for and against, which will require some study and analysis, and if you've done that in preparation for tonight, and don't mind two hearings on the same thing, and then a third hearing where we take action . . .

MAYOR LEMON: So what I understood was, you wanted a document that we could have available for the public so that they could come on the 10th and discuss it. In order to do that, we would have to have a document that we've approved tonight. And based on your recommendation, I don't know whether TR-4 is in or out.

JUDGE BISCOE: Well, see, the board didn't take TR-4 and make any action. So the original language is still in TR-4. It should be verbatim, TR-4 same as in the 2030 Plan, and that was intentional. Because if the committee had taken it up, in my view, we would have needed it another two-and-a-half hour meeting.

COMMISSIONER LONG: My only addition or question regarding that is -- or at least it was my recollection that we would discuss it here because, you know, it's no secret that I would like to have it deleted. And I think if it goes out tonight still in, then that appears that the committee was recommending that it stay in, and I don't think that was the will of the committee. I think that at that -- because we did not vote, there was no recommendation with the understanding that that would be discussed tonight. And maybe I've interpreted that incorrectly, but, you know, if it goes out, and if it specifically says there is no -- you know, the public can comment on it, there's no recommendation whether to stay in or out, then I'm okay with that. But I don't want it to go out representing that the committee or the policy board, even at this point, is -- is approving that that stay in. Does that make sense?

JUDGE BISCOE: The committee recommendation as to TR-4 was to leave it to the board. And I think that if we go out tonight, we should all understand that the 2030 language is what's there. If we were to vote tonight on specific changes to TR-4, I don't know that we ought to take it up again on May 24th. And if we -- if that's our position, why would you have residence from five counties come out and give you comments on what's a done deal? Now, if the vote tonight is 51/49 percent, that's one thing. But I can tell you, you know, there's so much meat to TR-4 that it will take some time to seriously discuss it, and I don't know whether the vote will be close or one-sided. And I'm just thinking that whenever we take that vote, it really ought to be final for us for 2035.

MAYOR LEMON: I appreciate what you're saying. I understand where you're coming from. I guess I would argue the other side of the issue, and that is that it would be interesting, I think, for us to know where we all stand on this. If it comes out 70/40 or 49/51, I think that's what we ought to put into the draft and have that be discussed, rather than not having a position from the board leaving it as is, and then everyone being surprised on the 24th, because maybe it turns out to be different than what would be in the draft at that point. I mean, I would be interested in knowing how the board is feeling about this particular issue. In fact, I would be interested in hearing how the board feels on all of them. We don't have a majority of the board that's made a statement on all of this.

JUDGE BISCOE: But what's in your backup is the formal action that the committee took. Right?

MAYOR LEMON: What happened is, the draft would go out with the recommendation from the board, and then on the 10th, we would have public input, which would either support or not support that, and then on the 24th, we would ratify that.

JUDGE BISCOE: Well, I can proceed as the board wants. But the reason I thought it smarter and wiser to delay action on TR-4 is that, to do a good job on it will take some time. And if you're saying we have that time tonight, I can live with it, as long as I'm in court tomorrow morning at 9:00 a.m. to call that meeting to order.

COMMISSIONER ECKHARDT: As a preliminary question, I'm only going to ask questions that truly I don't know the answer to. So I'm not going to use this as a grandstanding moment in recognition of the Judge's stated position. If questioning goes further than that, I reserve my right to ask some additional questions. But as a threshold matter, I would ask with regard to statement in the CTRMA statement -- well, first I'm wondering who wrote the --

COUNCIL MEMBER COLE: Commissioner Eckhardt, I have a point of order, because I thought I heard you earlier say that you wanted to know whether or not we were going to proceed as the Judge suggested, before you started your line of questioning. And I don't think we've settled that. So do you want to make a motion, one way or the other, on that issue before you start?

Commissioner Eckhardt made a motion to accept the subcommittee's recommendations for inclusion in the draft Plan; seconded by Council Member Cole.

MR. LOPEZ: Commissioner, does that mean your motion means then it would go out to the public with TR-4 still shown?

COMMISSIONER ECKHARDT: Yes, and I am -- I'm mindful that there should be a notation that the subcommittee took no action, one way or the other, with regard to TR-4.

JUDGE BISCOE: That was my intention. I just think TR-4 that we ought to get comments from the public on it, because it was incredibly important last time, and it will be incredibly important this time.

COUNCIL MEMBER COLE: As the second of the motion, I have a question for Commissioner Long; whether the language that the board took no action with respect to TR-4 were clear enough? Not that you're supporting the motion, I just want to make sure that --

COMMISSIONER LONG: My concern is that it would still be in there in -- it's still in the 2030 Plan. And I don't think that I have a problem with it going out reflecting that either this board

or the subcommittee is in support of keeping it in. I don't know how the vote's going to go, but I have a problem reflecting sending it out that way.

COMMISSIONER ECKHARDT: Of course the notation on the attachment -- on Attachment B is, no action taken on this policy. Direction was given to develop arguments in support of keeping the policy and arguments in support of deleting or significantly modifying the policy. The original policy and accompanying information would be presented to the full policy board for discussion.

JUDGE BISCOE: Well, the clarifying language can say what we want it to say. There's a motion that is basically to follow the committee's -- the recommendation to receive the policy committee's report with the understanding that TR-4 stays the same as the language that is in the 2030 Plan. Right? And also, with the further understanding that we get public comment on that and take that item, that specific item up again during the public hearing on May 10, and for action on May 24th. Anymore discussion of that motion?

MAYOR NARVAIZ: To my colleagues that served on the committee that did all the work, I will be voting no if we proceed in this matter on that motion. Because I feel that the one thing we left to this board to decide is on this TR-4, and that I believe that should be decided before it goes out to the public. So, you know, I was in that room with you, but I'm going to vote no on all these changes because I don't think we're handling this appropriately.

JUDGE BISCOE: Do you have a substitute motion?

MAYOR NARVAIZ: I would substitute a motion that says that we would not -- I would just ask that this be pulled down so we can find out what the board thinks on TR-4. I'll make a motion to accept all the other changes that were recommended by the policy of the committee and take out TR-4 for discussion by the board.

Mayor Narvaiz made a motion to accept the subcommittee's recommendations for inclusion in the draft Plan and to take out TR-4 for discussion by the Board; seconded by Commissioner Long.

JUDGE BISCOE: Okay. Well, there is a motion on the floor already. Is that a substitute motion?

MAYOR NARVAIZ: That was a substitute motion. I made the motion and it was seconded.

COUNCIL MEMBER RILEY: Can I ask a question about the motion? I actually had one proposal with respect to an item, not item five, but just TR-4. But actually, under item two, under approval of new policies, even though our policies and resolutions committee did meet for many hours, we actually have a lot of work to do. And right at the very end, we actually did run out of time, believe it or not, and there is one last policy, a new policy that I would like to propose, just some tweaking of language. And I think it would be fairly innocuous. My preference would be to go ahead, present that here. I think it would take about two minutes. Maybe I'm wrong about that. But my preference would be that we just take that up, in do course (indiscernible) what goes out to the public, so we don't have to propose that change after we get the public input --

MAYOR NARVAIZ: So for the same reason that we're asking TR-4 to be discussed, is what you're asking. So I will remove my substitute motion from the table. If the motion will be removed from the table, so we can talk about those two issues.

JUDGE BISCOE: Procedurally, the question is whether we could take up the substitute motion first.

COMMISSIONER ECKHARDT: Similarly, if we opened the discussion for the full rules and regulations at this point, I would also want to reopen the discussion with regard to Objective 8.2. So I'm just saying this is a slippery slope. If we -- if we open up the box now, we open up the box to everything, and we'll be here for a while, which I'm ready for. But I would certainly vote against the substitute motion for that reason. I don't believe we should cherry pick at this point.

MAYOR NARVAIZ: Well, that's why I said I'll remove mine if you'll remove yours, and we can talk about it.

JUDGE BISCOE: We can discuss TR-4 as much as we want to. My recommendation is simply that we really don't formally, as a board, take action on it except to leave some language in it for citizens to comment on at the public hearing.

JUDGE BISCOE: Because often -- if you look at these five, there was quite a bit of division on all of them. It was just most obvious on TR-4, most intense on TR-4. On the others, we kind of worked our way through of them. And on some of them, I simply called a vote at some time. Otherwise, we would still be having policy committee meetings. Eight hours is a long time to meet, but if we had really completed our work, including TR-4, it would have taken a lot longer. Now, I heard offers to withdrawal, but I didn't hear a withdrawal. Procedurally, what's before us is whether we will take up the substitute motion made by Mayor Narvaiz, first. And if we support taking it up first, then we would basically vote on her motion second. But the first one is whether we take up to substitute motion first. That's the only point now.

COMMISSIONER LONG: For clarification, the substitute motion is, approve everything that the committee did, with the exception of TR-4, which would be discussed here.

JUDGE BISCOE: But the intention would be to discuss it here and take action on it tonight.

COMMISSIONER LONG: Yes.

MAYOR NARVAIZ: Correct.

JUDGE BISCOE: Let's redo the vote then. Raise your right hand higher for staff. All in favor of taking up the substitute motion first.

COUNCIL MEMBER COLE: I'm sorry. I have Mayor of Leffingwell's proxy vote.

JUDGE BISCOE: And is that being cast against the substitute motion? And what's the vote?

Mayor Narvaiz made a motion to accept the subcommittee's recommendations for inclusion in the draft Plan and to take out TR-4 for discussion by the Board; seconded by Commissioner Long. The substitute motion did not pass 8-9.

Voting Yes: Commissioner Long, Commissioner Beckett, Mayor Pro Tem Clifford, Mayor Coleman, Commissioner Cyrier, Mayor Lemon, Mr. Lopez, Mayor Narvaiz

Voting No: Judge Biscoe, Council Member Cole, Council Member Cole (for Mayor Leffingwell), Commissioner Eckhardt, Mr. Fernandez, Commissioner Huber, Council Member Riley, Council Member Spelman, Judge Sumter

Not Present: Mayor Leffingwell (Council Member Cole as Alternate)

MR. CANTALUPO: Eight for; nine against.

JUDGE BISCOE: Eight for, nine against that we don't take up the substitute motion. What was the original motion?

COMMISSIONER ECKHARDT: The original motion was to accept subcommittee recommendation with the notation that TR-4 had -- that there was no recommendation for inclusion by staff in the draft to go out for public comment.

JUDGE BISCOE: Okay. Any discussion of that motion? That did get a second by -- you have all of that, Council Member Cole?

MAYOR COLEMAN: I guess I'm -- one thing I want to know, I don't completely understand. If we vote for this motion, then we're approving one through four; five is going to be said that we still don't know what we're going to do, but we're still going to discuss it for potentially a couple of hours?

JUDGE BISCOE: Well, the language is there. We can discuss it tonight as long as we wish. It's the 2030 language on five that would be shared with the public.

MR. CANTALUPO: The work -- yes. The work of the policies and resolutions committee, Mayor, will go out, but they won't be a specific recommendation on TR-4 one way or the other. That's the way we understand it.

MAYOR COLEMAN: Is it possible, if this is the contentious issue, to pull that out and put it as an addendum at something at the end of it to show that it's not part of it, and that there has not been a vote on that particular item, just to make more clarification for anybody in the public that would want to know, so that's it's not left up to just one small paragraph off to the side, but it's actually a separate piece?

JUDGE BISCOE: If we want to discuss what language we ought to send out with that, that seems fair to me. Now, I don't want to leave the impression that there was unanimity on the other issues. I guarantee you there will be items raised that were contentious, and there will be a divided vote by this board, other than TR-4. Don't you think? I mean, they will hold out at four/two votes, with the chair looking and counting and trying to move to the next item. A lot of those votes would have been four/three had I voted. A lot of those votes, unless there's a dramatic transformation of a lot of these members, a majority will support some of the things that the four/two vote was against; and not support some of the four/two votes with four/two favor. That was clear to me as I looked around. That's why I concluded, Hey, we take TR-4 up here, we better order not dinner, but breakfast.

MAYOR COLEMAN: And I don't know -- being the brand new guy, I don't know the right answer, as far as to vote or not to vote. But I know, as the brand new guy, I would like to have some -- I mean, this seems to be it's going to be a very, very important vote. And I would like to have some information tonight so that I've got the next month to figure that out, and it not just be, we talk about it or we have a very limited discussion about it tonight. And it seems to me that if it's -- if the contentious piece is that it's left there for people to assume that it's been voted on, then let's just find a way to move it to the back or separate it some way.

JUDGE BISCOE: Why don't we do this, too? What if we were to vote on one, two, three and four, to receive the committee's recommendation? Right? And on five what we do is to discuss what language we ought to add to the 2030 language being sent out.

COMMISSIONER ECKHARDT: May I accept that as an amendment to the motion? That the motion stands with the amendment that the language and the presentation of TR-4, with regard to the draft, is left up to our conversation subsequent to the motion?

JUDGE BISCOE: I thought that's what I was hearing -- that you were asking for. I mean, that clarifies it to me. Is that friendly to you?

COUNCIL MEMBER COLE: Yes, it's friendly to me. And I just want to make sure if there's any -- that you direct staff, however you want, to make it clear, because we certainly --

MAYOR COLEMAN: Well, I think that's what the discussion will be about after a vote.

JUDGE BISCOE: This passes, we would call up item five and try to figure out language -- what qualifying, clarifying language we adopt tonight to go out with the 2030 language for TR-4.

MAYOR COLEMAN: And that's exactly what I'm asking for, but I would also like to make sure that we have at least some fairly detailed discussion just so that -- there's a couple of us that are brand new, and we would like -- I mean, before we go vote, I'd like to know what I'm voting on and have some time to figure out what these issues are. Because at this point, you know, I've read through everything I've been provided, but that's not enough to -- for me to formulate an opinion.

JUDGE BISCOE: That's really why the chair thought it would be a good idea to kick this to another meeting.

MAYOR CLIFFORD: And I would just like to, please, remind the entire board that what our former chair stressed many times, and that's transparency. And I think what we need to do -- when we go to the public, we need to give a position that this board is taking. And I think that's paramount to whatever else we do. But however this vote goes, what we go out to the public with has got to be the position of this board. That's our job.

