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**PEOPLE, PLANNING, AND PREPARING FOR THE  
FUTURE: YOUR 25 YEAR TRANSPORTATION PLAN**

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**TECHNICAL REPORT #2: DRAFT VISION &  
POLICY FRAMEWORK**

**February 9, 2009**

**CAMPO 2035 Plan  
Policy Framework (Draft)  
9/30/08**

The *CAMPO 2035 Plan* will guide development of a comprehensive multi-modal regional transportation system between 2010 and 2035. This plan will help meet the Federal planning requirements that allow our region to continue to receive transportation funding through the US Department of Transportation. The *CAMPO 2035 Plan* will be developed based on a policy framework that allows us to collectively prioritize investments and make the best use of our limited resources over time.

**Future Trends**

While the future is uncertain, if recent trends continue, over the next 25 years we will likely face:

- continued regional growth and greater demand for transportation resources,
- aging infrastructure with increased maintenance needs,
- reduced federal and state funding for transportation projects, and
- increasing project costs.

In addition:

- changing demographics and increased fuel costs will mean that tomorrow's residents will demand a transportation system that provides options beyond those provided currently,
- air quality, climate change, and other environmental issues will require that we do more to minimize the pollution impacts of the future transportation system.

**Foundations of the CAMPO 2035 Plan**

In order to assure that the plan addresses the needs of tomorrow within our resource limitations, we need a strong vision of where we would like to go.

**SAFETEA-LU Planning Factors**

The Federal government has a vision for how regional transportation systems should function to make the most effective use of Federal resources. This vision is embodied in 8 Planning Factors that must be considered in metropolitan planning processes under federal law:

*"IN GENERAL.—The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will—*

- (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*
- (B) increase the safety of the transportation system for motorized and nonmotorized users;*
- (C) increase the security of the transportation system for motorized and nonmotorized users;*
- (D) increase the accessibility and mobility of people and for freight;*
- (E) 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;*  
*(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*  
*(G) promote efficient system management and operation;*  
*and*  
*(H) emphasize the preservation of the existing transportation system.”*

**CAMPO Decision Tree**

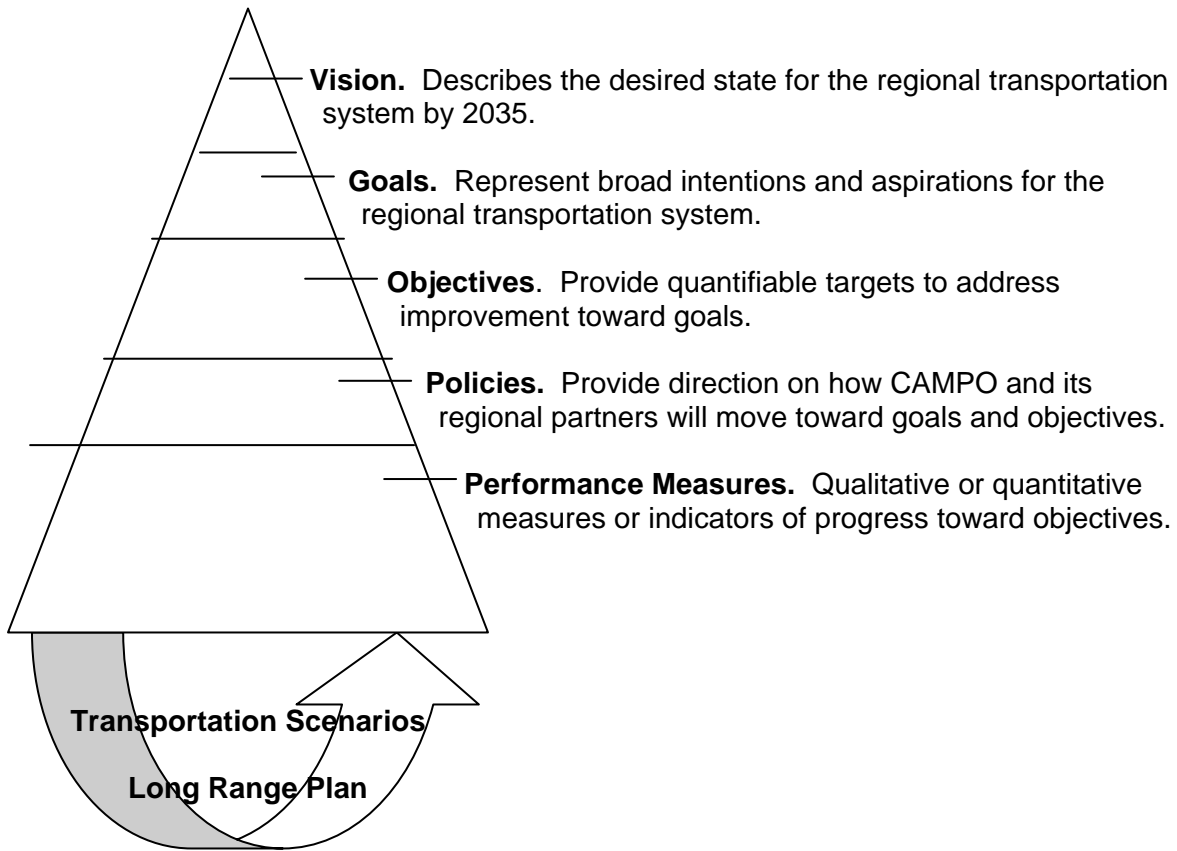
Members of the CAMPO Transportation Policy Board and other stakeholders serving on subcommittees of the CAMPO Board have worked over the last several years to develop and refine a “Transportation Investment Decision Tree” that would serve to guide project selection and investment in the region’s road and transit systems. The decision tree includes a list of value statements and performance measures that should be evaluated before proceeding with transportation projects in the region. The Decision Tree covers the following major topics:

- *Project History*
- *Mobility Benefits*
- *Economic Development Benefits for the Community*
- *Environmental and Public Health Benefits*
- *Social Equity and Quality of Life Benefits*
- *Project Costs*
- *Project Funding*
- *Project Timeline*
- *Project Governance*
- *Project Opportunity Costs*

(See Attachment A for the full text of the Decision Tree.)

## Policy Framework

The policy framework for the *CAMPO 2035 Plan* is based on the foundation provided by the 8 Federal Planning Factors and the CAMPO Transportation Investment Decision Tree. This framework includes:



**Vision:** Develop a comprehensive multimodal regional transportation system that safely and efficiently addresses mobility needs over time, is economically and environmentally sustainable, and supports regional quality of life.

**Goal 1-Mobility and Access:** Maintain and enhance mobility and access of goods and people within the region.

**Objective 1.1:** Manage growth of vehicle miles of travel over time.

**Objective 1.2:** Reduce or maintain travel times.

**Objective 1.3:** Manage roadway congestion and minimize the number of roadways experiencing unacceptable congestion levels.

**Objective 1.4:** Increase capacity of regional transportation system, including transit, roadway, freight, and bicycle/pedestrian modes.

**Objective 1.5:** Reduce travel delay and increase predictability of travel time.

**Objective 1.6:** Provide appropriate levels of public transportation service to the entire region.

**Goal 2-Connectivity:** Improve connectivity within and between the various transportation modes.

**Objective 2.1:** Develop a connected system of regional arterials that allow alternative routes of travel.

**Objective 2.2:** Provide roadway and bicycle/pedestrian access to transit stations and stops.

**Objective 2.3:** Provide for a seamless public transportation system with viable connections and transfer points between passenger rail, fixed route bus, and rural community transit systems.

**Objective 2.4:** Connect transportation bicycle facilities with recreational bicycle facilities, particularly where recreational facilities are destinations.

**Objective 2.5:** Provide connections that allow for intermodal transfers between long haul truck freight, short haul truck freight, rail freight, and air freight.

**Goal 3-Efficiency:** Improve the efficiency and performance of the transportation system.

**Objective 3.1:** Develop a roadway system that is compatible with the needs of all modes, including transit, motor vehicles, freight, and bicycle/pedestrian modes.

