



**Transportation Policy Board Meeting**  
Monday, September 13, 2010, 6:00 p.m.  
Room 2.102, Joe C. Thompson Center, University of Texas Campus  
Red River and Dean Keeton Streets, Austin, Texas

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

**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, September 13<sup>th</sup>.

**EXECUTIVE SESSION**

2. Executive Session Pursuant to Government Code, Chapter 551, Section 551.074 (Personnel Matters). The Transportation Policy Board will recess to an Executive Session to discuss the employment of a new Executive Director.

**ACTION**

3. Consider
  - a. A recommendation from the Executive Committee regarding a short list of applicants to interview for the CAMPO Executive Director position and
  - b. A schedule for such interviews
4. [Consider approving the summary minutes from the August 9, 2010 meeting](#)
5. [Consider a modification to the Transportation Policy Board's Bylaws and Operating Procedures](#)
6. Consider the charge and membership of previously appointed CAMPO committees **(No background information provided)**
7. [Consider authorizing the Interim Executive Director to negotiate and execute a travel demand model improvements contract with Wilbur Smith Associates](#)

8. [Consider approving Terms and Conditions for the MoPac Improvement Project](#)  
(additional background material is expected to be distributed following the Finance Committee's September 10<sup>th</sup> meeting)
9. [Consider prioritizing projects to receive FY 2011- FY 2014 Surface Transportation Program Metropolitan Mobility \(STP MM\) funding and include in the upcoming requested amendments to the FY 2011 - 2014 Transportation Improvement Program](#)

#### **PRESENTATIONS**

10. [Travel demand modeling Peer Review results](#)

#### **REPORTS**

11. Executive Director's Report
  - a. Austin Chamber of Commerce 2010 Greater Austin Business Award
  - b. FY 2009 single audit follow up
  - c. Status of Surface Transportation Program Metropolitan Mobility funding for the CAMPO region
  - d. Recent rescission of federal transportation funds
  - e. CAMPO 101 meetings
  - f. Availability of CAMPO reports
    - i. *Growth Monitoring in the Austin-Round Rock Metropolitan Statistical Area 2005 to 2009 and*
    - ii. *The Demographic Allocation Tool White Paper*
12. Chairman's Report
  - a. Selection process to fill the Executive Director's position
  - b. Issues relevant to the charge and membership of active CAMPO committees
13. Adjourn



Summary Minutes of the  
 Capital Area Metropolitan Planning Organization's Transportation Policy Board Meeting  
 Monday, August 9, 2010, 6:00 p.m.  
 Room 2.102, Joe C. Thompson Center, University of Texas Campus  
 Red River and Dean Keeton Streets, Austin, Texas

	Member	Representing	Attending/Alternate
1	Sam Biscoe, Chair	Travis County Judge	x
2	Cynthia Long, Vice-Chair	Williamson County Commissioner	Dan Gattis
3	Clara Beckett	Bastrop County Commissioner	x
4	Joe Clifford	Mayor Pro Tem, City of Round Rock	
5	Sheryl Cole	Council Member, City of Austin	x
6	Jeff Coleman	Mayor, City of Pflugerville	Victor Gonzales
7	Will Conley	Hays County Commissioner	x
8	John Cyrier	Caldwell County Commissioner	x
9	Sarah Eckhardt	Travis County Commissioner	x
10	Frank Fernandez	Capital Metro Board Member	
11	George Garver	Mayor, City of Georgetown	x
12	Karen Huber	Travis County Commissioner	x
13	Lee Leffingwell	Mayor, City of Austin	x
14	Bob Lemon	Mayor, City of Cedar Park	Mitch Fuller
15	Carlos Lopez	TxDOT- Austin District	x
16	Jeff Mills	Travis County	x
17	Susan Narvaiz	Mayor, City of San Marcos	x
18	Chris Riley	Council Member, City of Austin	x
19	Bill Spelman	Council Member, City of Austin	x

Judge Biscoe started the meeting at 6:04 p.m. He introduced Judge Gattis, Mayor Pro Tem Gonzales and Mayor Pro Tem Fuller.

**1. Citizen Comments**

**Morris Priest:** Mr. Priest said the Board should reconsider the work already done, especially on US 290 E and hopes it is not too late to back out of the boondoggle. He said that the region could have built 6 or 7 SH 45 SW projects for the same amount. He then discussed the 51<sup>st</sup> St/IH 35 intersection project. Mr. Priest also said the Red Line was not approved to be over budget or over time.

Council Member Riley enters the meeting.

Mr. Priest said the public asked for better intersection designs over a decade ago and it was too late now. He then discussed TxDOT meetings and the upcoming open house.

Mr. Priest closed by saying the Board should look at development impact fees, that 'Local Option' will be worse than tolls, and that maintenance dollars are way off.

**Roger Baker:** Mr. Baker discussed a jointly submitted editorial (CTRMA, CAMPO, Capital Metro, TxDOT) in the *Austin American Statesman* that presented a unified opinion offering how to solve transportation problems. Mr. Baker said the long range plan says congestion will still be worse. He added that plans are based on low density projections. Mr. Baker then discussed an article about the gas tax being stagnant and local governments approving bonds. He mentioned that TxDOT was over-extended and needed locals to pick up the slack. He said the long range plan supports this concept and that low density development is subsidized. Mr. Baker then said waiting for 2010 census and redoing travel demand model would make more sense for long range plan projections because the 183A bond documents show we aren't growing as previously thought.

Commissioner Eckhardt enters the meeting.

Mr. Baker concluded by saying that toll revenue is projected to increase 20%; however toll numbers are not being met and raising tolls every year won't work.

2. **Consider approving the summary minutes from the July 12, 2010 meeting**

Judge Biscoe asked if the Board had any comments on the July 12<sup>th</sup> minutes. The Board made no changes to the minutes.

*A motion was made to approve the summary minutes. Commissioner Eckhardt seconded the motion.*

**Voting Yes:** Judge Biscoe, Judge Gattis for Commissioner Long, Mayor Pro Tem Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Mayor Leffingwell, Mayor Pro Tem Fuller for Mayor Lemon, Mr. Lopez, Mr. Mills, Mayor Narvaiz, Council Member Riley, Council Member Spelman

**Abstaining:** Commissioner Beckett, Commissioner Huber, and Mr. Mills

3. **Consider appropriate action regarding the search for the CAMPO Executive Director**

Judge Biscoe introduced Karen Sharp and Christine Jones with the City of Austin's Human Resources Department. Ms. Sharp said the position was posted on July 16<sup>th</sup> and they have received 18 applications, with eight of those applicants being highly qualified for the position. Ms. Sharp referred to a handout that the Board members received that contained a summary of the process and budget (to date, approximately \$2,300 has been spent on recruitment). Ms. Sharp said that they expect an influx of applications as the posting draws to a close.