JUDGE BISCOE: But during my 20 years of public service, I have learned that you don't take final action, and then you go on and have a public hearing on it. What you do is give people an opportunity to provide input while you're making the decision. And that's really what I'm saying on TR-4. For public input to be meaningful, it needs to be timely. And for me, that is why we're in the process of making our decision. On May 24th is when we planned to make a decision. So I would invite and receive whatever public comment I could get up to that point. Because at that time, you ought to not only consider the committee's recommendation, staff's recommendation, but also, whatever input we receive from the public.

MAYOR PRO TEM CLIFFORD: Well, Judge, with due respect and your opinion, you know, the final vote on the 24th could change after the public hearing. Correct? That's the purpose of the public hearing, but I think it's a good idea for this board to set forth what it believes to be prior to that.

JUDGE BISCOE: I think the motion before me -- before us now after two friendlies, is to receive the committee's recommendations on one, two, three and four; and on number five, the matter involving TR-4, have a separate discussion -- tonight, and decide what clarifying, qualifying language we want to send it, or if we can decide to do something specific so be it.

MAYOR COLEMAN: So does that mean there could be a vote tonight?

JUDGE BISCOE: I think there will be a vote on language, whether it clarifies, qualifies or kills or revives.

COMMISSIONER ECKHARDT: As a point of order, the motion was just to accept the recommendations of the subcommittee, and then take up the issue of TR-4. But the motion didn't contemplate voting it tonight, just as it doesn't contemplate voting Objective 8.2 tonight, just as it doesn't contemplate voting some of the items that Council Member Riley would urge, or any other tweaks or nips and tucks to the rules and regulations that I would suspect will be offered.

MAYOR COLEMAN: Let me ask one more clarifying question then. Then if we vote to do the four and leave five off, on May 24th are we going to be asked -- are those cans of worms all going to be opened up without any substantial discussion prior to them? Because if they're going to get opened up anyway, I would prefer to go ahead and open them up tonight so I've got a month to think about them and figure out what the answers are going to be.

JUDGE BISCOE: Well, hopefully on May 24th, this would be the only item scheduled.

MR. CANTALUPO: Which is the adoption of the plan, yes.

JUDGE BISCOE: Adoption of the plan on May 24th, the only item, hopefully. If there is another emergency that we absolutely positively must take up, then it has to be on the agenda. But our intention is to only take up the 2035 Plan during the May 24th meeting.

MAYOR COLEMAN: So would that mean that Councilman Riley, or Commissioner Eckhardt's issue on 8.2, would not receive any discussion at that point?

JUDGE BISCOE: Would receive as much discussion as we want. So you got a discussion between now and then, plus a public hearing.

MR. CANTALUPO: I think, Mayor Coleman, the policies -- and maybe we should have done a better job of explaining this. The policies and resolutions are part of the plan. So at the May 10th public hearing --

MAYOR COLEMAN: No. I understand that -- but that's what I afraid the answer was going to be, is that that stuff could come back up, and at least I would have not had any other opportunity to hear, other than in that one public forum, and I would be asked to make a decision essentially instantaneously with no -- or with very little extra thought.

MR. CANTALUPO: The public hearing on the plan, again, which includes sort of a focus on the policies and resolutions, regardless of what the board decides tonight, will be May 10th. When we get to May 24th, like the Judge explained, unless something crops up that's not anticipated, on an entirely different matter, our intention is to request that the only item be put on the May 24th meeting, which would be the plan. So the board could discuss anything, but at that point, we won't be having a whole lot of public input because we've already had two public hearings on it.

MAYOR COLEMAN: Right. But there would be discussion among the board regarding some of the potentially controversial issues.

MR. CANTALUPO: And it could cover, not just the policies and resolutions, it could cover anything else in the plan.

JUDGE BISCOE: Everything in the plan should come up before discussion on May 24th. Hopefully, each of us will have spent a lot more time on the committee's recommendations, comments from the public that we receive at the two public hearings, plus tonight, and other public hearings. At that point, we would be looking at taking final action and submitting the plan to the state and the Feds.

Council Member Spelman left the dais at 7:53 p.m.

COMMISSIONER ECKHARDT: The intent of the motion is not to close down deliberation tonight. It's -- the intent of the motion is to provide staff with something concrete that they can take to draft, while being mindful and open about their still being some unresolved issues. My concern is, if we set the standard for ourselves of resolving all of those issues tonight, we won't be able to and we'll walk out of here leaving uncertainty for staff moving forward with the public hearing. So my intention is not -- in this motion is not to put a cap on deliberation of TR-4 or any other item tonight. It's to not vote them tonight because we haven't gotten all of the public comment.

MAYOR NARVAIZ: Judge, I appreciate your further explaining that, and with that, I will vote as long as we go forward. But I just would also make you aware with another date added. I will be out of town on May 24th. And I feel that it's such an important meeting, and we arbitrarily picked a date because of this new information. And I just think that we should check everybody's calendar to make sure you'll have as many people here that you can.

JUDGE BISCOE: I think we can get staff to do that. Right, Mr. Cantalupo?

MR. CANTALUPO: To look at another date?

JUDGE BISCOE: Well, check with staff and see if there's a more convenient date.

MR. CANTALUPO: It will -- we will search, but the reason we looked at the 24th, it was a Monday, which is sort of the best day for the board as a whole. The next week is, I think, Memorial Day.

JUDGE BISCOE: But the recommendation is to check with staff, and it won't help us to have half the board here. But this is a -- but I typically don't do that, you know, CAMPO staff does. That is, give recommendation, I think. So do we -- the vote that we're about to take is on the motion, which is to indicate the policies and resolutions committee recommendations on one, two, three and four, and pull up number five, the TR-4 item, for further discussion this evening.

COMMISSIONER ECKHARDT: But that actually -- this is -- that's not quite the motion.

JUDGE BISCOE: All right. What motion do you have?

COMMISSIONER ECKHARDT: The motion was to accept the recommendations of the subcommittee for the purposes of the utilization of the public hearing, and to not forestall discussion on TR-4, or any other item of the rules and regs, but to accept the recommendations of the subcommittee with the relevant notations to go out for the public hearing.

JUDGE BISCOE: If that clarifies it, that's fine for me. Is that okay? Is that your understanding as a second?

COUNCIL MEMBER COLE: I'm trying to make sure whether or not we are going to discuss TR-4 tonight, or only discuss the language that goes out with it, to make it clear that the board has not adopted it.

COMMISSIONER ECKHARDT: I don't think that my motion contemplates, but -- my motion doesn't contemplate what we discuss, just that we're not forestalling discussion. We're just accepting the recommendations for the purposes of the public hearing, but any subsequent discussion regarding TR-4, that with regard to -- the only voting we might do on TR-4 tonight would be language inserted into the draft in order to clarify that there was no recommendation of the subcommittee. I think I want to be mindful of what the Judge is laying out that to vote TR-4, or frankly, any aspect of the rules and regs tonight, in advance of having the public hearings, where the public gets to tell us what they think, is a perversion of the public input process.

COUNCIL MEMBER COLE: So as long as you agree with the Judge, you're all right with me?

COMMISSIONER ECKHARDT: Okay.

MR. CANTALUPO: And I just want to be clear. I believe we were clear when we sent the materials out. For the staff that attended the briefing, I think we were clear then, and I believe we're clear tonight. We weren't asking for final recommendations from the board on the policies and resolutions. What we're requesting is that the board do what you consider now, which is release them so the public could take a look at them. That final action would come whenever the board adopted the plan. So whatever the board winds up doing this evening, please understand, that we just wanted you to say, send the thing out to the public.

JUDGE BISCOE: If this motion passes, then we would discuss further, five.

MR. LOPEZ: After we vote on this motion, does Commissioner Eckhardt still get to ask her questions, or does she still want to ask questions of the RMA?

COMMISSIONER HUBER: Yes, I do, because I think that it will inform the -- I think it will inform the board for their consideration in the interim on -- you know, in our individual capacities, as well as maybe spur conversation for the next time as well.

JUDGE BISCOE: Any other questions about the motion?

COUNCIL MEMBER RILEY: In the interest of moving things along, I'm willing to support this motion, but I want to -- just want to make clear that I fully expect that when we come back to the public hearing, whenever it is -- I mean, I will be making this minor -- minor suggestion with respect to one of the new policies that I -- and I want -- and so I -- and I know there are other board members who may want to have -- make some suggestions for other things that were -- that are in one through four, not just TR-4, but one through four.

And so, I mean, my preference -- we may not be able to get to that tonight, but I'm fine with -- I'm fine with putting them off till the public hearing, so long as everybody understands that -- that I do expect that -- to make that suggestion, whenever we take these things up substantively at the public hearing.

COMMISSIONER BECKETT: I would just say in support of comments previously that if it's non-contentious, maybe we ought to go ahead and put those in now so the public can see them.

COUNCIL MEMBER RILEY: That would be my preference.

JUDGE BISCOE: Anymore discussion of the motion? We'll call up whatever we need to call up if this passes. Okay?

Commissioner Eckhardt made a motion to accept the subcommittee's recommendations for inclusion in the draft Plan; seconded by Council Member Cole. The motion passes 11-6

Voting Yes: Judge Biscoe, Commissioner Beckett, Council Member Cole, Council Member Cole (for Mayor Leffingwell), Commissioner Cyrier, Commissioner Eckhardt, Mr. Fernandez, Commissioner Huber, Council Member Riley, Council Member Riley (for Council Member Spelman), Judge Sumter

Voting No: Commissioner Long, Mayor Pro Tem Clifford, Mayor Coleman, Mayor Lemon, Mr. Lopez, Mayor Narvaiz

Not Present: Mayor Leffingwell (Council Member Cole as Alternate), Council Member Spelman (Council Member Riley as Alternate)

COMMISSIONER LONG: My question on proxy is, don't they have to be submitted at the beginning of the meeting before -- I mean, I thought our policy said that by a time.

MR. CANTALUPO: No.

COMMISSIONER LONG: Okay. I wasn't clear.

JUDGE BISCOE: We have come to item five, the TR-4. Commissioner Eckhardt had a question about that an hour ago. You still have those questions?

COMMISSIONER ECKHARDT: Yes. My question was with regard to the CTRMA's statement regarding TR-4. First, while Mike [Heiligenstein] approaches the podium, I just wanted to thank the RMA for their cooperation with me and all my many, many questions. They've been nothing but cooperative in providing me information and having spirited conversations. My question was with the phrase, never contemplated by either state law or the CTRMA's creation document. I'm curious on the, never contemplated by state law. I'm wondering how the RMA squares that statement with transportation code Chapters 370.003, Subsection 3, where it says, operate transportation projects individually or as one or more system. Chapter 370.034a where it says, it may create a system made up of those transportation projects implying before discretionary, and not the only way to do it. Transportation Code Chapter 370.034b where it says, the revenue of a system may not be commingled with the revenue of the transportation project that is not part of the system. Also showing that the authorizing statute does indeed contemplate stand-alone projects -- stand-alone toll projects. Chapter 370.113, Subsection 3, which I won't quote directly because it's -- it's a painful read, but I hope you will expect my -- accept my paraphrasing that it speaks to the general prohibition on bonds being paid down by revenue from stand-alone transportation projects, not part of the system for which the bonds were issued. So I'm curious how -- again, how the statement, never contemplated by state law, squares with at least those -- one, two, three -- four references to the transportation code. It specifically authorizes RMAs to exist.

MR. HEILIGENSTEIN: I don't have the answer.

COMMISSIONER ECKHARDT: Okay. And one other question I would -- well, I will leave that to our deliberation at the next meeting.

JUDGE BISCOE: May we get legal counsel to look at that and clarify it?

COMMISSIONER ECKHARDT: I think that would be useful.

JUDGE BISCOE: Mr. Heiligenstein, you're a popular man tonight. There's another question for you.

COMMISSIONER ECKHARDT: This document also mentions that TR-4 -- or states that TR-4 increases the markets perception of risk associated with investment with CTRMA bonds. Increased risk typically results in higher interest rates. And I read from a news release from the CTRMA regarding the financing for 183A in March of this year, where it says our bond sale is extremely well received, says Heiligenstein, more than 35 different investment firms placed orders for our bonds and will demand exceeding -- with demand exceeding supply. The result -- that resulted in lower interest rates, which will save our community millions of dollars over the life of the bond. So I'd just like some clarity on how TR-4 does indeed, if it -- as it says in here, impact the interest rates.

MR. HEILIGENSTEIN: I think primarily when you're looking at TR-4's prescriptive as you move forward into the process as we -- you know, first of all, we go through numerous public hearings before these roads are even put in. I think -- I think what the added risk is, and the added issue relative to the public is -- in terms of your question, is whether or not a project like Loop 1, a phased-in project at the Y at Oak Hill, any of those projects would ever -- say one of those projects is a particularly strong project. Say Loop 1 is a strong project. How would you put that into the system? How would there be any assurance in the market that that would get into the system? There is none, because you have an additional layer of approvals that you have to go through that you don't have for any other project.

COMMISSIONER ECKHARDT: But we went through approvals on 183A, and it still went out to bid and had -- a lot of demand and low interest rates.

MR. HEILIGENSTEIN: Yeah, actually there were no approvals going through.

COMMISSIONER LONG: 183A is not covered under TR-4.

MR. HEILIGENSTEIN: I think, as an example, what we did with 290 East, obviously 290 East would not, as a stand alone, would be very difficult to go to markets on, in fact, impossible. The same thing would apply to Loop 1 improvements. Same thing would apply to the Y, Oak Hill, any -- any future project. It's like any -- frankly, Commissioner, I don't know how to describe it other than to say it's any other kind of public utility. If you've had to vote on a bond package, or ever had to vote on a water system, you know, that you don't approve one corridor. I think, as an example, if you put this restriction on Capitol Metro on the red line, does it have to stand on its own? Does the green line have to stand on its own? It doesn't work like that. It's very difficult for the market to absorb that kind of risk. We will work with this CAMPO board no matter what it wants to do. At the end of day, it's your call. All we're here to do is say from a position of risk, we think that this does increase that risk to some degree. On what that exact degree is, I can't tell you. I mean, that would be like me trying to tell you what the interest rates are going to be in a month.

COUNCIL MEMBER COLE: Do the CTRMA actually have bond lawyers?

MR. HEILIGENSTEIN: We better.

COUNCIL MEMBER COLE: Yeah. I thought you did. I just wasn't sure if they were in town, or out of town, or how that works. Do you have some in town?

MR. HEILIGENSTEIN: Yes, Vinson & Elkins.