**Objective 3.2:** Emphasize improvements that increase the transportation system's person-carrying capacity.

**Objective 3.3:** Use travel demand management and transportation system management measures to ensure efficient use of the transportation system.

**Objective 3.4:** Eliminate bottlenecks.

**Objective 3.5:** Build on the existing transportation network.

**Goal 4-System Preservation:** Ensure that the transportation system can be maintained and operated over time.

**Objective 4.1:** Maximize the ability of the system to pay for its own maintenance through fares and user fees.

**Objective 4.2:** Ensure that adequate funding exists to maintain and preserve the existing and future transportation system.

**Objective 4.3:** Minimize the cost of operating and maintaining the future transportation system.

**Objective 4.4:** Protect and enhance existing public and private investments in the freight network.

**Goal 5-Economy:** Maximize the economic competitiveness of the region.

**Objective 5.1:** Enhance and protect regional quality of life.

**Objective 5.2:** Increase the sustainability of local economies.

**Objective 5.3:** Increase access to employment and educational opportunities.

**Objective 5.4:** Increase access to Austin-Bergstrom International Airport

**Objective 5.5:** Reduce the transportation costs associated with the movement of goods and people.

**Goal 6-Land Use and Economic Development:** Support economic development and efficient use of land.

**Objective 6.1:** Implement regional transportation projects that support existing and future desired land uses.

**Objective 6.2:** Develop a transportation system that supports sustainable development patterns.

**Objective 6.3:** Develop a regional transportation system that leverages local investments and economic development policies.

**Objective 6.4:** Enhance bicycle and pedestrian facilities within higher intensity mixed-use areas.

**Objective 6.5:** Encourage mixed land use patterns that support walking, biking and using transit.

**Goal 7-Cost Effectiveness:** Maximize the affordability of the transportation system.

**Objective 7.1:** Where appropriate, implement lower cost transportation improvements including: Intelligent Transportation Systems deployment (ITS), operational improvements, bicycle and pedestrian improvements, and travel demand management strategies.

**Objective 7.2:** Minimize total cost per system user.

**Objective 7.3:** Expedite system improvements to reduce the impacts of inflation, and increase net present value.

**Goal 8-Air Quality, Climate Protection, and Energy:** Minimize air pollution and greenhouse gas emissions.

**Objective 8.1:** Implement a transportation system that reduces transportation related air pollution emissions including VOC and NOx.

**Objective 8.2:** Implement a transportation system that reduces CO2 emissions.

**Objective 8.3:** Implement a transportation system that reduces energy consumption by reducing per capita vehicle miles traveled, increasing fuel efficiency, and improving the overall energy efficiency of the transportation system.

**Objective 8.4:** Implement a transportation system that supports energy-efficient land use patterns.

**Goal 9-Environment, Noise, and Neighborhood Character:** Minimize negative impacts to environmental resources, noise, and neighborhood character.

**Objective 9.1:** Develop a transportation system that minimizes direct and cumulative impacts on the 100-year floodplain, Edwards Aquifer recharge and contributing zones, historic landmarks, and other environmentally or culturally sensitive areas.

**Objective 9.2:** Develop a transportation system that has a positive impact on regional water quality and availability.

**Objective 9.3:** Develop a transportation system that minimizes impacts of transportation-related noise on neighboring properties.

**Objective 9.4:** Develop transportation projects that reinforce a sense of place at the regional and local levels.

**Objective 9.5:** Implement regional transportation projects that are context sensitive and create positive aesthetic impacts.

**Objective 9.6:** Avoid or mitigate adverse impacts of transportation projects through existing neighborhoods.

**Goal 10-Social Equity:** Ensure that the benefits and impacts of the transportation system are equitably distributed regardless of income, age, race, or ethnicity.

**Objective 10.1:** Improve access to jobs, healthcare, cultural and/or recreational opportunities for everyone and reduce opportunity disparities.

**Objective 10.2:** Provide greater transportation service to historically underserved areas of the region defined as “Environmental Justice” areas.