Council Member Cole enters the meeting.

Judge Biscoe asked when the posting will close. Ms. Sharp said the posting will be open until August 31<sup>st</sup>.

The Board discussed the hiring process and then Judge Biscoe recommended that the same procedure used for the last hire in 2008 be used. He added that the executive committee will meet to discuss with City of Austin Human Resources staff at the appropriate time and other members of the Board would be invited to attend.

**4. Consider the charge and membership of previously appointed CAMPO committees**

Judge Biscoe suggested that the eight members of Executive Committee remain the same.

Judge Biscoe then discussed the Equity Committee. The Board agreed that the committee should remain so members can recommend standards and review. The Board will discuss membership needs with CAMPO staff, add Mr. Lopez, and retain Judge Biscoe as chair.

The Board decided to keep the Financial Committee in place.

The Board next discussed the Joint Powers Agreement Committee, the Peer Review Committee, the Policy Board Composition Committee, and the Policies and Resolutions Committee and decided to eliminate these committees because the charges have been fulfilled and the committees have completed their work.

The Board then discussed the Transit Working Group. Mayor Leffingwell suggested that this committee be involved in upcoming rail planning for the region. Commissioner Eckhardt said she found it valuable to have members of the community in addition to Policy Board members on that committee. The Board then discussed the lack of a regional rail plan and the effect on the region and the composition of the committee.

Commissioner Huber agreed with Commissioner Eckhardt and wondered whether citizen participation would be appropriate. Mayor Leffingwell noted that there needed to be an analysis of the composition of the committee and that CAMPO staff should report back. Council Member Cole suggested that she, Mayor Leffingwell and Commissioner Eckhardt, and others who would like to participate, discuss the issue prior to next month's meeting. Commissioner Eckhardt volunteered to work with staff on a more defined charge, which will help inform decision-makers about whom to invite to serve on the committee.

Judge Biscoe asked Mr. Heiligenstein from the CTRMA if he would share ideas at next meeting if needed. Commissioner Conley asked Mr. Lopez about coordination of rail planning and how to coordinate best for funding. Mr. Lopez referred to the state rail plan and suggested that CAMPO speak with the TxDOT rail division. He also recommended that the Board ask Jennifer Moczygemba, with TxDOT, if she would like to participate.

The Board then discussed and agreed that the TAC Committee and the Regionally Significant Projects Committee should remain.

The final committee discussed was the Finance, Budget, and Audit Committee. Mayor Pro Tem Joe Clifford has submitted his resignation. The Board decided that Council

Member Cole will replace him. Mayor Garver recommended that membership from the southern area of the CAMPO region would be beneficial.

*Commissioner Huber made a motion to approve the elimination of the Joint Powers Committee, the Peer Review Committee, the Policy Board Composition Committee, and the Policies and Resolutions Committee. Mayor Leffingwell seconded the motion. The motion was approved unanimously by members present.*

**Voting Yes:** Judge Biscoe, Judge Gattis for Commissioner Long, Commissioner Beckett, Council Member Cole, Mayor Pro Tem Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Commissioner Huber, Mayor Leffingwell, Mayor Pro Tem Fuller for Mayor Lemon, Mr. Lopez, Mr. Mills, Mayor Narvaiz, Council Member Riley, Council Member Spelman

**5. Consider recommending approval of FY 2011 - 2014 Transitional TIP**

Dan Dargevics reviewed the TIP process. He reported that staff and the TAC recommend approval. Judge Biscoe asked for confirmation that at the last meeting the Board approved the TIP for transmittal. Ms. McCoy said yes and that if the Board does not approve the TIP, CAMPO will not have projects in the State TIP.

*Mayor Narvaiz made a motion to approve the transitional TIP. Mayor Garver seconded the motion.*

**Voting Yes:** Judge Biscoe, Judge Gattis for Commissioner Long, Commissioner Beckett, Council Member Cole, Mayor Pro Tem Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Commissioner Huber, Mayor Leffingwell, Mayor Pro Tem Fuller for Mayor Lemon, Mr. Lopez, Mayor Narvaiz, Council Member Riley, Council Member Spelman

**Voting No:** Mr. Mills

**6. Consider authorizing the Interim Executive Director to amend the current TTI Emissions Analysis Interlocal Agreement**

Michelle Meaux explained that the current TTI emissions analysis agreement would need to be amended to allow for emissions analyses associated with upcoming 2035 Plan amendments and to perform any analyses for transportation conformity. She added that the budget would also need to be increased by \$40,000 for these analyses and the expiration date of the agreement would be extended to December 31, 2013.

*Commissioner Eckhardt made a motion to approve authorizing the Interim Executive Director to amend the current TTI Emissions Analysis Interlocal Agreement. Mayor Leffingwell seconded the motion. The motion was approved unanimously by members present.*

**Voting Yes:** Judge Biscoe, Judge Gattis for Commissioner Long, Commissioner Beckett, Council Member Cole, Mayor Pro Tem Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Commissioner Huber, Mayor Leffingwell, Mayor Pro Tem Fuller for Mayor Lemon, Mr. Lopez, Mr. Mills, Mayor Narvaiz, Council Member Riley, Council Member Spelman

7. **Consider authorizing the Interim Executive Director to enter into an Interlocal Agreement with CAPCOG for CAMPO to conduct a regional growth and on-road mobile source emissions assessment**

Ms. Meaux explained that as part of the state near-nonattainment area grant it receives, CAPCOG is tasked with analyzing regional growth and land-use trends, as well as focused-growth alternatives, in order to project and spatially allocate future year emissions and evaluate alternative scenarios. Since CAMPO prepared future year trend and alternative focused-growth scenarios as part of the 2035 regional transportation plan development process, CAPCOG and CAMPO propose partnering on this project to coordinate data and provide regional consistency. CAPCOG would provide CAMPO with \$12,000 in funding for participation in the project.