COUNCIL MEMBER COLE: Okay. I think that it will be prudent for one of them to be at the May 24th meeting, and just simply lay out the implications of one approach versus the other, because I know that's not your, you know, field, but perhaps we just need to hear an expert say, this is what we think the implications would be. Is that a problem? Because I know we have bond lawyers, and they would love to come in front of all these city --

MR. HEILIGENSTEIN: I think they would love to, and if anybody could understand them, that would be great, but -- you know, basically they're --

COUNCIL MEMBER COLE: No. We only need a three to five minute -- just basically, you know a couple of questions and for them just to tell us.

MR. HEILIGENSTEIN: I understand. I don't know what else they would tell you different, other than it's much harder to finance a project that's corridor based, but if it helps to have an attorney say that --

COUNCIL MEMBER COLE: It always -- ask Council Member Riley or the Judge. It always helps to have an attorney.

JUDGE BISCOE: Don't ask the Judge.

COUNCIL MEMBER COLE: No. I'm just teasing, Mike. I do think it would be nice to just to hear a few minutes from the experts who you actually give your organization advice -- to advise us so that we're not making decisions just based on, you know, the particularities of our particular region.

MR. HEILIGENSTEIN: I agree to that. I would be happy to do that. And I think as Commissioner Eckhardt and others have asked in the past, we have provided that kind of resource. We have the same bond counsel that Travis County has.

COMMISSIONER ECKHARDT: And may I also request for our future deliberation on this that bond counsel be available to address the actual bond indenture that currently binds the system as it current -- as it currently stands; 290 East and 183A as a system. Because I think that that really is our issue here. At the risk of -- at the risk of a platitude here, TR-4 to the extent it is restrictive, and I think a creation of a system between 290 East and 183A shows that to the extent it is restrictive, it is certainly not difficult for the RMA to overcome. But to the extent that it is restrictive, it does not hold a candle to the restrictions that are placed on you by your bond indenture with regard to your statutory authorities. I think that bond counsel would have to agree that the bond indenture currently restricts you to essentially toll projects and nothing else, at least for the foreseeable future.

MR. HEILIGENSTEIN: Well, it's not entirely true. We do bike and pedestrian also on every project and that's not -- those aren't tolled.

COMMISSIONER ECKHARDT: That's true, but those are only because those are within your economic ability with your general fund only pulling down six to \$10 million a year. Correct?

MR. HEILIGENSTEIN: It is helpful that we can -- we have the available resources to do it, absolutely. But, again, that was a decision our board made to do from the very beginning. I don't know of any other entity in this room right now that commits to building bike and ped on every road they do.

COMMISSIONER ECKHARDT: But, again, I think it would be very helpful to have bond counsel here to describe to us the structure of the bond indenture with regard to the buckets that excess revenue, above and beyond -- construction, maintenance, operation, debt service and necessary reserve, the excess above and beyond those five; how restrictive the bond indenture is on that. And I think most people on this board who have a background in these sorts of things, will recognize that that's pretty darn restrictive, that the bond indenture is -- is laying claim to that cash, even after construction, maintenance, operation, debt service and necessary reserve.

MR. HEILIGENSTEIN: And I understand it. If I could address that quickly, though, and I will just be very brief, is the --

COMMISSIONER ECKHARDT: And, again, that's what TR-4 goes to. Only money after construction, maintenance, operation, debt service and necessary reserve.

JUDGE BISCOE: Mr. Heiligenstein?

MR. HEILIGENSTEIN: Well, I was just going to say, the covenants that you're referencing, of course, were the very first bond package that we ever did. Green field, green agency, never been done in Central Texas or in the State of Texas. And we, of course, went along with some covenants that the market required and probably wouldn't have gotten funding without that. We all would like to move beyond that as quickly as possible.

COMMISSIONER ECKHARDT: And I appreciate you saying that on the record, and that's not the first time you've said it on the record, and I can't tell you how much I appreciate that commitment. And I look forward to the day that your board has the opportunity to loosen up that indenture.

MAYOR LEMON: When I was listening to Commissioner Eckhardt it sounded like because there was an ability to create a system with 183A and 290, that, therefore, that situation also existed. And what I would like to point out is, I think that that situation only existed because 183A is not under TR-4. And so, therefore, 183A would always be the excess funding mechanism for every other piece of the puzzle that we're talking about, unless we get rid of TR-4.

COMMISSIONER ECKHARDT: I would like to speak to the procedural history on that. Actually, that is incorrect. 290 East and 183A are a system -- a system financed, and I think bond counsel could speak to that as well. Although it was characterized as 183A backstopped 290 East, and that indeed is the reality today that through the creation of the system, and if read the bond indentures, you will see that the revenue will be accounted for as a system. The 290 East toll revenue will be commingled with the 183A. That's the whole purpose of the system. So, no, that is not the case that 183A will always be the cash cow and, therefore, will -- the inclusion of 183A is the initial backstop, therefore, exonerates all future roads that are included in the system. I think that is a -- that is a -- as I've said in my memo, that is not mindful of what the procedural history of TR-4 was, nor is it mindful of what actually occurred in the vote on making the system with 290 East.

JUDGE BISCOE: Any other questions for Mr. Heiligenstein? Is this one of those issues that a small committee -- a small new committee of this CAMPO board can get with you to maybe work out compromise language between now and May 24th?

MR. HEILIGENSTEIN: We've never refused a request of this board, and we will -- I mean, if there's something you guys want to do, let me know. We'll work with you.

JUDGE BISCOE: Do you think such a move would be productive, though? I hate to waste -- I would hate for this committee to waste time.

MR. HEILIGENSTEIN: I think anything moving forward is productive. Again, that's your call. I mean, if you guys want to work on something that's fine.

JUDGE BISCOE: To my right, if Commission Eckhardt and council member Cole would serve on this committee?

COMMISSIONER ECKHARDT: I would certainly be willing to.

JUDGE BISCOE: To my left -- sitting to my left and on the right, two members volunteering?

MAYOR LEMON: I'll volunteer.

JUDGE BISCOE: Mayor Lemon and Commissioner Long?

COMMISSIONER LONG: As long as I don't get beat up at the next meeting for not hold a finance committee meeting because I'm on all these other committees.

COUNCIL MEMBER COLE: We have to have Commissioner Long.

JUDGE BISCOE: My outstanding vice chair and Carlos Lopez our district director, those are five of the board's best members, Commissioner -- former Commissioner Heiligenstein, and by the awesome power that I possess, I hereby appoint them to work with you to try to achieve compromise language. And they will want you to bring your legal counsel to the first meeting. Right?

COMMISSIONER ECKHARDT: I have one question regarding the composition, though. I would want commitment that the other three members are committed to coming up with compromise language, because my understanding is that the three other members would like to strip TR-4 out entirely. They have said that repeatedly.

JUDGE BISCOE: Well, hopefully during this meeting, everybody will see the light. And if after the first meeting, you're not making progress, get up and walk out.

COMMISSIONER ECKHARDT: Thank you, I think for empowering me that way.

COUNCIL MEMBER COLE: I would like to volunteer --

JUDGE BISCOE: I don't know that we can do better than that tonight. The other thing, though, when were these policies, goals, objectives adopted by the CAMPO board?

MR. HEILIGENSTEIN: October 8th, 2007.

JUDGE BISCOE: I can guarantee you that for three years, three members of the board rarely pulled those or looked at them except maybe one or two. I'm about to suggest that, if you are new to the board, I would get with Joe Cantalupo and staff and get an additional briefing. Because during these meetings that we had, I learned more about those goals and objectives, resolutions and policies than I ever imagined I would. So I think that would be productive.

MR. CANTALUPO: Judge, they're a part of -- we have this binder that we give new members,

and they're in there and we would be happy to sit down with anybody and go through them, even not so new members.

JUDGE BISCOE: You know, the committee kind of went through that line for line, sentence for sentence, and not (inaudible). Line for line, sentence for sentence, and sort of fully discussed pretty much all of it, but it was helpful, educational. And I think that as long as we don't exceed a quorum, you got 19 members now, so as long as you are nine or less, you're in good shape to meet with CAMPO staff and get that briefing. And I would highly recommend it. Do not depend on the chair to teach you at that meeting, though. Any other --

MAYOR LEMON: Who will chair that meeting?

JUDGE BISCOE: You mean compromise the meeting with Mr. Heiligenstein? Now I intentionally did not appoint a chair.

MAYOR LEMON: But you have the most authority here.

JUDGE BISCOE: But I'm hoping that at a meeting at the CTRMA, Mike Heiligenstein will be in charge.

MAYOR LEMON: Okay with me.

JUDGE BISCOE: Any other questions? So what clarifying questions do we think we need for number five?

MR. CANTALUPO: Judge, we have -- if I may.

JUDGE BISCOE: You may.

MR. CANTALUPO: There's something that we included in sort of not the big spreadsheet, but in the text version.

JUDGE BISCOE: Okay.

MR. CANTALUPO: It said -- it's Attachment A. It's on Page 6. It's a reserve for outcome of discussion regarding 2030 Plan Policy TR-4 addressing system financing of toll roads. We had -- I mean, we could add to that, but we could also -- it would be very easy for us to just add language that said, the policies and resolutions committee didn't make a recommendation. The board didn't make a recommendation. And we could take like Mayor Coleman's suggestion that we, you know, may be we could pull that one out. That's all easy stuff for us to do. So if the board wasn't of the mind to really work on the words and wanted to let us do it, we could work on it easily.

JUDGE BISCOE: Can any member think of a better language tonight that may clarify our position on five?

MAYOR LEMON: I like the idea of pulling aside, no matter what the language is --

JUDGE BISCOE: The board, to date, has not taken a position on this language. However, action is anticipated at the upcoming May 24th board meeting, something to that effect. Is that okay?

MAYOR LEMON: I'm sorry. Would you mind repeating?

JUDGE BISCOE: What did I say? The following language appears in the 2030 Plan. No action has been taken by the CAMPO board on this TR-7 section on TR-4. However --

MAYOR LEMON: To leave it in, or to take it out?

JUDGE BISCOE: -- however, the board plans to take action on May 24th.

MAYOR LEMON: Could we add something to the effect that it's possible the board could either leave it in as is, take it out, or modify it so that there's --

JUDGE BISCOE: We could do that, but I would just leave take action. The way things are going tonight, it will be like a ten/nine, nine/eight vote anyway, unless the compromise committee can live with acceptable language.

COMMISSIONER ECKHARDT: Judge?

JUDGE BISCOE: Yes.

COMMISSIONER ECKHARDT: I think that that is a perfectly fine resolution to take it out and have it stand alone with that language. I would also ask that Objective 8.2 also be taken out as stand alone. That although the subcommittee took action, that it will be revisited.

JUDGE BISCOE: Okay. Will that do it for TR-4, taking it out with that language? Any objection to that?

COMMISSIONER BECKETT: Didn't we already vote to put it in there, just a while ago?

JUDGE BISCOE: Well, we voted to have it there, but we're clarifying the language. And so when they said -- I took it, take it out, really to be separated.

COMMISSIONER LONG: Meaning, still listed, but just not in this chart buried?

JUDGE BISCOE: With that clarifying language. Any objection to that?

JUDGE BISCOE: Without objection, we'll make it happen. Now, to 8.2?

COMMISSIONER ECKHARDT: Yes. I would request the same treatment of Objective 8.2 to be a separate document.

MAYOR LEMON: Haven't we already voted we could do what the committee recommended.

COMMISSIONER ECKHARDT: This is just in the presentation that is -- my suggestion is not that it be taken out and not included, but it just be in the presentation that it not be part of this big sheet, just a separate piece of paper be attached to it.

MAYOR LEMON: Well, I would like to recommend that we do that with all five (inaudible). I'm having a hard time distinguishing the recommendation --

COMMISSIONER HUBER: This isn't the TR, it's an objective.

MAYOR LEMON: I understand. So the committee made a recommendation, and the recommendation was to do those four things, and we voted tonight to approve that, and now you're saying let's not take the recommendation that's been voted on and approved; you want to do something different.

COMMISSIONER ECKHARDT: No. What I'm suggesting is, in my mind, completely copesetic with that motion. We still have accepted the recommendations of the subcommittee, I'm just suggesting as TR-4 is a separate document, that Objective 8.2 also be a separate document.

JUDGE BISCOE: Joe, 8.2 is what?

MR. CANTALUPO: Objective 8.2, did you want me to read it? I can read 8.2.

JUDGE BISCOE: Okay.

MR. CANTALUPO: But if I could note -- and the distinction in my mind between TR-4 and 8.2, or anything else, is that TR-4 was, I believe, the only thing that didn't come, that wasn't so to speak touched by the policies and resolutions committee.

JUDGE BISCOE: What is 8.2? And second question is, did the committee, in fact, take action on it?

MR. CANTALUPO: Okay. 8.2 did read, implement a transportation system that reduces CO2 and other greenhouse gas emissions. The committee voted to delete it.

JUDGE BISCOE: We did. We took action on that.

MAYOR LEMON: And the board ratified that tonight.

JUDGE BISCOE: Part of our original vote was basically to distribute the committee's recommendation. However, you know on May 24th, we can discussion any parts of those recommendations. That's why I think that that would be an extensive meeting, and there will a lot of those items that we want to revisit, this debate, and hopefully take action.

So I do think -- I do think that was included in the original motion, Commissioner Eckhardt, which means we have to call it up on May 24th.

COMMISSIONER ECKHARDT: That's fine. I withdraw the suggestion for it to be separated out.

COMMISSIONER LONG: I'm a little confused. At the public hearing, will it be open for discussion here, 8.2?

JUDGE BISCOE: For discussion at the public hearing?

MR. CANTALUPO: Yes.

JUDGE BISCOE: At the public hearing -- we can discuss anything we want to at the public hearing. The thing is, it will be posted for public meeting and public hearing and not action. That's the difference. So for action, we'd have to come back on May 24th. When you go through these, you will -- the more familiar you become with the long list, I think the more items you will want to discuss at our action meeting or at the public hearing on May 10th. Isn't this fascinating work you-all?

MAYOR LEMON: Judge, I just want to make sure I understand exactly. On May 10th, there will be no discussion by this board on anything. We will be strictly listening to the public. Is that correct?

JUDGE BISCOE: On May 10th we can discuss we just won't be posted for action.

MAYOR LEMON: Okay. So we can discuss, but no action will be taken?