**Objective 10.3:** Develop a transportation system that provides viable alternatives to the automobile for travel.

**Objective 10.4:** Develop the transportation system with input from low income and minority residents.

**Objective 10.5:** Avoid creating negative impacts which disproportionately impact environmental justice populations.

**Goal 11-Safety:** Increase the safety of the transportation system.

**Objective 11.1:** Implement transportation projects which improve conditions at high crash locations.

**Objective 11.2:** Improve safety at railroad crossings, through implementation of grade separation and other strategies.

**Objective 11.3:** Improve the safety of bridges by providing for adequate maintenance and upgrades.

**Objective 11.4:** Construct bicycle and pedestrian facilities which provide safe accommodation for bicyclists and pedestrians.

**Goal 12-Security:** Increase the security of the transportation system and the region.

**Objective 12.1:** Develop a regional roadway and rail system that provides for safe transportation of hazardous materials.

**Objective 12.2:** Develop a regional roadway system that supports rapid response times by emergency vehicles.

**Objective 12.3:** Develop a regional transportation system that minimizes mobility loss during floods, natural disasters, and other incidents.

**Objective 12.4:** Develop a regional roadway system that supports hurricane evacuation.

**Objective 12.5:** Implement intelligent transportation systems which can support incident management, provide real time tracking of transit vehicles, and provide other security benefits.