*Commissioner Conley made a motion to approve authorizing the Interim Executive Director to enter into an Interlocal Agreement with CAPCOG for CAMPO to conduct a regional growth and on-road mobile source emissions assessment. Council Member Spelman seconded the motion. The motion was approved unanimously by members present.*

**Voting Yes:** Judge Biscoe, Judge Gattis for Commissioner Long, Commissioner Beckett, Council Member Cole, Mayor Pro Tem Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Commissioner Huber, Mayor Leffingwell, Mayor Pro Tem Fuller for Mayor Lemon, Mr. Lopez, Mr. Mills, Mayor Narvaiz, Council Member Riley, Council Member Spelman

8. **Consider authorizing the Interim Executive Director to enter into an agreement with Austin Energy for partial funding of the Commute Solutions Program**

Ms. Meaux explained that Austin Energy would like to provide funding for a portion of the regional Commute Solutions program. Austin Energy would provide \$10,000 in FY 2010 and have the option of providing \$10,000 for two additional years, if funding is available. Austin Energy would require an end of year report on the implementation of the program. The Board discussed the Commute Solutions Program, funding, and performance measures for the program.

*Council Member Spelman made a motion to approve authorizing the Interim Executive Director to enter into an agreement with Austin Energy for partial funding of the Commute Solutions Program. Mayor Leffingwell seconded the motion. The motion was approved unanimously by members present.*

**Voting Yes:** Judge Biscoe, Judge Gattis for Commissioner Long, Commissioner Beckett, Council Member Cole, Mayor Pro Tem Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Commissioner Huber, Mayor Leffingwell, Mayor Pro Tem Fuller for Mayor Lemon, Mr. Lopez, Mr. Mills, Mayor Narvaiz, Council Member Riley, Council Member Spelman

9. **Consider authorizing the Interim Executive Director to enter into an Interlocal Agreement with CAPCOG for partial funding to facilitate the development of an application for the HUD Sustainable Communities Regional Planning Grant**

Items 9 and 10 were considered together.

10. **Consider authorizing the Chair to sign a letter of intent with regional partners for the HUD Sustainable Communities Regional Planning Grant**

Ms. McCoy explained that CAMPO is partnering with other regional agencies to pay a facilitator to assist with the development of the HUD grant application. The Board discussed the application process and that letters of support had been requested.

*Commissioner Conley made a motion to approve authorizing the Chair to sign a letter of intent with regional partners for the HUD Sustainable Communities Regional Planning Grant. Commissioner Eckhardt seconded the motion.*

**Voting Yes:** Judge Biscoe, Judge Gattis for Commissioner Long, Commissioner Beckett, Council Member Cole, Mayor Pro Tem Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Commissioner Huber, Mayor Leffingwell, Mr. Lopez, Mr. Mills, Mayor Narvaiz, Council Member Riley, Council Member Spelman

**Voting No:** Mayor Pro Tem Fuller for Mayor Lemon

11. **Consider recommending that the Transportation Policy Board approve a request by the Texas Department of Transportation for a change in the functional classification of FM 2843 from FM 487 to the Bell County Line**

Mr. Lopez explained that changing the classification of the roadway would provide consistency across county lines and this change would result in reclassification from a rural minor to rural major collector. He added that this would be consistent with the classification of this roadway in the Killeen/Temple MPO and this would give the option of federal funding. Judge Gattis and Mayor Garver said they had not heard of any citizen comments on the change.

*Mayor Leffingwell made a motion to approve the request by the Texas Department of Transportation for a change in the functional classification of FM 2843 from FM 487 to the Bell County Line. Mayor Narvaiz seconded the motion. The motion was approved unanimously by members present.*

**Voting Yes:** Judge Biscoe, Judge Gattis for Commissioner Long, Commissioner Beckett, Council Member Cole, Mayor Pro Tem Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Commissioner Huber, Mayor Leffingwell, Mayor Pro Tem Fuller for Mayor Lemon, Mr. Lopez, Mr. Mills, Mayor Narvaiz, Council Member Riley, Council Member Spelman

**12. Consider appointment of the CAMPO Executive Director to the Texas Department of Transportation's I-35 Corridor Segment Committee**

Ms. McCoy explained to the Board that the previous CAMPO executive director was named to this committee. Staff is recommending a change that would appoint the CAMPO executive director rather than appointing an individual by name.

*Commissioner Cyrier made a motion to approve appointment of the CAMPO Executive Director to the Texas Department of Transportation's I-35 Corridor Segment Committee. Mayor Narvaiz seconded the motion. The motion was approved unanimously by members present.*

**Voting Yes:** Judge Biscoe, Judge Gattis for Commissioner Long, Commissioner Beckett, Council Member Cole, Mayor Pro Tem Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Commissioner Huber, Mayor Leffingwell, Mayor Pro Tem Fuller for Mayor Lemon, Mr. Lopez, Mr. Mills, Mayor Narvaiz, Council Member Riley, Council Member Spelman

**Presentations**

**13. Potential need for transportation improvements in Southeast Travis County and estimated timeline**

Mr. Lopez gave a brief report on possible improvements needed in Travis County for the Formula One track. He said that traffic data is being collected. He added that there may be a need to be a Plan amendment to start the environmental process to build an improved roadway. Mr. Lopez said the District is planning a trip to Ft. Worth, and local jurisdictions would be invited to go with TxDOT personnel, to review a possible contra flow plan that could help with traffic congestion during races. He added that the developer should fund some improvements. The Board expressed interest on how these improvements would get funded.

**Reports**

**14. Executive Director's Report**

- a. In accordance with the Capital Area Metropolitan Planning Organization Donation and Gift Policy, receipt of gift from Joe Cantalupo  
Ms. McCoy reported that Joe Cantalupo sent cookies to the staff on Monday, July 12, 2010.
- b. Status of ARRA and STP MM funded projects  
Ms. McCoy said that staff was working closely with TxDOT and the City of Austin to maximize ARRA under runs. A portion of the Parmer Lane sidewalks and the Jollyville Road project have been funded with under runs. She said that staff is continuing to review under runs and change orders.
- c. New CAMPO employee  
Ms McCoy introduced Francesca Hernandez, the new CAMPO employee who will be coordinating the Commute Solutions Program.

d. Development of the Regional Bicycle Map

Ms. McCoy said that CAMPO is working with the City of Austin process to update its bicycle map to produce a regional bicycle map. Council Member Riley added that there is currently only a small regional map included in the City of Austin map. He said a regional bicycle map may sell well and could help planners to identify gaps in the network.