JUDGE SUMTER: Just one quick question, Joe. I'm looking at Attachment A, 8.2 language, and I'm looking at Attachment B, 8.2 language; they don't agree with each other. So I was just wondering what the difference between Attachment A and Attachment B are. I'm having trouble figuring that one out.

MS. GREATHOUSE: Attachment A is intended to be what the text would like assuming that all of the recommendations of the policies and resolutions committee were incorporated into the language. So the reason that the text doesn't match is that, Attachment A basically shows what the language would look like with that proposed 8.2 objective deleted. So the big sheet shows the original staff recommendation, all of the blow-by-blow discussion, voting, what happened at the policies and resolutions meeting, and includes a recommended -- staff recommended effect of 8.2, which the committee's recommendation was to delete. And so that's shown in a strike through in the Attachment B language. The Attachment A language shows what the actual effect of that would look like as a whole. Therefore, that 8.2 was not included in there because the committee recommendation was to strike it and, therefore, the language that was proposed by staff is 8.3, becomes 8.2 in Attachment A.

JUDGE SUMTER: Okay. I think I have it. 8.3 in your big sheet becomes 8.2 in your small.

JUDGE BISCOE: Now, anything else under item number five?

COMMISSIONER ECKHARDT: Could we hear from Cathy [Stephens] with regard to 8.2, just so that we can have that staff input to think about in the interim?

JUDGE BISCOE: Do you have questions for Cathy?

COMMISSIONER ECKHARDT: She was not present and able to comment on the discussion at the subcommittee. So I thought it might be helpful to us to have that staff input for our consideration in the interim.

JUDGE BISCOE: So do you have questions for her?

COMMISSIONER ECKHARDT: I would like to heard from her in regard to what had previously been done to implement a transportation system that reduces CO2 and other greenhouse gas emissions, as well as what the current state of the federal regulations are, and what is likely to happen with the federal regulations in the future.

JUDGE BISCOE: Cathy, any brief response?

MS. STEPHENS: That's okay. And I wasn't there at the policies and resolutions committee meeting, and I apologize for that. As far as greenhouse gas emissions, what we're currently doing is quantifying the emissions from the draft transportation plan for several different scenarios. We're using that as one of many performance measures. We do not have a specific goal, quantifiable goal for reducing emissions for greenhouse gases, but a lot of the activities that we do to reduce congestion to improve system efficiency, all of the efforts we're

going through to really target land use and transit supporting development, all of those will reduce greenhouse gas emissions. So effectively we are doing these things whether or not it is stated as a specific goal. If you look around the you country, there's at least 39 states that have greenhouse reduction plans. And the goals that they had are kind of across the gamut, but many of them have quantifiable goals.

As far as the federal regulations, I think there's two or three things on the table. I'm not sure how fast they're progressing, but I did make some notes that as far as what's on the table now for federal regulations, these are quantifiable goals. The scientists think that an 80 percent reduction of greenhouse gas emissions below 1990 levels by 2050 would be enough to be sufficient. The President's budget has a goal of 80 percent reductions below 2005 levels by 2050. The Waxman-Markey Bill, 20 percent below 2005 emissions by 2020; and 83 percent below 1990 emissions by 2050. We expect those goals to be firmed up. We may something in reauthorization even sooner. I'm not sure on how fast things are happening.

COMMISSIONER HUBER: Thank you for that clarification.

COMMISSIONER LONG: Just to -- you said the scientists, and the concern I have -- and I think you're referring back to the IPCC 2007 protocol that came out. There were about 700 scientists. Only 52 signed onto that. 650 disagreed with it and did not agree with the protocol, and the Waxman-Markey Bill, and the others that you mentioned are not federal law. They are bills that are being discussed. There is no federal guideline at this point. Is that correct?

MS. STEPHENS: That's correct; there is no federal regulation at this point.

COMMISSIONER ECKHARDT: And, Cathy, would you characterize the scientists unsettled with regard to greenhouse gas emissions?

MS. STEPHENS: No. I believe there's a 90 percent agreement among the scientists that the GHGs are harmful and are having an affect on our climate. And I believe as someone mentioned earlier, in island communities and coastal areas, they're already seeing what they believe to be in effect.

MAYOR COLEMAN: Is now the time to get Councilman Riley's -- I would like it if he's going to be talking about it, and it's something we're going to deal -- I would like to hear it so that we at least know what it is.

COUNCIL MEMBER RILEY: I'm going to pass out something that I've already passed out to the committee, and that is just -- well, two things. One is just a recent state -- policy statement from the United States Department of Transportation about bicycle pedestrian facilities. And the gist of it is, basically, that we need to and start getting serious about bike/ped and treating them as seriously as we do other modes of transportation. And the second handout I'm going to provide is just a one page that gives you -- that was kind of a starting point for some of the -- some of our efforts through the committee to integrate some of the recommendations in the policy statement -- federal policy statement within our own policy and resolutions. The one thing that -- and I'll say that these were starting points. We only wound up -- in some cases, we didn't exactly track what you see here, but most everything, we were able to address one way or another. The one thing we just didn't to get to was the very first thing under new policy exist -- where it says, at the top of the page, new policy existing bike and ped facilities. If you look at the current language, it -- there is a new policy the staff is recommending that says, sustain existing ped and bike facilities through roadway maintenance projects. That's the current staff recommendation. And my suggestion was simply to revise that by -- to interweave, sustain existing pedestrian and bike facilities and find ways to

improve facilities through roadway resurfacing and other maintenance projects. That is based on the recommendation on Page 3 from the United States Department of Transportation. The last bullet point suggests that we improve nonmotorized facilities during maintenance projects. And, in fact, when we look at our local experience here in the City of Austin, what we found is some of the best progress we've been able to make on pedestrian and bike facilities has not been through new construction or reconstruction projects, it's come simply through resurfacing and other maintenance projects. All it takes as you resurface a road -- it's a very cheap way of adding transportation infrastructure. If you're going to be putting new stripes down on the street anyway, just consider adding bicycle/pedestrian facilities when you're restriping anyway; and you incur no additional cost. You're getting a free transportation facility. And so all this does is -- consistent with local practice in Austin and with the recommendation of the United States Department of Transportation, is just to seek to find ways to improve facilities through resurfacing and other maintenance projects.

JUDGE BISCOE: The committee, I thought, pretty much agreed with that. Seems to be something that we should do.

COUNCIL MEMBER RILEY: I think it's fairly innocuous, but it actually -- I mean, it's -- although the language is fairly benign, it actually is very significant in terms of its potential impact.

MAYOR LEMON: Are we going to discuss this tonight? I'm not sure why this was brought up. Is this under item five?

JUDGE BISCOE: Well, Mayor Coleman asked the question --

MAYOR COLEMAN: I asked for it just because if it's something we're going to be talking about, I wanted at least a little bit of information.

COUNCIL MEMBER RILEY: I expect to raise this as a proposed amendment. I guess it -- I can raise it for purposes of information on the 10th, and then as an amendment on the 24th.

JUDGE BISCOE: And I think staff ought to distribute it between now and May 10th, as well as any other new requests that we receive.

MR. CANTALUPO: We can send out the suggested language. Sure.

JUDGE BISCOE: Or make it available for those who ask for a copy of the backup before the public hearing. I would just include it.

MR. CANTALUPO: We can do that.

JUDGE BISCOE: Okay. Anything else on item five? Mayor Lemon did we get your question answered.

MAYOR LEMON: Yes, thank you.

JUDGE BISCOE: Then I'm happy to announce that that concludes our work on item number five. We are moving to item number six,

Presentations and Reports.

6. REPORT ON STAFF'S EFFORT IN SCHEDULED A SECOND PUBLIC HEARING ON THE DRAFT CAMPO 2035 PLAN FOR MAY 10, 2010 AND EXTENDING THE PUBLIC COMMENT PERIOD TO MAY 14, 2010

Mr. Cantalupo explained that this item had basically been covered in previous agenda items. Judge Biscoe asked if any of the Board members had any further questions about the item. Commissioner Eckhardt commended CAMPO staff for doing a tremendous job with work on the Plan.

7. Executive Director's Report

a. In accordance with the CAMPO Donation and Gift Policy, for Joe Cantalupo to travel to Baton Rouge, LA on May 26, 27 and 28. Expenses will be paid for by the Baton Rouge Parish

Mr. Cantalupo explained to the Board the he has been invited to participate in a peer review for the Baton Rouge MPO. He stated that all expenses will be paid by the Parish of Baton Rouge.

b. Status of American Recovery and Reinvestment Act projects and funding

Mr. Cantalupo reported that CAMPO is working with TxDOT and project sponsors to correctly determine the amount of under run funding that CAMPO will be able to reallocate to additional projects.

c. Process for developing the transitional FY 2011 – 2014 Transportation Improvement Program

Mr. Cantalupo reported on the status on the process of developing a 2011 – 2014 TIP. He reported that the new TIP is on a tight schedule due to the adoption of the 2035 Plan and because of this CAMPO will be developing a “transitional” TIP that will only contain projects that are necessary to include in the TIP for fiscal, construction and environmental reasons.

d. Status of the CAMPO single audit for FY 2009

Mr. Cantalupo reported on the status of the single audit for FY 2009 and told the Board that the audit report should be available sometime in mid-May.

8. Chairman's Report

a. Procedure for review of composition and responsibilities of the Technical Advisory Committee

Judge Biscoe reported the Board will look at TAC composition and responsibilities as early as the first meeting after May 24th. Judge Biscoe also discussed verifying if the May 24th meeting would be good for all Board members and confirmed that the policy on identifying proxies is written and available.

Judge Biscoe. We have come to my favorite part of the program, the Chairman's Report. Just so you'll know, the chairman has not forgotten our previous discussion on the technical advisory committee. And in my view, we should be able to turn to that committee the compensation, and also responsibilities as early as our first meeting after May 24th. So that's in June. But I think if we give it a couple of months of good attention, who knows what we might accomplish. The other thing is I think on -- at the May 10th public hearing, we can discuss our schedule for that May 24th meeting without it being posted, since it's a scheduling item. So if the members would look at individual schedules and try to figure out if we need to start an hour earlier, whether that's possible. The other thing is taking Mayor Narvaiz up on her recommendation, it may be a good idea to touch base with board members to try to find out how convenient that 20 -- that May 24th day is for us, and if there's another day that's better, maybe shoot for it. But nobody make that call without individual conversations, though. Right?

9. Adjourn

Judge Biscoe requested a motion to adjourn

Commissioner Long motioned to adjourn. Council Member Cole seconded the motion. The motion was unanimously approved by all members present

Voting Yes: *Judge Biscoe, Commissioner Long, Commissioner Beckett, Mayor Pro Tem Clifford, Council Member Cole, Council Member Cole (for Mayor Leffingwell), Commissioner Cyrier, Commissioner Eckhardt, Mr. Fernandez, Commissioner Huber, Mayor Lemon, Mr. Lopez, Mayor Narvaiz, Council Member Riley, Judge Sumter*

Not Present: *Council Member Spelman*

The meeting adjourned at 8:52 p.m.



May 3, 2010

Transportation Policy Board	Agenda Item 3
Approval of modifications to the CAMPO Bylaws to remove reference to members of the Texas State Legislature	

When the Joint Powers Agreement (JPA) was approved in April, the composition of the Transportation Policy Board was reconfigured so that state legislators no longer serve on the Board. To ensure that the CAMPO Bylaws are consistent with the provisions of the JPA, it is necessary to remove language referring to state legislators from the Bylaws.

On Page 5 of the accompanying version of the Bylaws, proposed modifications to reflect the removal of members of the Legislature from the Transportation Policy Board are shown.

RECOMMENDATION

The Transportation Policy Board adopts modifications to the Bylaws to reflect removal of members of the Legislature from the Transportation Policy Board.

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
BYLAWS AND OPERATING PROCEDURES
FOR THE
TRANSPORTATION PLANNING PROGRAM
IN THE AUSTIN METROPOLITAN AREA**

SECTION I DEFINITIONS

For the purposes of these bylaws, the following definitions apply

A. Metropolitan Transportation Planning Process. The Metropolitan Planning Organization (MPO), designated as Capital Area Metropolitan Planning Organization (CAMPO), in cooperation with the State and with operators of publicly owned transit services, shall be responsible for carrying out the metropolitan transportation planning process in accordance with Section 134, Title 23, United States Code (23 USC 134) and applicable federal and state regulations. CAMPO shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods.

The metropolitan transportation planning process includes the development of a transportation plan, transportation improvement program (TIP) and a unified planning work program (UPWP) that will encourage the achievement of community goals by evaluating the environmental, energy, economic, and social costs of transportation plans and systems, projecting future travel demands, determining viable transportation alternatives, and evaluating these alternatives to determine the optimum combination of all modes of travel to best serve the citizens of the Austin metropolitan area.

B. Public Involvement Program. The metropolitan transportation planning process includes the development of a Public Involvement Program and staff procedures. The Program is intended to include all Austin metropolitan area citizens, groups, agencies,

and transportation providers in a transportation effort that is proactive and provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and programs including the Transportation Plan and Transportation Improvement Program.

The Public Involvement Program shall integrate the concerns of a wide variety of involved parties and encourage and provide for the greatest level of education of transportation issues. The program will provide opportunities for citizens to contribute ideas and voice opinions early and often, both during and after preparation of draft plans and programs. Public participation in CAMPO Transportation Policy Board meetings is governed by Section III. E. of this document.

- C. Transportation Plan.** The metropolitan planning process includes the development of a transportation plan addressing at least a twenty-year planning horizon. The plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. The transportation plan shall be reviewed and updated at least every five years to confirm its validity and its consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period. The transportation plan must be approved (adopted) by the CAMPO Transportation Policy Board.
- D. Transportation Improvement Program.** The Transportation Improvement Program specifies how federal transportation funds are spent in the Austin metropolitan area for a minimum three-year period. The TIP will be prepared at least every other year and will include a financial plan that demonstrates how the Transportation Improvement Program can be implemented.
- E. Unified Planning Work Program.** The Unified Planning Work Program is a document setting forth, by work element tasks, the planning priorities facing the metropolitan

area and documenting the planning activities to be performed with funds available to CAMPO. The estimated expenditures and funding sources for carrying out the work shall be identified.