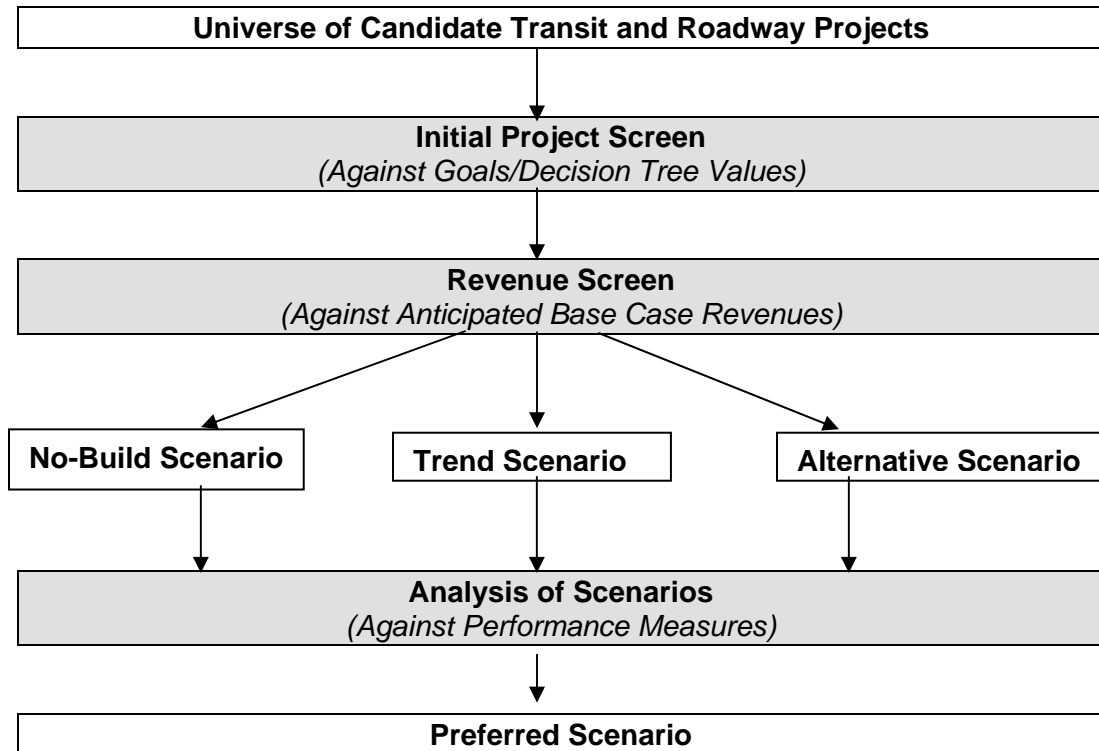
### ***Policies***

**{to be developed based on goals, objectives, and existing policies}**

### ***Performance Measures***

**{to be developed based on goals, objectives, and data availability}**

## Applying the Policy Framework to 2035 Plan Project Selection



# CAMPO Transportation Investment Decision Tree

## May 5, 2008

### 1. Is the process transparent and accountable?

#### **Project History:**

- A. To what degree have local governmental authorities, or the public, previously endorsed this or related proposals?
- B. To what degree have local governmental authorities, or the public, incorporated this, or related proposals, into their planning, or into other projects?
- C. Should this proposal receive special consideration relative to other proposals because of previous governmental or public endorsement of this proposal, or because this proposal has been incorporated into other plans or projects?

### 2. What is the purpose of the project? Can the project create the following benefits? If so, how? (see Attachment 1 for detailed questions)

#### **A. Mobility benefits**

- 1) Manage growth of VMT, commute time, congestion, or other appropriate metric
- 2) Transportation network capacity
- 3) Public Security
- 4) System Efficiency

#### **B. Economic Development Benefits for the Community**

- 1) Financial stability
- 2) Regional economic competitiveness
- 3) Property value
- 4) Financial viability of small cities/towns
- 5) Local community priority
- 6) Smart growth, activity centers

#### **C. Environmental and Public health Benefits**

- 1) Air quality
- 2) Water quality
- 3) Noise impacts
- 4) Pedestrian activity
- 5) Growth away from sensitive areas/toward desired areas

#### **D. Social Equity/Quality of Life Benefits**

- 1) Access to jobs, healthcare, education, cultural and/or recreational destinations for everyone, especially most vulnerable
- 2) Predictability of commute and travel time
- 3) Personal safety
- 4) Serve a "historically underserved" area of the region
- 5) Visual and aesthetic quality
- 6) Sense of place, regional and/or local

### 3. What does the project cost?

- A. What is the actual capital cost, in dollars, of the project and any additional, necessary, directly related projects as determined by SAFETEA-LU standards or some other uniform criteria?
- B. What are the actual operating and maintenance costs of the project over its anticipated useful life?
- C. Have the cost measures included in Attachment 2 been considered?
- D. Are there other actual costs that should be considered because of the type or nature of the project?

### 4. What are the indirect costs necessary to implement the project, including costs to local businesses, costs created by removal of infrastructure such as parking, loss of rail capacity for uses such as freight, or other costs?

### 5. What jurisdictions can or should fund the project?

- A. Why should the jurisdictions be considered?
- B. What criteria is being considered?
- C. Should a jurisdiction that benefits from the project not contribute?
- D. Is there a way for a regional entity to be involved in the financing (or to be created to assist the financing)?

### 6. What mechanisms are available to fund the project?

- A. Are the financing mechanisms associated with specific participating jurisdictions?
- B. Are the financing mechanisms available for capital costs, operations costs, or both?

### 7. How will the financing mechanism(s) be funded?

- A. How are estimates of revenue made?
- B. What impact will this use of this source of funds have on Central Texans (i.e. tax rates, etc.)? To what extent will the project be funded by users or by beneficiaries beyond the users?
- C. Are there ways to decrease actual costs (i.e. efficiency in infrastructure work, etc.)?
- D. Can the project generate excess funds to invest in other transportation priorities?

### 8. What is the project's timeline? Should the project be phased? If so, how?

### 9. Will there be a need for an election or legislative action?

- A. What type of election would be required (i.e. funding vs. operation authority)?
- B. What jurisdictions will have the election?
- C. Could elections by multiple jurisdictions conflict?
- D. What is the impact of potential conflicts?

### 10. What entity or entities will govern (i.e. construct, operate, and maintain) the project?

- A. Could entities with governance responsibilities be in conflict with each other?
- B. What mechanism is there for resolving governance conflicts?

### 11. What are the opportunity costs of moving forward with the project relative to alternate projects?

- A. Is there another comparable project that accomplishes the same purpose and/or benefits at lower costs?
- B. Are there services or projects, including non-transportation projects, either now or in the future that will be impacted by the creation of this project?