**15. Adjourn**

At 7:19 p.m., Judge Biscoe asked for a motion to adjourn the meeting.

*Commissioner Eckhardt made a motion to adjourn the meeting. Mayor Narvaiz seconded the motion. The motion was approved unanimously by members present.*

**Voting Yes:** *Judge Biscoe, Judge Gattis for Commissioner Long, Commissioner Beckett, Council Member Cole, Mayor Pro Tem Gonzales for Mayor Coleman, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Commissioner Huber, Mayor Leffingwell, Mayor Pro Tem Fuller for Mayor Lemon, Mr. Lopez, Mr. Mills, Mayor Narvaiz, Council Member Riley, Council Member Spelman*



September 2, 2010

<b>Transportation Policy Board</b>	<b>Agenda Item 5</b>
Consider a modification to the Transportation Policy Board's Bylaws and Operating Procedures	

As staff was investigating an internal issue, we discovered that the Transportation Policy Board's current Bylaws and Operating Procedures (**Attachment A**) contained a provision that allowed the Executive Committee to review and approve amendments to the Unified Planning Work Program:

**SECTION V CAMPO OFFICE**

- 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.

Past practice has been that proposed amendments to the Unified Planning Work Program be considered by the full Transportation Policy Board.

To eliminate the contradiction between the Bylaws and the past and current practice regarding requested amendments to the Unified Planning Work Program, staff recommends that the above Paragraph D under Section V be deleted from the Transportation Policy Board's Bylaws and Operating Procedures.

**RECOMMENDATION**

The Transportation Policy Board approves the modification to its Bylaws and Operating Procedures by deleting Section V, Paragraph D as discussed above.

**CURRENT WITH PROPOSED MODIFICATION**  
**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) and (b) 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. An elected official may designate as an alternate a person appointed as an alternate by the body who appointed that member.
- b. 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.



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, January 20, 2010, and May 10, 2010.

ATTEST:

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Joseph Cantalupo, AICP  
Executive Director



September 2, 2010

<b>Transportation Policy Board</b>	<b>Agenda Item 7</b>
Consider authorizing the Interim Executive Director to negotiate and execute a travel demand model improvements contract with Wilbur Smith Associates	

On July 6 CAMPO issued a Request for Qualifications (RFQ) to solicit proposals for improvements to its modeling program. Proposals were received from the following firms

- AECOM Technical Services, Inc.,
- Alliance Transportation Group, Inc.,
- Post, Buckley, Schuh & Jernigan, Inc., dba PBS&J and
- Wilbur Smith Associates

The specific goal of the RFQ is to determine which firm is best suited to advance the CAMPO model in the following areas:

- Development of a four-period model (a.m., mid-day, p.m. and off-peak);
- Update transit speeds by mode or routes by time to better reflect actual transit speeds;
- Update the structure of the toll function;
- Update the skimming and path building processes to better fit with FHWA and FTA guidance;
- Evaluate the use of auto ownership versus income level to determine trip production and mode choice;
- Development of the drive to transit trips in the highway assignment; and
- Enhance the highway and transit master networks.

Proposals were reviewed and evaluated by representatives from local governments and transportation agencies. After the initial review, phone interviews with the three highest scoring firms were conducted, with the following final results (out of a possible high score of 125):

Firm	Proposal	Interview	Final
Wilbur Smith Associates	80.4	19.6	100.0
Alliance Transportation Group	78.4	20.5	98.9
AECOM Technical Services	78.3	21.4	97.7
PBS&J	76.3	NA	76.3

**RECOMMENDATION**

The Technical Advisory Committee and CAMPO staff recommend the Transportation Policy Board authorizes the Interim Executive Director to negotiate and execute a travel demand model improvements contract with Wilbur Smith Associates with knowledge that if a satisfactory contract cannot be negotiated, CAMPO staff may then negotiate with the next highest scoring consultant until a contract is signed.



September 2, 2010

<b>Transportation Policy Board</b>	<b>Agenda Item 8</b>
Consider approving Terms and Conditions for the MoPac Improvement Project	

In mid-August, the Central Texas Regional Mobility Authority requested approval of the Terms and Conditions for the MoPac Improvement Program. They provided the following information relating to the request.

Section 228.011 of the Texas Transportation Code establishes a process for a local toll agency such as the Central Texas Regional Mobility Authority to assume primary responsibility for a toll project within its jurisdiction. The Code requires the Mobility Authority and TxDOT to conduct a financial analysis (Market Valuation) of the project and to develop financial "Terms and Conditions" for implementation of the project. The "Terms and Conditions" must then be accepted by the applicable Metropolitan Planning Organization.

In summary, the "Terms and Conditions" for the MoPac Improvement Project as agreed to by the Mobility Authority and TxDOT, and proposed for approval by the CAMPO Transportation Policy Board, establish the following:

- The MoPac Improvement Project would add one Express (Managed Lane) in each direction along an 11.9 mile stretch of MoPac from Parmer Lane to south of Lady Bird Lake consistent with the CAMPO 2035 Regional Transportation Plan and the current Transportation Improvement Program.
- The toll rate for the project would be variable based on traffic demand with a minimum rate of 22¢ per mile. Emergency vehicles, military vehicles and public transportation vehicles, including registered van pools, would travel toll free.
- Toll rates would increase annually based on the Consumer Price Index for Urban Areas (CPI-U). The Mobility Authority Board would reserve the right to alter or discontinue the annual increases.

The proposed "Terms and Conditions" are included as **Attachment A**. The Terms and Conditions are scheduled to be presented to the CAMPO Finance Committee for its consideration at a meeting on Friday, September 10.

**RECOMMENDATION**

The Transportation Policy Board approves "Terms and Conditions" for the MoPac Improvement Program.

## **DEVELOPMENT OF TERMS AND CONDITIONS FOR LOOP 1 MANAGED LANES (MOPAC IMPROVEMENT PROJECT)**

The Loop 1 Managed Lanes (MoPac Improvement Project) Terms and Conditions were developed by the Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) pursuant to provision included in Senate Bill 792 (SB 792) by the 80<sup>th</sup> Texas Legislature.

In SB 792, the Texas Legislature addressed how the region should approach the development of roadways when using toll revenues to fund the construction and/or expansion of such roadways. SB 792 provides that when a region determines a road project should be developed as a toll project, the local toll project entity (such as the Mobility Authority) and TxDOT need to undertake a “market valuation” process for that project.