- F. Metropolitan Planning Organization.** The Metropolitan Planning Organization (MPO) is that organization designated by the Governor as being responsible, together with the state, for carrying out the provisions of 23 USC 134 (The Urban Transportation Planning Process) and 49 USC 5303, as amended. The MPO is the forum for cooperative decision making by principal elected officials of general purpose local and state government and a representative from the Texas Department of Transportation and the Capital Metropolitan Transportation Authority.

SECTION II ORGANIZATION

The structure of the Metropolitan Planning Organization consists of the Transportation Policy Board, the Executive Committee, the CAMPO Office and other Committees, all as described in subsequent paragraphs of these bylaws and operating procedures.

- A. Transportation Policy Board.** The Transportation Policy Board, as the Metropolitan Planning Organization, hereinafter referred to as the TPB, furnishes policy guidance and direction for the continuing transportation study. Ultimate responsibility for the total transportation process including, but not limited to, review and approval of the recommended transportation plan and transportation improvement program rests with the Transportation Policy Board.
- B. Executive Committee.** 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.

- C. **CAMPO Office.** The development of detailed transportation studies, maintenance of accurate data, preparation of reports, and performance of other activities requested by the Transportation Policy Board is the responsibility of the CAMPO Office. The Director of the CAMPO Office is responsible solely to the Transportation Policy Board.
- D. **Other Committees.** The Chairperson, with the advice and consent of the Executive Committee, may establish other committees as needed.

SECTION III TRANSPORTATION POLICY BOARD

The following rules shall govern the operations of the Transportation Policy Board.

A. **Membership.** Membership on the Transportation Policy Board is established by the Joint Powers Agreement.

B. Voting Representation.

1. **Voting Alternate.** A member of the Transportation Policy Board may designate an alternate to exercise some or all of that member's authority as a member of the Transportation Policy Board pursuant to the applicable subsection (a), (b), or (c) of this subparagraph (B)(1). The alternate designated by a member will count toward a quorum and may vote on any matter authorized by the member designating the alternate. A person designated as a voting alternate may vote as an alternate on behalf of only one designating member. A member who designates an alternate shall give written notice of the alternate's name and voting authority to the Chairperson prior to the first meeting for which the alternate is designated. The authority of an alternate designated under this subparagraph (B)(1) shall continue until it is rescinded or changed by written notice from the designating member to the Chairperson.

- ~~a. A member of the Legislature may designate as an alternate another member of the Transportation Policy Board who is an elected official.~~
- b. An elected official ~~other than a member of the Legislature~~ may designate as an alternate a person appointed as an alternate by the body who appointed that member.
- c. A member who is not an elected official may designate as an alternate a person employed by or who serves on the Board of the organization represented by that member.

2. **Non-Voting Proxy.** A member of the Transportation Policy Board may appoint a proxy to attend a meeting in the member's stead. The proxy appointed by a member does not count toward a quorum and may not vote.

- C. **Quorum.** Fifty percent (50%) of the total members encompassed in paragraph A or their alternate shall constitute a quorum of the members for transaction of business at all meetings.
- D. **Officers.** The Transportation Policy Board elects a Chairperson and a Vice Chairperson for a term of two years. It is the preference that the Vice Chair succeeds to the Chair position. However, the Executive Committee shall reserve the right to recommend that the Vice Chair not succeed to the Chair's position at the end of the two-year term. The Chair and the Vice Chair must come from different counties. Elections are to be held at the first meeting of each even year. If the Chairperson resigns or is no longer eligible to be a member of the Transportation Policy Board, the Vice Chairperson will serve as Chairperson until an election is held.
- E. **Meetings.** The Chairperson, with the advice and consent of the Executive Committee, shall establish the dates and times of meetings, and the Chairperson designates in the written notice of the meetings the location and business to be transacted or

considered. Any Board member may submit a matter for consideration on a future agenda. If the Chairperson does not include that item on the agenda, the member may petition the Executive Committee and the Executive Committee may require the item to be placed on a future agenda.

Written notice of the meeting, the agenda, and all supporting documents shall be mailed to each member of the Board at least seven (7) days prior to the meeting.

All meetings are to be held as open meetings as defined in Chapter 551, Government Code, and the CAMPO Director shall insure that the written notice of the meeting is posted in the appropriate governmental offices at least seventy-two (72) hours prior to the meeting, and shall insure that at least two copies of the agenda and such supporting documentation as is available to the members of the Transportation Policy Board are made available for public inspection in the CAMPO Office at the same time they are made available to Board members.

In the absence of the Chairperson and Vice Chairperson from a meeting of the Transportation Policy Board at which a quorum is present, the Executive Director will convene the meeting and the remaining members of the board present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson.

Public participation in meetings shall be as follows. Only those agenda items posted for public hearing or for action by the board are eligible for public comment. If action is required on an item which has already been the subject of a public hearing, no public comment will be taken. Persons wishing to comment on a specific agenda item must fill out the card provided by the CAMPO staff. This card must be presented to the appropriate staff member before the board begins consideration of the item. A valid card must specify the item on which they will comment and include the speaker's

name, address, and whom they represent. Speakers are limited to three minutes and a speaker's time may not be assigned to another speaker.

Persons wishing to address the board about issues not on the agenda should offer their comments during the "Citizens Communication" agenda item. Persons wishing to speak during "Citizens Communication" must contact the CAMPO staff via phone, electronic mail, facsimile transmission, or in person between 9:00 a.m. on the 6th day before the meeting at which they wish to speak and 4:30 p.m. on the day of the meeting at which they wish to speak. Such persons must specify the topic on which they wish to address the board. No more than ten persons will address the board during Citizens Communication at any given meeting. Speakers are limited to three minutes and a speaker's time may not be assigned to another speaker. Speakers are requested to not directly address individual members of the board or the CAMPO staff. The Chairperson will enforce decorum.

- F. Functions.** The functions of the Transportation Policy Board shall be as delineated in the Joint Powers Agreement.

- G. Attendance.** If a member of the Transportation Policy Board misses more than half of the Board meetings scheduled during a calendar year, the Chairperson may contact the member's appointing body to request a replacement appointee to the Transportation Policy Board.

SECTION IV EXECUTIVE COMMITTEE

- A. Membership.** The Executive Committee will consist of the Transportation Policy Board Chairperson and Vice-Chairperson and members of the Transportation Policy Board that are, at a minimum, representative of the jurisdictions that are signatory of the Joint Powers Agreement. The members of the Executive Committee shall be appointed by the Chairperson of the Transportation Policy Board at the first meeting

each year. The jurisdictional representatives of the Joint Powers Agreement are indicated below:

Texas Department of Transportation	1
City of Austin	1
County of Travis	1
County of Williamson	1
County of Hays	1
Capital Metropolitan Transportation Authority	1

- B. Function.** The functions of the Executive Committee shall be as follows:
1. Meet at the direction of the Chairperson.
 2. Take actions on items delegated by the Transportation Policy Board and/or make recommendations on items to the Transportation Policy Board.
 3. The Executive Committee will have no distinctive powers on their own unless given by the Transportation Policy Board or established by these bylaws and operating procedures.

SECTION V CAMPO OFFICE

The following rules govern the operations of the CAMPO Office:

- A. Direction.** The CAMPO Director will be selected by the Transportation Policy Board. The CAMPO Director will hire staff, supervise, and prepare contracts as necessary to perform the work outlined in the Unified Planning Work Program.
- B. Funding.** The budget of the CAMPO Office must be consistent with the Unified Planning Work Program.
- C. Functions.** The functions of the CAMPO Director and CAMPO Office are established in the Joint Powers Agreement.

- D. Additional Tasks.** Any request for substantial work by CAMPO staff not included in the approved Unified Planning Work Program must be reviewed and approved by the Executive Committee.

SECTION VI OTHER COMMITTEES

The following rules govern the operations of other committees.

- A. Other Committees.** The committee will perform tasks and functions as requested by the Chairperson, with the advice and consent of the Executive Committee.
- B. Membership.** Members of other committees are appointed by the Chairperson with the advice and consent of the Executive Committee. Membership of each committee may include persons who are not board members with expertise of a nature that would be beneficial to the planning process.
- C. Officers.** The Chairperson and Vice Chairperson for the committee shall be designated by the Chairperson of the Transportation Policy Board.
- D. Meetings.** Meetings of a committee are held as necessary to perform the tasks and functions of the committee. The Chairperson of the committee calls such meetings as necessary and shall notify all committee members of the time, date, and place of the meeting.
- E. Technical Advisory Committee.** The Technical Advisory Committee's purpose is to advise the Transportation Policy Board in its development of

 1. The long-range metropolitan transportation plan;
 2. The Transportation Improvement Program, including review of and recommendations on candidate projects for the TIP;
 3. The Unified Planning Work Program; and
 4. Other transportation planning activities, as directed by the Transportation Policy Board or CAMPO's Executive Director.

SECTION VII ETHICS POLICY

- A. A member of the Transportation Policy Board or employee of CAMPO shall not:
1. Accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the intent to influence the member's or employee's official conduct;
 2. Accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position;
 3. Accept other employment or compensation that could reasonably be expected to impair the member's or employee's independence of judgment in the performance of the member's or employee's official duties;
 4. Make personal investments that could reasonably be expected to create a substantial conflict between the member's or employee's private interest and the public interest; or
 5. Intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's or employee's official powers or performed the member's or employee's official duties in favor of another.
- B. An employee of CAMPO who violates Subsection (a) is subject to termination of the employee's employment or another employment-related sanction. Notwithstanding this subsection, a policy board member or employee who violates Subsection (a) is subject to any applicable civil or criminal penalty if the violation also constitutes a violation of

another statute or rule.

SECTION VIII ADOPTION

These bylaws and operating procedures shall be in full force and effect at such time as they have been approved by a majority vote of the Transportation Policy Board at a meeting at which a quorum, as defined herein, is present.

SECTION IX REVISIONS

These bylaws and operating procedures may be revised by approval of the Transportation Policy Board at a meeting at which a quorum, as defined herein, is present.

Adopted unanimously by the Capital Area Metropolitan Planning Organization Transportation Policy Board on June 10, 1996; revised by resolution on February 8, 1999, April 14, 2003, February 13, 2006, January 22, 2007, November 9, 2009 and January 20, 2010.

ATTEST:

Joseph Cantalupo, AICP
Executive Director



May 3, 2010

Transportation Policy Board	Agenda Item 4
Presentation of the committee recommendation of the modification of TR 4	

At the April 12th Transportation Policy Board meeting, the Chair appointed five Board members to a committee to work together to develop compromise language regarding the existing TR 4 (**Attachment A**). Commissioners Long and Eckhardt, Mayor Lemon, Councilmember Cole and Mr. Lopez served on the committee. The committee met on April 26th and is reporting back to the full Transportation Policy Board.

Attachment B reflects the consensus work that the committee accomplished at the April 26th meeting. In addition, the committee asked that the following be included in the background information for this item:

- By a vote of 3 - 2, SH 45(SW) is not included as a part of this policy.
- By a vote of 4 – 1, the previous requirement of a “2/3 majority” vote of the Transportation Policy Board to add a project to a system has been reduced to a “majority” vote of the Transportation Policy Board.

Additionally, it occurred to staff that a map depicting the System Eligible Projects would be superfluous since the committee included project limits in the policy.



TR-4: Use of additional revenue

Revenue, including capital realized through refinancing, above and beyond the cost of construction, maintenance, operation and debt service generated from a tolled facility included in the TIP amendments agreed to by the CAMPO Policy Board on October 8, 2007 shall be used first and foremost to complete construction of the ultimate facility according to the CAMPO Mobility 2030 Plan or its successor. Any additional revenue shall be used exclusively within the transportation corridor from which the toll was generated. Such additional revenue shall be calculated and made available on an annual basis by the toll operator taking into consideration any reserves necessary for fiscal prudence. The transportation corridor is defined as that area within 1 mile of the midline of the tolled facility and those zip codes from which 20% or more of the peak am toll tag transactions on that facility originate. On a majority vote of the CAMPO Policy Board, spending of additional revenue in the corridor may be made available for the following:

1. Improvement of the alternative non-tolled capacity including improvement of arterials impacting or impacted by the tolled facility;
2. Further implementation of non-tolled access to tolled lanes by high occupancy vehicles beyond that made available in initial operations and any other transportation projects designed to reduce per capita vehicle miles traveled within the corridor;
3. Further mitigation of environmental or community degradation as a result of the tolled facility that was not previously addressed under state or federal requirements; and
4. Other public transportation or air quality benefits within the corridor.

In the event of a specific high priority transportation need located outside the transportation corridor of the tolled facility that will achieve an extraordinary result and that lacks any other reasonable source of funding, additional revenue from the tolled facility may be considered as a funding source if construction of the ultimate tolled facility from which the funds are to be shifted has been completed according to the CAMPO Mobility 2030 Plan or its successor, and

1. CAMPO has made a Statement of Purpose with input from the toll operator describing the specific high priority transportation need;
2. CAMPO, in conjunction with the toll operator, has convened two regionwide public hearings to elicit input regarding the Statement of Purpose;
3. CAMPO, in conjunction with the toll operator, has convened 2 public hearings within the transportation corridor from which the additional revenue has been generated to take comment on desired public benefits within the corridor that may be funded by current or future surplus revenue; and
4. After the public hearings described in 2 and 3 above have been completed, diversion of the funds is approved by a 2/3 majority of the CAMPO Policy Board.

In no event shall additional revenue be shifted to projects located outside the counties covered by the CAMPO service area. In no event shall additional revenue be shifted to projects inconsistent with Resolution 7 as passed by the CAMPO Policy Board on July 12, 2004.

At such time that additional revenue exceeds the cost and/or will of the CAMPO Policy Board to invest toll revenue within the corridor or to utilize the revenue outside the corridor subject to the above constraints, the additional revenue shall be used exclusively to either accelerate the retirement of the construction debt or reduce the toll tax commensurately.

At such time that debt for total project costs has been retired, the toll tax shall be eliminated and all maintenance shall be paid for by gas tax revenue or other broad based tax collected within the region unless there is a vote by the CAMPO Policy Board to continue collection of toll taxes for the purposes of maintenance and operation of the facility.