## **Attachment 1: Project Benefit Measures**

### **2.A. Mobility Benefits**

- 1) Can the project manage growth of vehicle miles traveled, congestion, commute times or other appropriate applicable measures? If so, how?
- 2) Can the project increase or conserve transportation network capacity? If so, how?
- 3) Can the project increase public security (evacuations, fire, police etc.)? If so, how?
- 4) Can the project improve the functionality of the transportation system - i.e., system efficiency for movement of people, goods, and utilities? If so, how?
  - (a) Can the project improve productive operation and management of the existing and planned transportation system?
  - (b) Can the project improve connectivity with other travel modes or transportation facilities?
  - (c) Can the project serve or manage existing or future demand?
  - (d) Can the project be part of a regional transportation corridor?
  - (e) Can the project allow more continuity of travel or access to surrounding areas?
  - (f) Can the project be compatible with existing or future land uses?

### **2.B. Economic Development Benefits for the Community**

- 1) Can the project encourage financial stability? If so, how and at what levels? (e.g., an indicator could be to measure impacts on affected school district, city, and county revenues)
- 2) Can the project encourage regional economic competitiveness? If so, how?
- 3) Can the project increase property value? If so, how and at what levels?
- 4) Can the project increase financial viability of small cities/towns? (to be determined by local municipal entity in question)
- 5) Can the local community put the policies and services in place to capitalize on the investment? If so, how?
- 6) Can the project encourage smart growth, activity centers, or more sustainable development? If so, how?

### **2.C. Environmental and Public Health Benefits**

- 1) Can the project have a positive impact on air quality? If so, how and at what levels? Would the project have a negative impact on air quality? If so, how and at what levels?
- 2) Can the project have a positive impact on water quality? If so, how and at what levels? Would the project have a negative impact on water quality? If so, how and at what levels?
- 3) Can the project positively impact noise? If so, how? Would the project negatively impact noise? If so, how?
- 4) Can the project have a positive impact on pedestrian activity? If so, how? Would the project have a negative impact on pedestrian activity? If so, how?
- 5) Can the project promote/direct growth away from sensitive areas? Would the project promote/direct growth toward desired growth areas? If so, how?

### **2.D. Social Equity/Quality of Life Benefits**

- 1) Can the project improve mobility that increases access to jobs; healthcare; educational, cultural and/or recreational destinations; etc. for everyone, especially the most vulnerable members of our community? If so, how?
- 2) Can the project create a time-certain or a more predictable and acceptable travel time?
- 3) Can the project improve personal safety (e.g., fatalities, serious injuries, property damage)?
- 4) Can the project help serve a "historically underserved" area of the region? ("historically underserved" needs to be defined for transportation context)
- 5) Can the project help create positive visual/aesthetic impacts? If so, how? Would the project create negative visual/aesthetic impacts?
- 6) Can the project help promote a sense of place at the regional and/or local level? If so, how? Would the project detract from a sense of place at the regional and/or local level?

## **Attachment 2: Project Cost Measures**

### **3.C. Have the following cost measures been considered:**

- 1) What is the ridership of the project based in origin/destination modeling and analysis? What time frame is being measured?
- 2) What is the cost per passenger mile?
- 3) What is the cost per passenger trip?
- 4) What is the cost to add an additional transit rider?
- 5) What percentage of the annual operating and maintenance costs will be covered by system revenues (e.g. fares)
- 6) What percentage of the total costs (amortized capital plus annual operating and maintenance) will be covered by system revenues (e.g. fares)
- 7) Other applicable measures of cost-effectiveness.

## **Federal Planning Factors Under SAFETEA-LU**

IN GENERAL.—The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will—

- (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) increase the safety of the transportation system for motorized and nonmotorized users;
- (C) increase the security of the transportation system for motorized and nonmotorized users;
- (D) increase the accessibility and mobility of people and for freight;
- (E) 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;
- (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (G) promote efficient system management and operation;  
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