The market valuation process results in the development of Terms and Conditions to be utilized in the development of a planned toll project. The Terms and Conditions are to include a description of the project, the initial toll rate and the toll escalation methodology. In the case of the MoPac Improvement Project, the Mobility Authority and TxDOT held several negotiation sessions to develop the Terms and Conditions. The resulting Terms and Conditions for the MoPac Improvement Project are set forth in Attachment “A” and reflect an initial toll rate and escalation method that will allow the MoPac Improvement Project to be developed in accordance with regional goals and CAMPO’s current Transportation Improvement Plan (TIP).

The Terms and Conditions have been agreed upon between the Mobility Authority and TxDOT, and the market valuation process for the MoPac Improvement Project has been finalized. The CAMPO Transportation Policy Board now must determine whether the MoPac Improvement Project should be developed using the Terms and Conditions incorporated in the market valuation. Upon the CAMPO Transportation Policy Board’s acceptance of the Terms and Conditions, the Mobility Authority will have the option to develop the MoPac Improvement Project. The Mobility Authority plans to exercise its option and will move forward with the development and construction of the roadway project.

**DEVELOPMENT OF TERMS AND CONDITIONS FOR  
LOOP 1 MANAGED LANES  
(MOPAC IMPROVEMENT PROJECT)**

ATTACHMENT "A"

TERMS AND CONDITIONS FOR THE MOPAC IMPROVEMENT PROJECT (LOOP 1)

1. Project Scope: The Loop 1 Managed Lanes Project (the "Project") is an 11.9 mile toll project, extending from just north of Parmer Lane (FM 734) to just south of Lady Bird Lake. The Managed Lanes extend from just north of Parmer Lane (FM 734) to just north of Lady Bird Lake for a total managed lanes distance of 10.99 miles. The Managed Lanes (one lane in each direction) will be constructed along the median of the existing Loop 1 facility in an area created by reducing the width of the existing lanes and shoulders, as well as widening pavement and bridges as necessary in certain locations. A total of 8 access points (five northbound and three southbound) are proposed for the Project. The Project includes direct connectors at the Cesar Chavez interchange, which will be constructed when financially feasible and upon environmental clearance.
2. Initial Toll Rate (2010\$): Toll rates will be established on a congestion-based toll pricing structure with the intent of maintaining reliable free-flow travel speeds of at least 40 to 50 mph on the Managed Lanes (absent any incidents which affect travel flow). The base toll rate is \$0.22 per lane mile. The base toll rate will be adjusted to ensure that free-flow travel speeds are maintained. Under the CTRMA's toll policies, emergency vehicles, military vehicles, registered van pools, and public transportation vehicles with a carrying capacity of 16 or more individuals (CapMetro buses and CARTS) may access the managed lanes without paying a toll. Toll policies may be adjusted periodically by the CTRMA Board of Directors.
3. Toll Escalation Methodology: The base toll rate will be escalated per the methodology set forth herein. Beginning on October 1<sup>st</sup> of the year following the Project's first year of full operations, and on each October 1<sup>st</sup> thereafter (the "Toll Escalation Determination Date"), a percentage increase in the base toll rate for the Project will be determined in an amount equal to the Toll Rate Escalation Percentage and will become effective on the January 1 of the next calendar year. This is consistent with, and subject to, CTRMA Board policy and bond indenture requirements concerning toll rates.

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

"Toll Rate Escalation Percentage" = shall mean a percentage amount equal to  $[(CPI^t - CPI^{t-12}) / CPI^{t-12}]$ . In the event the Toll Rate Escalation Percentage is calculated to equal less than 0%, then the Toll Rate Escalation Percentage shall be deemed to equal 0%.

"CPI<sup>t</sup>" = the most recently published non-revised index of Consumer Prices for All Urban Consumers (CPI-U) before seasonal adjustment ("CPI"), as published by the Bureau of Labor Statistics of the U.S. Department of Labor ("BLS") prior to the Toll Escalation Determination Date for which such calculation is being made. The CPI is published monthly and the CPI for a particular month is generally released and published during the following month. The CPI is a measure of the average change in consumer prices over time for a fixed market basket of goods and services, including food, clothing, shelter, fuels, transportation, charges for doctors' and dentists' services, and drugs. In calculating the index, price changes for the various items are averaged together with weights that represent their importance in the spending of urban households in the United States. The contents of the market basket of goods and services and the weights assigned to the various items are updated periodically by the BLS to take into account changes in consumer expenditure patterns. The CPI is expressed in relative terms in relation to a time base reference period for which the level is set at 100.0. The base reference period for the CPI is the 1982-1984 average.

"CPI<sup>t-12</sup>" = the CPI published by the BLS in the month that is 12 months prior to the month used to established CPI<sup>t</sup>.

If the CPI is discontinued or substantially altered, as determined in the sole discretion of the Authority, the Authority will determine an appropriate substitute index or, if no such substitute index is able to be determined, the Authority reserves the right to modify its obligations under this Policy.



September 2, 2010

<b>Transportation Policy Board</b>	<b>Agenda Item 9</b>
Consider prioritizing projects to receive FY 2011 - FY 2014 Surface Transportation Program Metropolitan Mobility (STP MM) funding and include in the upcoming requested amendments to the FY 2011 - 2014 Transportation Improvement Program	

In April 2010 the Texas Transportation Commission approved the Unified Transportation Program (UTP), which identifies the letting caps for TxDOT funding categories through 2020, including Category 7 (STP MM). The identified letting caps for Category 7 for the fiscal years 2011 - 2014 (the years of the recently-approved Transportation Improvement Program) are:

FY 2011	\$2,865,410
FY 2012	\$13,216,380
FY 2013	\$13,793,253
FY 2014	\$13,885,731

The accompanying recommendation (**Option 1 on Attachment A**) of the staff and Technical Advisory Committee (TAC) was developed in an iterative process:

1. Staff contacted the STP MM fund recipients to determine when the projects would be ready for implementation.
2. Staff reviewed the approved letting caps and programmed as many projects as possible into the respective years, with as minimal remainders as possible.
3. TxDOT and the City of Austin agreed to use a combination of American Recovery and Reinvestment Act (ARRA) under runs and STP MM funds for the Transportation Policy Board's two priority projects for FY 2011: TxDOT's Parmer Lane (W) side-walks project and the City of Austin's Loop 360/Jollyville Road bicycle project. ARRA under run funds were not able to cover the entire cost of the projects but did cover a portion of the cost of the two projects.
4. The TAC's appointed STP MM Committee and staff also considered requests by jurisdictions to transfer STP MM funds from an awarded project to a different project. It was the committee's and staff's recommendation that, because the initial award of STP MM funds was based on a competitive process, the funds awarded to one project not be allowed to be transferred to a different project.
5. The committee tasked staff to create funding options that were based on various scenarios, including carrying over of funds from year to year, phasing of funding and having projects in different fiscal years.
6. Staff developed two options that were presented to the subcommittee. The initial two options (1) minimizing the carryover of funds from year-to-year and (2) phasing of project funding.
7. Ultimately the subcommittee recommended that the TAC consider two Options: Option 1 funds the Westlake Hills FM 2244 project in FY 2011 and Option 2 funds

- the project in FY 2012 (the City of Austin's Northern Walnut Creek Trail project moves to FY 2012).
8. The TAC reviewed and recommended **Option 1 on Attachment A**, which includes a portion of the remaining STP MM funds be used to fund three additional programs
    - a. Air Quality/Congestion Management Program for \$300,000,
    - b. Travel Demand Model Improvements for \$600,000 and,
    - c. Dynamic Traffic Assignment for \$2,000,000 and not to exceed \$500,000 in any fiscal year.

**RECOMMENDATION**

The TAC and staff recommend that the Transportation Policy Board approves the prioritization of STP MM projects for FYs 2011 - 2014 as shown for **Option 1 in Attachment A**, including

- a. Air Quality/Congestion Management Program for \$300,000,
- b. Travel Demand Model Improvements for \$600,000 and,
- c. Dynamic Traffic Assignment for \$2,000,000 and not to exceed \$500,000 in any fiscal year.

CAMPO STP MM  
FUNDING RECOMMENDATION  
FY 2011 - FY 2014

Bicycle and Pedestrian Projects										FY 2011		FY 2012		FY 2013		FY 2014		Estimated Ready to Go Date
Sponsor	CSJ #	Project Name	Project Limits	Project Description	Year Awarded	STP-MM Score	Category 7 Funding Amount	20% Local Match	Total Cat 7 Funding	Option 1	Option 2	Option 1	Option 2	Option 1	Option 2	Option 1	Option 2	
City of San Marcos	0914-33-055	Bike/Ped	IH35 to Sessoms	Construct Off Sytem Bike Trail w/ amenities	2006	B/P 117	\$124,500	\$31,125	\$155,625	X	X							10/2010
TxDOT	3417-02-021	Parmer Ln(W) Sidewalks	RM 620 to Loop 1	5.2 miles of sidewalks on both sides of Parmer Lane from RM 620 to Loop 1	2006	B/P 92	\$95,148	\$23,787	\$118,935	X	X							12/2010
City of San Marcos	0286-01-048	Hopkins (RM 12) Drive/Thorpe Lane	Charles Austin Dr. - 500' East of Union Pacific RR	6' bike/ped facility parallel to RM 12	2008	B/P 73	\$49,000	\$12,250	\$61,250	X	X							6/2011
City of Austin	0914-04-181	LP 360	Jollyville Road/Arboretum Blvd	Improve bike crossing	2004	AQCM 35	\$334,750	\$83,688	\$418,438	X	X							12/2010
CAMPO		Model Improvements II	N/A				\$16,000	\$4,000	\$20,000	X	X							08/2010
City of Georgetown	0914-05-148	SW Inner Loop: I-35 to CR 110	Study	Corridor study	2006	TDM 90	\$125,000	\$31,250	\$156,250	X	X							09/2010
City of West Lake Hills	2102-01-050	RM 2244 turn lane improvements	At select locations	Construct intersection improvements			\$640,000	\$160,000	\$800,000	X			X					01/2011
City of Austin	0914-04-243	Northern Walnut Creek Trail Phase 2	West of Lamar to IH 35	10'-wide concrete pathway, with trail heads and amenities at strategic points along the trail. Project include design, engineering, environmental/cultural assessment, surveying, permitting, construction and work typically required of such a project.	2006	B/P 100	\$1,505,000	\$376,250	\$1,881,250		X	X						01/2011
TxDOT	0015-13-338	IH 35 Sidewalks	Braker Ln to Ben White Blvd	11-mile sidewalks on both sides of IH 35 (frontage) from Braker Ln to Ben White Blvd.	2006	B/P 99	\$1,204,000	\$301,000	\$1,505,000			X	X					08/2012
City of San Marcos	0914-33-053	River Rd./Riverside Dr. Bike/Ped Way	Riverside to IH 35	0.4-mile bike/ped facility from River Rd./Riverside to IH 35	2006	B/P 93	\$72,000	\$18,000	\$90,000			X	X					4/2012
City of Round Rock	0914-05-161	Brushy Creek Regional Trail Gap Project	2,500' east of Arterial A to A.W. Grimes (2 miles)	Two trail gaps/segments that will be constructed along Brushy Creek and the Lake Creek	2008	B/P 83	\$2,360,000	\$590,000	\$2,950,000			X	X					04/2011