Attachment B
CAMPO Subcommittee Proposal for Modification of TR-4

At the discretion of the Central Texas Regional Mobility Authority ("CTRMA"), some or all of the following tolled facilities, and projects within the transportation corridor (as defined below) of these tolled facilities, may be combined into one or more systems for financing purposes:

- 183A;
- US 290(E) from US 183(S) to Parmer Lane;
- US 183(S) from US 290(E) to SH 71(E);
- SH 71(W) from Silvermine to US 290(W);
- US 290(W) from west of Scenic Brook to east of Williamson Creek and
- Loop 1 Managed Lanes from Parmer Lane (FM 734) to Slaughter Lane (the "System Eligible Projects").

For non-System Eligible Projects, surplus revenue (as defined in Section 370.003 (12), Texas Transportation Code), to the extent permitted by law, may be made available for use in the transportation corridor by the CTRMA for the following purposes:

1. Improvement of the alternative non-tolled capacity including improvement of arterials impacting or impacted by the tolled facility;
2. Further implementation of non-tolled access to tolled lanes by high occupancy vehicles beyond that made available in initial operations and any other transportation projects designed to reduce per capita vehicles miles traveled within the corridor;
3. Further mitigation of environmental or community degradation as a result of the tolled facility that was not previously addressed under state or federal requirements; and
4. Other public transportation or air quality benefits within the corridor.

For purposes of this policy, the phrase "transportation corridor" is defined as that area within 1 mile of the midline of the tolled facility and those zip codes from which 10% or more of the peak am toll tag transactions on that facility originate.

In the event the CTRMA determines that a non-System Eligible Project lacks adequate sources of funding, the CTRMA may request, and CAMPO may approve, adding the project to an existing system upon completion of the following:

1. The CAMPO Transportation Policy Board, with the input of the CTRMA, has approved the Statement of Purpose describing the transportation project and need;
2. CAMPO, in conjunction with the CTRMA, has convened two region-wide community meetings to elicit input regarding the Statement of Purpose; and
3. After the community meetings described above have been held and one public hearing before the CAMPO Transportation Policy Board has been completed, the addition of the project to an existing system is approved by a majority of the CAMPO Transportation Policy Board.



May 3, 2010

Transportation Policy Board	Agenda Item 6
Presentation of the DRAFT FY 2011 Unified Planning Work Program	

The Unified Planning Work Program (UPWP) is the federally-required document that identifies work tasks to be completed in the upcoming fiscal year (**Attachment A**). The draft document is being presented before submittal to TxDOT for review and comment by June 1. Staff will present the final FY 2011 UPWP for Policy Board approval consideration in July.

In the mid-1990s, Texas MPOs worked with TxDOT to develop a standardized format for all UPWPs. The accompanying document uses this agreed-upon format. The document is divided into five main task areas:

- Administration
- Data Development and Maintenance
- Short Range Planning
- Long Range Planning and
- Special Studies

Additionally, there is an introductory section and several required appendices.

Based on guidance from TxDOT, staff has programmed transportation planning funds that are anticipated for the region in FY 2011 (\$1,764,179) plus anticipated carryover for the programs funded in FY 2010 and earlier, including planning projects funded with STP MM dollars (\$437,446). Finally, in identifying the tasks to be accomplished, we worked closely with other transportation planning agencies to include information for planning efforts they anticipate undertaking in FY 2011.



DRAFT: FY 2011 Unified Planning Work Program

Adopted by the Transportation Policy Board:



INTRODUCTION

A. Purpose

The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Area Metropolitan Planning Organization (CAMPO) planning process for FY 2011. 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 three-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 2011 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 B**) and the cities and villages in each of the three counties (a comprehensive list of these jurisdictions can be found at 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 A**), provides policy direction for CAMPO. The Board consists of 19 elected and appointed state, 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 Equity Committee was created to study options for creating an Equity Fund, including the potential sources of funding and the use of such money.
- 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 2035 Plan.

CAMPO currently operates with the following professional staff positions: Executive 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.

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 Plan. The long-range plan focuses on developing an intermodal transportation system and serves as the guide to decision-making for the 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 metropolitan planning factors. The CAMPO 2035 Plan was adopted 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 August 31, 2010. It is likely that one or more of the counties in the CAMPO area will be designated nonattainment for the 2010 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 5-county Austin – Round Rock 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 regain compliance of 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 2035 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 free employer transportation coordinator training, a free rideshare matching website, a focused Commute Solutions month and Commuter Challenge contest, outreach at various public events and an innovative grant program. 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 in June of 2007 and will continue to seek new and innovative ways to reach out to involve the public in the planning process.

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;
3. Implementation of a public involvement process for the EJ population for the 2035 Plan; and
4. 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. Maintained the CAMPO website;
6. Created a cohesive graphic design system for clear communication across media types;
7. Facilitated community meetings, project workshops and media events for major planning projects such as the 2035 plan update and amendments to the Transportation Improvement Program;
8. Conducted a public opinion survey to determine regional perspective on transportation, land use, and related issues;
9. Continued to study the impact of the regional toll road system on the EJ population; and
10. Planned a public involvement process for the EJ population for the 2035 Plan.

D. Subtasks

100. General Office Support and Administration
 - a. Provide office space for the CAMPO staff;
 - b. Staff training including attendance and participation at seminars and workshops for staff development;
 - c. Administrative support of the CAMPO office;
 - d. Preparation and submission of reports and documents;
 - e. Maintenance of equipment inventory;
 - f. Financial management of funds consistent with applicable local, state and federal requirements;
 - g. Contract development, administration and management;
 - h. Purchase of computer hardware, software, peripherals and other electronic supplies and equipment as necessary to carry out the regional transportation planning process;
 - i. Performance of an external audit through the MPO's fiscal agent;
 - j. Secure legal counsel when necessary; and
 - k. Maintenance of the CAMPO website: www.CAMPOTexas.org.

101. Transportation Policy Board and Committee Support
 - a. Support the Transportation Policy Board and its various committees by 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 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 for EJ populations;
 - 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. Continue to work with the multi-agency Environmental Justice Work Group as needed to evaluate the effects of proposed toll roads and lanes on the EJ populations in the CAMPO area;
 - c. Continue to use the CAMPO database of interested citizens and businesses in EJ areas to facilitate effective outreach to EJ populations and expand the database as needed;

- d. Continue to monitor, evaluate and implement EJ and Title VI compliance guidance and requirements for all CAMPO plans, programs and activities;
- e. 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;
- f. Continue to analyze CAMPO plans and programs to determine effects on minority and low-income populations within the CAMPO study area; and
- g. Conduct technical analysis, including but not limited to project location tracking and travel time analyses, to determine the effect of CAMPO transportation plans, programs and projects on the environmental justice population.
- h. Conduct, and update as needed, a regional toll network analysis to evaluate the effects of the regional toll network on the EJ population.

Task 1- Administration - FY 2011

SubTask	Title	Responsible Agency	TPF ¹	FTA New Starts or 5307	Local	STP MM Funds	Total Funds
100	General Support and Administration	CAMPO	\$726,052	\$0	\$0	\$0	\$726,052
101	CAMPO Transportation Policy Board and Committee Support	CAMPO	\$187,873	\$0	\$0	\$0	\$187,873
102	Public Participation Program	CAMPO	\$10,678	\$0	\$0	\$0	\$10,678
103	Title VI Civil Rights/ EJ Evaluation	CAMPO	\$46,235	\$0	\$0	\$0	\$46,235
Total			\$970,838	\$0	\$0	\$0	\$970,838

¹TPF - 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. Implementation of model development plan;
4. Transportation Demand Model improvement activities;
5. Presentation maps for planning purposes;
6. Development and maintenance of existing bicycle and pedestrian infrastructure GIS data;
7. Development of regional datasets and econometric parameters for land use modeling;
8. Mode shift studies and other data collection;
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;
13. Ozone (O3) Flex Plan and EAC semi-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 the *CAMPO Mobility 2030 Plan* amendments, 2035 Plan, and other requests made by CAMPO members for the regional transportation projects;
2. Provided population and employment forecasts of 2007, 2017 and 2030 of the *CAMPO 2030 Plan* upon requests;
3. Completed the disaggregation of population and employment for the horizon year (2035) and interim years for various scenarios leading to the adoption of CAMPO 2035 Plan;
4. Completed travel demand model runs for the horizon year (2035) and interim years for various scenarios leading to the adoption of CAMPO 2035 Plan;

5. Hosted modeling workshops to reach out to CAMPO members on the demographic and travel demand modeling output;
6. Completed the 2005 base year travel demand model report;
7. Maintained and updated the traffic counts on the state and non-state roadway systems;
8. Developed bicycle and pedestrian traffic counting and forecasting techniques through an interlocal agreement with the Texas Transportation Institute;
9. Assisted CAMPO members and the public in providing GIS and mapping data on CAMPO's 2030 and 2035 Plans and demographic forecasts;
10. Placed data on the CAMPO website for public and jurisdiction use and developed numerous attribute databases for ArcView system;
11. Maintained and updated 2007, 2015, and 2030 roadway and transit networks;
12. Continued data analysis of the 2000 Census and American Community Survey for use in transportation planning efforts;
13. 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;
14. ; Prepared semi-annual reports on 8-hour Ozone Flex Program implementation;
15. Continued work with the CLEAN AIR Force on Ozone Watch and Warning Days, Clean Air Partners, public involvement and other air quality programs;
16. Conducted a regional ozone reduction public outreach campaign;
17. Identified, tracked, quantified and reported the benefits of transportation emission reduction measures (TERMs) in the 5 county MSA;
18. Continued the CAMPO Emission Reduction Program to reduce employee vehicle emissions, tracked and quantified employee emission reductions;
19. Continued the discussion of potential environmental mitigation activities and potential areas where the activities may occur; and
20. Conducted analysis of projects using NEPAssist.

D. Subtasks

200. Geographic Information System (GIS), Demographic Forecasting, and Travel Demand Forecasting
 - a. Work with transit operators and/or CAMPO members on finalizing the 2010 on-board surveys data in digital formats (Interlocals with CMTA and CARTS);
 - b. Conduct a study for revising trip rates associated with trip purposes (Consultant/Interlocal);
 - c. Continue to improve transit and toll road modeling based on the 2009 CAMPO model peer review sponsored by TMIP (Consultant/Interlocal);
 - d. Conduct a study on parking cost inventory in the CAMPO modeling area (Consultant/Interlocal);
 - e. Develop a continuous plan to provide for on-going model improvement, development, and refinement of the current trip-based travel demand model based on the 2009 CAMPO model peer review sponsored by TMIP (Consultant/Interlocal);
 - f. Maintain an interactive web portal so that CAMPO members, government and private entities, and the public have access to spatial datasets related to CAMPO Plans and program via the Internet (Consultant/Interlocal)
 - g. 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;
- h. Assist member governments in developing and coordinating a comprehensive GIS management program;
 - i. Provide mapping and data development support for various CAMPO programs including air quality, Transportation Improvement Program, long range planning, Congestion Monitoring Program (CMP), Environmental Justice (EJ), PEL (Planning and Environmental Linkages), and STP-MM projects.
 - j. Continue to collect, analyze and maintain regional growth and transportation data for Williamson, Travis, Hays, Bastrop, Caldwell, and Burnet Counties in support of the demographic forecasting and travel demand modeling work in the five county area;
 - k. Maintain databases for demographic and transportation network of CAMPO's 2035 Plan;
 - l. Develop 2010 base year demographic and transportation network databases;
 - m. Participate in the dynamic traffic assignment research and deployment;
 - n. Continue to integrate update-to-date travel survey data for the development of the five county travel demand model;
 - o. 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;
 - p. Establish a system for collecting regional data to facilitate peak period modeling;
 - q. Model sub-area alternative transit and roadway configurations;
 - r. Develop in-house model run capabilities and perform routine analyses of traffic impacts;
 - s. Provide the travel demand modeling results of the 2035 Plan to agencies and jurisdictions for use in forecasting transportation system demand; and
 - t. Provide modeling and demographic data and assistance 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 O₃ 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 final modeling scenarios developed for the 2035 Plan and subsequent Plan or TIP amendments, including all analysis years needed to conduct a transportation conformity determination (Texas Transportation Institute (TTI) interlocal and staff) ;

- d. Develop and implement a MOVES model interface tool that estimates criteria pollutant and greenhouse gas emissions for various input scenarios (Eastern Research Group Consultant, TTI interlocal and staff);
- e. Continue work on regional air quality planning initiatives to reduce ozone-forming emissions and possibly keep the MSA in attainment of the federal ozone standard, such as the EAC, the 8-hour O₃ Flex Program and other similar initiatives”;
- f. Support regional efforts to identify, quantify, evaluate and implement on-road mobile measures to reduce ozone precursors and greenhouse gases
- g. Support and assist with implementation of voluntary on-road mobile ozone precursor emission reduction measures, including measures in the 1-hour Ozone Flex Plan, the EAC, the 8-hour O₃ Flex Program.
- h. Monitor, analyze and comment on relevant federal, state and local regulations and guidance pertaining to air quality;
- i. Stay current with technical information, software and methodologies as it pertains to transportation related air quality planning; including training as needed;
- j. 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;
- k. 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 (Peer Group Consulting contract, CLEAN AIR Force contract, consultants/Interlocal and staff);
- l. Maintain and update air quality related information on relevant websites and social media;
- m. Provide technical assistance and support to the Clean Air Coalition, the Clean Air Coalition Advisory Committee, the CLEAN AIR Force and other state, regional and local air quality planning entities; and
- n. Continue CAMPO ozone awareness and emission reduction program for CAMPO employees.
- o. Provide MOVES emissions model training for appropriate CAMPO staff

202. Environmental Analysis

- a. Continue the discussion to facilitate planning and environment linkages.
- b. Review, analyze and comment on draft and final environmental impact studies and other NEPA related studies and information;
- c. Participate in NEPA studies and analyses as requested by implementing agencies;
- d. Monitor and evaluate the effects of CAMPO transportation plans, programs and projects on regional water quality, green space and other environmental features as needed;
- e. Continue coordination with the CAMPO Environmental Working Group on data inventories, analysis, and needs in the region;
- f. Continue the discussion of potential environmental mitigation activities and potential areas where the activities may occur;
- g. Collect, analyze and map updated environmental data, including data from GISST (GIS screening tool that includes environmental data from state and federal resource agencies) and Greenprints, vacant land inventory and data on conservation areas, parkland, historical areas;
- h. Combine updated GISST, vacant land and historical area maps and use combined maps for evaluating proposed projects for the CAMPO Plan and TIP; and
- i. Use NEPAassist to conduct environmental, social and EJ analyses of TIP projects and use visualization techniques to convey analyses results to the public. (TxDOT Interlocal and staff)

Task 2 - Data Development and Maintenance - FY 2011

SubTask	Title	Responsible Agency	TPF ¹	FTA New Starts or 5307	Local	STP MM Funds	Total Funds
200	GIS, Demographic Forecasting, and Travel Demand Modeling	CAMPO and Consultant(s)	\$330,157	\$0	\$52,996	\$211,982	\$595,135
201	Air Quality and Energy Conservation Planning, and Air Quality Modeling	CAMPO and Consultant(s)	\$66,284	\$0	\$27,366	\$109,464	\$203,114
202	Environmental Analysis	CAMPO	\$17,547	\$0	\$0	\$0	\$17,547
Total			\$413,988	\$0	\$80,362	\$321,446	\$815,796

¹TPF - 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 Transportation Improvement Program and 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. Development 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 2011 – 2014 TIP;
4. Tracking implementation of projects funded by the American Recovery and Reinvestment Act;
5. Preparation of GIS-based version and electronic database of TIP project information;
6. Assist in development of a series of web-based interactive maps depicting TIP projects and related information;
7. If appropriate, evaluate and recommend regional transportation projects requesting Surface Transportation Program Metropolitan Mobility (STP MM) funds as part of a Call for Project Applications;
8. Development of appropriate amendments to the FY 2011 Unified Planning Work Program;
9. Development of FY 2012 Unified Planning Work Program;
10. Continue to refine and implement a Congestion Management Process (CMP); and incorporate CMP into the project selection process for the Plan and TIP
11. Continue to implement the activities of the region's Commute Solutions Program;
12. Continue to fund projects through the Commute Solutions Innovative Grant Program;
13. Extend the Commute Solutions Coalition effort to include more jurisdictions, transportation service providers, non-profits and private sector partners within the CAMPO region;
14. Manage the River Cities Rideshare Program (ride matching/ridesharing software program) or similar rideshare program for the CAMPO region;
15. Continue to analyze congestion using ITS Sensor Report Data, produced by the Texas Transportation Institute, which uses data collected from ITS loop detectors to measure speed, travel times, etc. on the region's major freeways;
16. Continue to incorporate management and operations into the planning process through enhanced collaboration between planners and operators.
17. Development of the 2010-2011 Roadway Congestion Analysis: Performance Report and Information System;
18. Finalize a plan for incorporating the CMP into the planning process.
19. 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. Developed the required annual list of federally-funded obligated projects and submitted the reports to TxDOT, FHWA and FTA
3. Continued to develop and implement the Congestion Management Process;
4. Analyzed congestion with the 2008 - 2009 Congestion Management Report.
5. Incorporated 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;
6. Worked with consultants to develop a yearly report for ITS Sensor data;
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. Analyzed the CMP network and began preparations for the 2010-2011 Roadway Congestion Analysis: Performance Report and Information System;
9. Amended the FYs 2008 - 2011 TIP to include additional highway, transit, bicycle/pedestrian and other projects;
10. Managed the Commute Solutions Program, including the River Cities Rideshare program, Let's Ride employer transportation coordinator training program and Innovative Grant Program;
11. Planned and carried out a successful Commute Solutions Month, including a three-week Commuter Challenge;

D. Subtasks

300. Transportation Improvement Program (TIP)
 - a. Develop the FYs 2011 – 2014 TIP and all associated documents;
 - b. Process amendments to the FYs 2008 – 2011 and 2011 - 2014 TIPs and allow citizens, public agencies, private transportation providers and other interested parties an opportunity to comment on the proposed amendments;
 - c. Track implementation of projects funded by the American Recovery and Reinvestment Act;
 - d. Continue to create a database of TIP projects that will improve the staff's ability to track projects through project development and provide the foundation for an interactive mapping system;
 - e. Continue to develop a visualization and web-based interactive mapping system that provides citizens and local, state and federal agencies improved access to TIP project information;
 - f. Develop a tracking system of projects to determine where planned transportation projects would traverse or be adjacent to a location with large populations of minority or low-income persons; and
 - g. 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 current UPWP is current by developing and processing appropriate amendments;

- b. Track expenditures and revenue throughout the fiscal year; and
- c. Develop FY 2012 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.
- b. Assist program participants with the development and promotion of their on-site programs and annual events such as Commute Solutions Month, Bike Month or similar events (Consultant and staff);
- c. Promote and support the use of transportation demand management strategies to reduce congestion and air and water pollution;
- d. Assist public agencies, employers, educational institutions and employment centers with technical support to implement trip reduction programs;
- e. Coordinate regional Employee Transportation Coordinator training program for local businesses and organizations. Update training materials as needed.
- f. Maintain, update and expand the Commute Solutions website, including website format and contents;
- g. Continue joint effort with AACOG and CAPCOG on developing, implementing and maintaining the River Cities Rideshare program, www.rcride.com, a computer web based tool that provides for regional ride matching, alternative commute information and alternative employee commuting transportation programs for 22 counties in Central and South Central Texas and transition to a similar rideshare program if needed;
- h. Conduct a multi-media, bi-lingual (English and Spanish) outreach campaign to promote various aspects of the Commute Solutions program (consultant and staff);
- i. Expand Commute Solutions presence with educational institutions by contacting school districts and colleges and universities and explaining the Commute Solutions Program, inviting them to become a Coalition Partner and asking them to promote Commute Solutions to the students and faculty;
- j. Expand employer database and use available opportunities to increase number of *Let's Ride* training sessions and attendees;
- k. Develop and publish a quarterly newsletter.
- l. Work with Commute Solutions Coalition members and interested stakeholders to develop and implement a strategic plan to increase Commute Solutions Program's effectiveness
- m. Use social media for outreach related to Commute Solutions
- n. Provide innovative grant funding for selected innovative Commute Solutions related programs, activities and initiatives.

303. Congestion Management Process (CMP), Intelligent Transportation Systems (ITS), and Operations Planning

- a. Monitor and evaluate the performance of the transportation system, identify the causes of congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness of implemented actions;
- b. Define parameters for measuring the extent of congestion and for supporting the evaluation of effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods;

- c. Collect data and evaluate system performance using travel times and ITS data (Consultant/Interlocal);
- d. Help determine the causes of congestion and evaluate the efficiency and effectiveness of implemented actions;
- e. Evaluate the performance and expected benefits of appropriate congestion management strategies;
- f. Develop an implementation plan for incorporating the CMP into the planning process;
- g. Develop a system for periodic assessment of the effectiveness of the Congestion Process;
- h. Incorporate analysis results into the regional planning process by:
 - (1) providing transportation system congestion data and analysis to CAMPO jurisdictions to aid in congestion relief decision-making,
 - (2) 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
 - (3) including congestion reduction and TDM/TSM criteria in the project selection process;
- i. Evaluate data from the yearly ITS Sensor Data Report;
- j. Provide support to TxDOT for the ITS System Architecture and Deployment Plan;
- k. Participate in regional ITS planning activities;
- l. Support maintenance of ITS Architecture and Deployment Plan through the TIP compliance process;
- m. Participate in regional operations working groups, such as the Austin Area Incident Management for Highways (AIMHigh) Team, the Managed Lanes Working Group, and the Bottleneck Committee;
- n. Incorporate management and operations into the planning process through development of an objectives-driven, performance-based approach and enhanced collaboration between planners and operators; and
- o. Continue to coordinate with the CMP/ITS Working Group and begin to incorporate management and operations into working group discussions.

Task 3 Short Range Planning - FY 2011

SubTask	Title	Responsible Agency	TPF ¹	FTA New Starts or 5307	Local	STP MM Funds	Total Funds
300	TIP	CAMPO	\$76,850	\$0	\$0	\$0	\$76,850
301	UPWP	CAMPO	\$21,378	\$0	\$0	\$0	\$21,378
302	Commuter Solutions Program	CAMPO and Consultant(s)	\$54,139	\$0	\$7,000	\$28,000	\$89,139
303	CMP and ITS	CAMPO and Consultant(s)	\$30,149	\$0	\$22,000	\$88,000	\$140,149
Total			\$182,516	\$0	\$29,000	\$116,000	\$327,516

¹TPF – 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. Develop and 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.

B. Expected Products

1. Implementation of the CAMPO 2035 Plan;
2. Regional bicycle route map; and
3. Update the Capital Area Regional Transportation Coordination Plan.

C. Previous Work

1. Launched a comprehensive outreach effort for the CAMPO 2035 Plan, entitled “People Planning and Preparing for the Future: Your 25 Year Transportation Plan;”
2. Published ten Technical Reports relating to CAMPO’s “People Planning and Preparing for the Future: Your 25 Year Transportation Plan;”
3. Developed and analyzed two alternative future land use and transportation scenarios using a quantitative performance framework for use in developing the 2035 long-range plan;
4. Developed and analyzed three additional hybrid scenarios;
5. Developed a preferred transportation network and land use scenario;
6. Developed Draft CAMPO 2035 Plan and supporting materials; Consultant contract through HGAC Buy)
7. Adoption of the CAMPO 2035 Plan;
8. Developed user-friendly Plan Report (Consultant contract through HGAC Buy);
9. 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;
10. Coordinated Bicycle and Pedestrian Subcommittee meetings and tasks;
11. Evaluated the safety of local bicycle and pedestrian accident sites;
12. Participated in local bicycle and pedestrian efforts of regional significance;
13. Developed bicycle and pedestrian issues related to the adopted 2030 Plan, in addition to working toward a vision for the 2035 Plan;
14. Continued to coordinate with the Safety and Security Taskforce to assist CAMPO with data, analysis, and needs in the region;
15. Evaluated regional safety data, gathered state and local safety plans, and performed initial crash analyses;
16. Reviewed safety and security data and incorporated analysis into the CAMPO planning process.

D. Subtasks

400. Metropolitan Transportation Plan
 - a. Participation in forums to inform and educate the public on the contents and implications of the CAMPO 2035 Plan.

- b. Develop project evaluation methods;
- c. Develop a program for supporting implementation and monitoring performance of mixed use activity centers identified on CAMPO Centers Map;
- d. Coordinate active transportation working group meetings and tasks;
- e. Development and dissemination of regional bicycle route map;
- f. Evaluate and analyze the safety of bicycle and pedestrian corridors;
- g. Dissemination of best practices regarding bicycle and pedestrian planning;
- h. Perform bicycle and pedestrian traffic counts;
- i. Collect and analyze safety and security data;
- j. Continue to coordinate safety and security needs with the CAMPO Safety and Security Taskforce;
- k. Continue to coordinate the Safety and Security Taskforce to assist CAMPO with data, analysis, and needs in the region;
- l. Continue to evaluate regional safety data, gather state and local safety plans, and update initial crash analysis; and
- m. Assist in coordination of hazardous material cargo route planning, if initiated by the City of Austin.

~~401. Bicycle and Pedestrian Planning (Work tasks included in 400)~~

~~402. Safety and Security Planning (Work tasks included in 400)~~

403. Regional Transit Coordination

- a. Update SAFETEA-LU required Coordinated Public Transit-Human Services Transportation Plan ("Capital Area Regional Transportation Coordination Plan"); (consultant/interlocal)
- b. Convene and support Regional Transit Coordination Committee and Subcommittees;
- c. Issue competitive project call and select projects for JARC/New Freedom funding within the urbanized area (pending Federal funding authorization);
- d. Conduct detailed planning work implementing existing Coordinated Public Transit-Human Services Transportation Plan;
- e. Liaison with regional transit providers, state transit officials, health and human service agencies, and others;
- f. Attend transit-related meetings, and serve on transit-related committees; and
- g. Provide analysis and planning support to Regional Transportation Coordination Plan and CAMPO long range plan.
- h. Develop geographic database of transit providers in the Capital Area (Interlocal with CAPCOG)
- i. Involve the Public in regional transit coordination planning and maintain RTCC website (Interlocal with Capital Metro)
- j. Work toward development of transportation solutions training.

Task 4 – Long Range Transportation Planning – FY 2011

SubTask	Title	Responsible Agency	TPF ¹	FTA 5304	FTA New Starts or 5307	Local	STP MM Funds	Total Funds
400	Metropolitan Transportation Plan	CAMPO	\$196,837	\$0	\$0	\$0	\$0	\$196,837
403	Regional Transit Coordination	CAMPO	\$0	\$143,265	\$0	\$0	\$0	\$143,265
Total			\$196,837	\$143,265	\$0	\$0	\$0	\$340,102

¹TPF - 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 - Capital Metro
 - 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.
 - f. City of Austin Strategic Mobility Plan – the effort to identify the transportation system gaps within the multi-modal network serving Austin and surrounding areas and develop corridor level, sustainable long-range transportation plans to assure the continued economic and environmental success of Austin.
 - g. City of Austin Urban Rail Program – to provide detailed planning, design, environmental documentation, and implementation of the proposed rail network for increasing the accessibility of central Austin and the region.

TASK 5 - Special Studies - FY 2011

SubTask	Title	Responsible Agency	TPF ¹	FTA New Starts or 5307	Local	State	STP MM Funds	Total Funds
500	Corridor and Feasibility Studies	Cities, TxDOT, CTRMA	\$0	\$0	\$0	\$0	\$0	\$0
Total			\$0	\$0	\$0	\$0	\$0	\$0

¹TPF - 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.

CAMPO FY 2011 Budget Summary

Tasks	FTA Task	Description	TPF ¹	FTA 5304	FTA New Starts or 5307	State	Local (Primarily Match for STP MM)	STP MM Funds	Total Funds
1	44.21.00	Administration	\$970,838				\$0	\$0	\$970,838
2	44.22.00	Data Development	\$413,988				\$80,362	\$321,446	\$815,796
3	44.24.00	Short Range Planning	\$182,516				\$29,000	\$116,000	\$327,516
4	44.23.02	Long Range Planning	\$196,837	\$143,265			\$0	\$0	\$340,102
5	NA	Special Studies	\$0	\$0			\$0	\$0	\$0
Totals			\$1,764,179	\$143,265			\$109,362	\$437,446	\$2,454,252

¹TPF - 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.