CAMPO STP MM  
FUNDING RECOMMENDATION  
FY 2011 - FY 2014

City of San Marcos	0914-33-058	N LBJ	Hopkins to University	Construct bike trail	2008	B/P 57	\$750,000	\$187,500	\$937,500			X	X				8/2012
City of San Marcos	0914-33-033	North LBJ Drive Intersection Improvements	Sessom Drive to Holland Street	Intersection, Signal, and Bicycle Pedestrian Improvements	2004	AQCM 56	\$1,000,000	\$250,000	\$1,250,000			X	X				8/2012
City of Rollingwood	0914-04-172	Bike/Ped Safety Project And Park Trail System	Various locations	Provide Bike Lane Striping and Construct Walking Trail			\$100,435	\$25,109	\$125,544			X	X				2011 (from May)
TxDOT	0151-06-130	Airport Blvd. Sidewalks	Bolm Rd to US 183	1 mile of sidewalks on both sides of Airport Blvd from Bolm Rd. to US 183	2006	B/P 75	\$100,000	\$25,000	\$125,000			X				X	08/2012
City of Leander	0914-05-149	CR 273/274 "T"	US 183 and 183A to existing FM 2243	The CR 273/274 "T" is a new facility and is the critical transportation spine pulling together all modes of transportation and land uses within the Leander TOD 2000-acre master plan	2006	CAP 64	\$3,224,000	\$806,000	\$4,030,000			X	X				6/15/2011 (from May)
Texas State University	0914-33-056	Aquarena Springs Dr. B/P	IH 35 to Sessom Dr	1.4-mile bike/ped facility from IH 35 to Sessom Dr.	2006	B/P 122	\$1,506,828	\$376,707	\$1,883,535					X	X		2011
City of Austin	0914-04-095	North Acres Park Bike Trail In Austin	Park Plaza Dr. terminus to Furness Dr.	Bicycle Trail:			\$272,712	\$68,178	\$340,890					X	X		01/2013
Travis County	0914-04-242	Frate Barker Lane	Brodie Lane to Manchaca Rd	Design, acquire right of way and construct upgrade of existing two-lane rural roadway to a four-lane minor arterial (MNR) with turn lanes.	2006	FRM 66	\$9,200,000	\$2,300,000	\$11,500,000					X	X		02/2012
City of San Marcos	0914-33-032	Sessom Drive Intersection Improvements	Loop 82 to Comanche Street	Intersection, Signal, and Bicycle Pedestrian Improvements	2004	AQCM 55	\$775,000	\$193,750	\$968,750				X		X		8/2011
City of San Marcos	0285-03-042	RM 12 Bike and Pedestrian Project	Hughson St. - Holland St. (.43 miles)	.43 mile paved 8' (min.) bike and pedestrian facility parallel to RM 12	2008	B/P 70	\$99,000	\$24,750	\$123,750						X	X	TBD

**CAMPO STP MM  
FUNDING RECOMMENDATION  
FY 2011 - FY 2014**

TxDOT	0016-01-108	Loop 275 (S. Congress)	Eberhart Lane - Foremost Drive (1.1 miles)	Reconstruct existing 2 lane undivided major arterial roadway to a 4 lane divided major arterial roadway with bicycle and pedestrian accommodations. Capital Metro is investing \$18M in BRT (Bus Rapid Transit). This includes new vehicles, unique bus station		FRM 91	\$6,794,248	\$1,698,562	\$8,492,810							X	X	08/2012
TxDOT	1200-07-001, etc	SH 45 SW Toll Facility	FM 1626 to Loop 1	Construct toll facility			\$6,896,000	\$1,724,000	\$8,620,000									08/2015
TxDOT	0260-01-080, etc	US 183 Toll Facility	South of US 290 to north of SH 71	Construct toll facility			\$16,000,800	\$4,000,200	\$20,001,000									08/2012
TxDOT	0113-08-060	US 290 West Toll Facility	Williamson Creek to west of Scenic Brook Dr	Construct toll facility			\$29,544,000	\$7,386,000	\$36,930,000									08/2012
CAMPO		Air Quality Program/CMP		Air Quality/Congestion Management Program					\$300,000	\$156,172		\$75,000		\$68,828		\$0		
CAMPO		Model Improvements		Improvement to CAMPO Travel Demand Model					\$600,000	\$478,740		\$121,260		\$0		\$0		
CAMPO		DTA Modeling		DTA Modeling					\$2,000,000	\$500,000		\$125,826		\$0		\$1,374,174		

<b>Total Bike/Ped Funded</b>	\$774,248	\$2,655,498	\$8,864,294	\$7,826,794	\$2,224,425	\$2,224,425	\$1,092,500	\$248,750
<b>Total Roadway Funded</b>	\$956,250	\$156,250	\$4,030,000	\$4,830,000	\$11,500,000	\$11,500,000	\$8,492,810	\$8,492,810
<b>Total Funded</b>	\$1,730,498	\$2,811,748	\$12,894,294	\$12,656,794	\$13,724,425	\$13,724,425	\$9,585,310	\$8,741,560
<b>Funding Remaining</b>	\$0	\$53,662	\$0	\$559,586	\$0	\$68,828	\$2,926,247	\$5,144,171



September 2, 2010

<b>Transportation Policy Board</b>	<b>Agenda Item 10</b>
Presentation of CAMPO Model Peer Review Results	

The CAMPO model peer review was funded entirely by the federal Travel Model Improvement Program (TMIP). The TMIP is a program jointly sponsored by US DOT and EPA to conduct research and deliver technical assistance and training to transportation planning professionals. CAMPO submitted an application to the TMIP in the fall of 2008; CAMPO underwent the first model peer review in June 2009. CAMPO staff invited a panel of five experts to participate in the peer review:

- NCTCOG (Dallas-Fort Worth),
- DRCOG (Denver),
- ARC (Atlanta),
- AECOM, and
- Resource Systems Group, Inc.

Additionally, TTI-Austin office provided technical support for documentation of the event. The peer review report was prepared by TTI and made available in February 2010. Digital copies of the report can be downloaded at the following TMIP link at [http://tmip.fhwa.dot.gov/resources/clearinghouse/docs/tmip/peer\\_review/campo/](http://tmip.fhwa.dot.gov/resources/clearinghouse/docs/tmip/peer_review/campo/).

Briefly, the panel commended CAMPO staff for accomplishing particularly good results and achieving consistent state-of-the practice with limited staff resources. Positive assessments included the demographic allocation, visualization and speed feedback loop. Nonetheless, the panel also pointed out that the daily traffic forecasts are difficult to explain when congestion recurs during specific time of the day, and the mode choice model (of the four step model) needs to be updated to be consistent with the current Federal Transit Administration's New/Small Starts application guidelines. The higher priority recommendations of the panel included:

- Confirm reasonableness of on-board and household travel survey data
- Validate model results against existing survey data and counts to tell a coherent story about travel behavior
- Prepare more complete documentation on methodologies used in the process

The detailed recommendations by subject area are listed in the attachment.

As a result of the peer review CAMPO staff undertook several immediate improvements during the alternative analysis phase for the development of the 2035 Plan. CAMPO staff also requested your approval for qualifications to undertake several near term improvements and to lay out the framework for the next model update for the 2040 Plan. Expanded participation by CAMPO members and an extended visit will be considered and requested in a planned follow-up peer review by 2015.