Transportation Planning Funds

FY 2011 FHWA (PL-112)	\$1,346,007
FY 2011 FTA Section 5303	418,172
New Funds SubTotal	\$1,764,179
Estimated TPF FY 2010 Carryover	\$0
FY 2011 UPWP Total	\$1,764,179

*Does not equal due to rounding



May 3, 2010

Transportation Policy Board	Agenda Item 7
Presentation of requested amendments to the CAMPO FYs 2008 - 2011 Transportation Improvement Program	

CAMPO staff is requesting four programs (i.e., Commute Solutions, Public Participation Program Revision, Air Quality Outreach and Travel Demand Modeling Improvements) to be amended into the CAMPO FYs 2008 – 2011 Transportation Improvement Program (TIP). The requested amendments are listed on **Attachment A**.

The amendment requests are being made in anticipation of American Recovery and Reinvestment Act of 2009 (ARRA) under run funding. Staff is recommending that these four projects be prioritized for ARRA under runs after the Loop 360/Jollyville Road bicycle project and the Parmer Lane (W) sidewalks project. This would reflect the October 12, 2009 Policy Board resolution that made the Loop 360 and Parmer Lane projects the top priorities for STP MM funding in 2011.

Staff had been working off a Policy Board approved list of projects to allocate ARRA under run funding. However, as time has progressed, all of the projects on the approved list have been either funded through ARRA, funded through alternate sources, or have become too expensive to use under run funding.

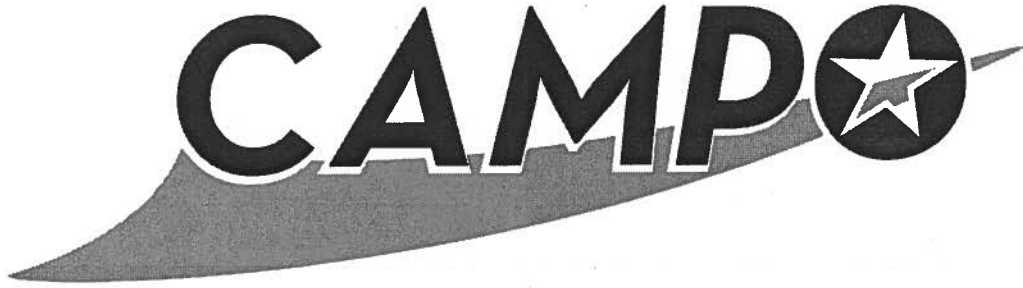
The amendments are being presented at four community meetings for public review and comment at the following locations:

Location	Address	Day and Date	Time
Hutto Council Chambers	401 W. Front Street	Tuesday, May 11 th	5 – 6:30
Carver Branch Library	1161 Angelina Street	Monday, May 13 th	5 – 6:30
Elgin Library	404 N. Main Street	Monday, May 17 th	5 – 6:30
San Marcos Activity Center	501 E. Hopkins Street	Thursday, May 20 th	5 – 6:30

The requested amendments will be the subject of a May 24th Public Hearing and could be considered for adoption at the June 14th Transportation Policy Board meeting.

Public Outreach

Public comments on the requested amendments will be accepted via an on-line survey (www.CAMPOTexas.org), regular mail or email (dan.dargevics@CAMPOTexas.org) until 5:00 p.m. on Monday, June 14th.



FY 2008 - 2011

Transportation Improvement Program

Requested Amendments

May 10, 2010

Contact Info

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**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
FY 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM
2011 Projects**

Project Sponsor	Project Name	County	Phase	CSJ#	MPO Proj ID No.	Year of Expenditure Cost
CAMPO	Air Quality Education and Outreach	CAMPO Region	4			\$150,000

Work Description: Design, implement and evaluate air quality education, outreach and support programs that encourage voluntary emission reduction measures by citizens, businesses, government and educational institutions

Limits: CAMPO Planning Area

Bike/Ped Accom: N/A

Amendment: Funding contingent on ARRA under run funding

Additional Explanatory Notes:

Total Project Cost Information (uses TxDOT %s):		Type of Work	Other: Programs	<u>TxDOT Funding Category:</u>	
1.Design	\$0	YOE Cost Breakdown:		ARRA	\$150,000
2. ROW Purchase	\$0	Federal Funding	\$150,000	Project History:	
3. Construction Engineering	\$0	State Funding	\$0		
4. Construction Cost	\$150,000	County Funding	\$0		
5. Contingencies:	\$0	City Funding	\$0		
6. Indirect Costs:	\$0	Other Local Funding:	\$0		
		Bond Financing:	\$0		
Total Project Cost:	\$150,000	YOE Cost:	\$150,000		

Project Sponsor	Project Name	County	Phase	CSJ#	MPO Proj ID No.	Year of Expenditure Cost
CAMPO	Commute Solutions	CAMPO Region	4			\$60,000

Work Description: Planning and promotion of commute alternatives to reduce congestion & emissions including Commute Solutions website training

Limits: CAMPO Planning Area

Bike/Ped Accom: N/A

Amendment: Funding contingent on ARRA under run funding

Additional Explanatory Notes:

Total Project Cost Information (uses TxDOT %s):		Type of Work	Other: Programs	<u>TxDOT Funding Category:</u>	
1.Design	\$0	YOE Cost Breakdown:		ARRA	\$60,000
2. ROW Purchase	\$0	Federal Funding	\$60,000	Project History:	
3. Construction Engineering	\$0	State Funding	\$0		
4. Construction Cost	\$60,000	County Funding	\$0		
5. Contingencies:	\$0	City Funding	\$0		
6. Indirect Costs:	\$0	Other Local Funding:	\$0		
		Bond Financing:	\$0		
Total Project Cost:	\$60,000	YOE Cost:	\$60,000		



**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
FY 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM
2011 Projects**

Project Sponsor	Project Name	County	Phase	CSJ#	MPO Proj ID No.	Year of Expenditure Cost
CAMPO	Modeling Improvements	CAMPO Region	4			\$200,000
Work Description: Modeling Improvements						
Limits: CAMPO Planning Area						
Bike/Ped Accom: N/A						
Amendment: Funding contingent on receiving ARRA under run funding						
Additional Explanatory Notes:						

Total Project Cost Information (uses TxDOT %s):		Type of Work	Other: Programs	TxDOT Funding Category:
1. Design	\$0	YOE Cost Breakdown:		ARRA
2. ROW Purchase	\$0	Federal Funding	\$200,000	\$200,000
3. Construction Engineering	\$0	State Funding	\$0	Project History:
4. Construction Cost	\$200,000	County Funding	\$0	
5. Contingencies:	\$0	City Funding	\$0	
6. Indirect Costs:	\$0	Other Local Funding:	\$0	
Total Project Cost:	\$200,000	Bond Financing:	\$0	
		YOE Cost:	\$200,000	

Project Sponsor	Project Name	County	Phase	CSJ#	MPO Proj ID No.	Year of Expenditure Cost
CAMPO	Public Outreach Program	CAMPO Region	4			\$50,000
Work Description: Update public outreach and visualization throughout the CAMPO region.						
Limits: CAMPO Planning Area						
Bike/Ped Accom: N/A						
Amendment: Funding contingent on ARRA under run funding						
Additional Explanatory Notes:						

Total Project Cost Information (uses TxDOT %s):		Type of Work	Other: Programs	TxDOT Funding Category:
1. Design	\$0	YOE Cost Breakdown:		ARRA
2. ROW Purchase	\$0	Federal Funding	\$50,000	\$50,000
3. Construction Engineering	\$0	State Funding	\$0	Project History:
4. Construction Cost	\$50,000	County Funding	\$0	
5. Contingencies:	\$0	City Funding	\$0	
6. Indirect Costs:	\$0	Other Local Funding:	\$0	
Total Project Cost:	\$50,000	Bond Financing:	\$0	
		YOE Cost:	\$50,000	

**Capital Area Metropolitan Planning Organization
 FY 2008 - 2011 Transportation Improvement Program
 Highway Financial Summary - Year of Expenditure Costs**

Funding by Category

Category	Description	FY 2008		FY 2009		FY 2010		FY 2011		Total FY 2008 - 2011	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$57,600,000	\$57,600,000	\$0	\$1,399,680	\$0		\$0		\$57,600,000	\$7,159,680
2	Metropolitan Area (TMA) Corridor Projects	\$81,600,000	\$81,600,000	\$22,000,000	\$112,000,000	\$43,612,858	\$43,612,858	\$88,600,000	\$88,600,000	\$235,812,858	\$325,812,858
3	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$0		\$0		\$0		\$0	\$0
4	Statewide Connectivity Corridor Projects	\$91,200,000	\$91,200,000	\$0		\$0		\$0		\$91,200,000	\$91,200,000
5	Congestion Mitigation & Air Quality Improvement	\$0	\$0	\$0		\$0		\$0		\$0	\$0
6	Structure Replacement and Rehabilitation	\$0	\$0	\$0		\$0		\$0		\$0	\$0
7	Metro Mobility and Rehabilitation	\$37,268,016	\$43,941,019	\$24,683,012	\$20,165,600	\$32,843,000	\$43,672,000	\$20,001,000	\$34,829,000	\$114,595,028	\$142,607,619
8	Safety	\$2,285,090	\$2,285,090	\$0		\$452,760	\$452,760	\$0		\$2,737,850	\$2,737,850
9	Transportation Enhancements	\$3,718,265	\$1,721,265	\$0		\$0		\$0		\$3,718,265	\$1,721,265
10	Supplemental Transportation Projects	\$19,820,000	\$19,820,000	\$7,280,000	\$7,080,000	\$3,187,142	\$3,187,142	\$0		\$30,087,142	\$30,087,142
11	District Discretionary	\$3,440,000	\$9,200,000	\$0	\$8,440,320	\$4,160,000	\$4,160,000	\$0		\$7,600,000	\$21,800,320
12	Strategic Priority	\$20,816,800	\$20,616,800	\$6,000,000	\$6,000,000	\$10,056,000	\$10,056,000	\$26,050,000	\$26,050,000	\$62,922,800	\$62,732,800
ARRA FUNDS	American Recovery and Reinvestment Act	\$0	\$0	\$102,542,476	\$102,542,476	\$36,987,000	\$36,987,000	\$0		\$139,529,476	\$139,529,476
LC	Local Contributions	\$472,353,498	\$472,353,498	\$46,540,101	\$46,540,101	\$191,286,870	\$191,286,870	\$72,108,110	\$72,108,110	\$782,288,579	\$782,288,579
Other	State Bonds (Toll) and State Hwy Fund	\$69,934,516	\$69,934,516	\$454,109,660	\$454,109,660	\$189,800,000	\$189,800,000	\$444,810,200	\$444,810,200	\$1,158,654,376	\$1,158,654,376
	Total	\$807,996,185	\$818,432,188	\$662,955,249	\$758,277,837	\$512,385,630	\$523,214,630	\$651,549,310	\$666,397,310	\$2,634,906,374	\$2,766,321,965

Funding Participation Source

Source	FY 2008	FY 2009	FY 2010	FY 2011	Total
Federal	\$265,708,171	\$162,305,488	\$94,311,760	\$134,651,000	\$656,976,419
State					\$0
Local Contributions	\$472,353,498	\$46,540,101	\$209,916,870	\$103,771,510	\$832,525,579
Other R					\$0
ARRA FUNDING	\$0	\$102,542,476	\$36,987,000	\$0	\$139,529,476
Other (State Bonds Toll State Hwy Fund)	\$69,934,516	\$454,109,660	\$189,800,000	\$444,810,200	\$1,158,654,376
Other (Insert Entity Name)	\$0	\$0	\$0	\$0	\$0
Total	\$807,996,185	\$662,955,249	\$531,015,630	\$683,176,310	\$2,685,143,374



May 3, 2010

Transportation Policy Board

Agenda Item 8

Presentation of the schedule for the development of the *FYs 2011 – 2014 Transportation Improvement Program*

In accordance with federal regulations, a new Transportation Improvement Program (TIP) and statewide TIP (STIP) are required every four years; TxDOT coordinates the development of new TIPs and STIP on a two-year cycle. CAMPO and other MPOs throughout the state have begun developing *FYs 2011 – 2014 TIPs*. A new STIP must be approved prior to the beginning of the 2011 fiscal year. Due to the tight timeline in which this process will be occurring, this TIP will be initially developed as a “transitional” TIP that will only include those projects that must be included for reasons such as funding, near-term implementation or required reviews by the US Department of Transportation. Staff has coordinated with the Federal Highway Administration and TxDOT and has agreed to the accompanying timeline, which can be found on **Attachment A**.

May

- Staff works with local jurisdictions and agencies to determine which projects are necessary to include in the transitional *FYs 2011-2014 TIP* and meet fiscal constraint requirements.

June

- Staff finalizes the draft transitional *FYs 2011-2014 TIP*.
- Public comment period opens June 7th.
- Staff presents the draft document to the Transportation Policy Board (TPB) on June 14th.
- Staff conducts community outreach, per CAMPO’s adopted Public Participation Policy.

July

- Staff addresses public comments and assembles an updated draft transitional *FYs 2011-2014 TIP*.
- TPB holds public hearing on July 12th.
- Staff receives input from the TPB and makes appropriate changes to the draft document. **IMPORTANT:** this is the last opportunity to make changes to the transitional *FYs 2011-2014 TIP* until the first amendment cycle.
- Staff submits the transitional TIP to TxDOT by July 14th. The TIP document that is submitted to TxDOT **MUST** be identical to that which is approved by the TPB on August 9th.

August

- Staff presents the transitional *FYs 2011-2014 TIP* to the Board for approval. **Reiterating, this document must be identical to that which was submitted to TxDOT by July 14.**
- Begin working with the region’s jurisdictions and transportation agencies to compile all other projects the need to be amended into the *FYs 2011 - 2014 TIP*.

Month - Year	TPB Meeting Date (Tentative)	FY 2008 - 2011 TIP Amendment	FY 2010 - 2014 Transitional TIP	FY 2010 - 2014 Transitional TIP Amendments	FY 2010 - 2014 TIP Amendments (regular)
May-10	10	Introduce			
	24	Public Hearing			
June-10	14	Consider	Introduce		
July-10	12		Public Hearing		
August-10	9		Consider		
September-10	13				
October-10	11				
November-10	8			Introduce	
December-10	13			Public Hearing	
January-11	10			Consider	
February-11	14				Introduce
March-11	14				Public Hearing
April-11	11				Consider
May-11	9				
June-11	13				
July-11	11				
August-11	8				Introduce
September-11	12				Public Hearing
October-11	10				Consider
November-11	14				
December-11	12				