**Recommendations of CAMPO Model Peer Review by Subject Area  
General Observations**

**Higher Priority**

Panel's Suggestions		CAMPO's Responses	Additional Funds Needed
<b>Confirm reasonableness of survey data</b>			
	Assign on-board survey data (to corridors and/or routes)	Staff to work with a consultant	Yes
	Review expansion process (of household and on-board surveys)	Staff to work with a consultant	Yes
	Review basic data tabulations	Staff's work	No
<b>Validate model results against existing survey data and counts</b>			
	Tell a coherent story about behavior	Staff to work with a consultant	Yes
	Verify performance of each element	Staff to work with a consultant	Yes
	Utilize travel time data	Staff's work	No
<b>Prepare More Complete Documentation</b>			
	Network coding methodologies	Staff's work	No
	Transit path-builder	Staff to work with current consultant	No
	Volume-delay functions	Staff to work with a consultant	Yes
	External truck traffic	Staff to work with a consultant	Yes
Investigate model run time and hardware		Completed	No

## Modeling Procedures by Subject Area

### Demographic Allocation Tool

(Overview: Very good approach and important to maintain staff ownership)

Panel's Suggestions	CAMPO's Responses	Additional Funds Needed
Consider dropping county total constraint (particularly when looking at scenarios)	It is a Board decision. Staff plans to explore and compare allocation results using county and MSA control totals.	No
Backcast or replicate 2005-2010	Staff agrees	Yes
Investigate reaction of the model (tool) to basic input change	Staff agrees	Yes
Maintain access to building permit, parcel, and zoning data	Staff agrees	No
Investigate additional variables in the attractiveness index (e.g. neighborhood/economic factors)	Staff agrees	Yes
Involve local agencies in forecast review	Staff agrees	No

### Visualization

(Overview: Static maps look good and a good idea to move towards web-based mapping)

Panel's Suggestions	CAMPO's Responses	Additional Funds Needed
Be careful about the levels of aggregation and representation of data to be presented	Staff agrees	No
Note appropriate caveats on the data sources and levels of confidence	staff agrees and will continue doing so	No
Coordinate with planning partners	staff agrees and will continue doing so	No
Post frequently requested data on-line	staff agrees and will continue doing so	No
Consider featured topics for specific applications and drawing people to website	staff agrees and will continue doing so	No

### Trip Generation

(Overview: Conforms to state-of-practice)

Panel's Suggestions	CAMPO's Responses	Additional Funds Needed
Reconsider the need for the number of special generators	Staff agrees	No
Reevaluate where the auto ownership is used and introduced in the model	Staff to work with a consultant	No
Maintain the distinct HBW trip purposes	Staff agrees	No
Reconsider the taxi/truck grouping	Staff agrees	Yes

### Trip Distribution

(Overview: Consistent with state-of-practice; but not clear how well the model worked due to the stage of model development)

Panel's Suggestions	CAMPO's Responses	Additional Funds Needed
Validate model against survey data (CTPP, household, external/local trips, screenlines)	Staff to work with a consultant	Yes
Investigate whether trip lengths and friction factors to downtown are different	Staff to work with a consultant	Yes
Validate trip patterns to special destinations (UT, ABIA)	Staff to work with a consultant	Yes

### Time of Day

(Overview: The daily model is difficult to explain and relate)

Panel's Suggestions	CAMPO's Responses	Additional Funds Needed
Move to two time periods (peak and off peak) at or before mode choice	Staff agrees and started coordination of data collection	No
Move to four time periods (AM, Midday, PM, and Night) for traffic assignment	Staff agrees and started coordination of data collection	No
Compare traffic and transit counts by time period	Staff agrees and started coordination of data collection	Yes
Estimate time-of-day splits using HH travel survey	Staff to work with TTL/consultant	No
Estimate time-of-day distribution based on time of arrival/departure at attraction end of trip	Staff to work with a consultant	Yes

### Mode Choice

(Overview: The mode choice model needs to be updated and consistent with current FTA requirements. The on-going improvements are a step in the right direction; but, won't be sufficient)

Panel's Suggestions	CAMPO's Responses	Additional Funds Needed
Significant restructuring of constants	Staff to work with a consultant	Yes
Revisit the nesting structure in mode choices	Staff to work with a consultant	Yes
A full validation to know how well the model works	Staff to work with a consultant	Yes
Collect transit data after rail opens	Staff to work with Capital Metro	No

### Traffic Assignment

(Overview: The 24-hour assignment is difficult to explain and relate)

Panel's Suggestions	CAMPO's Responses	Additional Funds Needed
Document volume-delay functions and network coding procedures	Staff agrees and started coordination of data collection	Yes
Calibrate on the basis of travel time and count data	Staff agrees and started coordination of data collection	Yes
Move to 4 periods	Staff to work with a consultant	No
Additional count validation	Staff agrees and started coordination of data collection	No
Tighter closure criteria	Staff to work with a consultant	No
Income stratification of trip tables and mode choice models	Staff to work with a consultant	No
Multi-class assignment by income	Staff to work with a consultant	Yes
Separate values-of-time by income	Staff to work with a consultant	No

### Speed Feedback Loop

(Overview: Current approach is better than peer's)

Panel's Suggestions	CAMPO's Responses	Additional Funds Needed
Reduced the eight iterations to four or five	Current better PCs can handle 8-10 iterations	No
Use congested speeds in the 1st iteration	Didn't work well; continue our existing practice	No
Use looser assignment closure criteria during first 2 iterations	Not needed with better PCs	No
Maintain the ability to run mode choice and assignment without running feedback	Implemented in the current model	No

## Other Topics

### Environmental Justice

Panel's Suggestions	CAMPO's Responses	Additional Funds Needed
Consider approach used by Denver and Dallas-Fort Worth	Staff to pursue	Yes

### Freight

Panel's Suggestions	CAMPO's Responses	Additional Funds Needed
Separate truck trip from taxi	Staff to pursue	Yes
Consider truck model: but higher priorities exist	Staff to consider	Yes

### Gas Prices

Panel's Suggestions	CAMPO's Responses	Additional Funds Needed
Save traffic count and ridership data before and after spikes	Staff to pursue	No
State of practice does not explicitly include gas prices; not an easily implementation	Staff agrees	Yes

### Activity-Based Modeling

Panel's Suggestions	CAMPO's Responses	Additional Funds Needed
Closely monitor the evolution of the practice	Staff agrees	No
Concentrate resources on improving the trip-based model	Staff agrees	Yes

### Microsimulation

Panel's Suggestions	CAMPO's Responses	Additional Funds Needed
Develop ability for a corridor or sub-area	Staff to work with CTR researchers at UT-Austin	Yes