



TECHNICAL ADVISORY COMMITTEE MEETING

Monday, February 26, 2018
University Park, Suite 300
3300 N. IH 35, Austin, Texas 78705
2:00 p.m.

AGENDA

1. Certification of Quorum – Quorum requirement is 13 members.....Chair Ed Polasek

ACTION:

2. [Approval of January 22, 2018 Meeting Summary](#)..... Mr. Ashby Johnson, CAMPO
Mr. Johnson will seek approval of the January 22, 2018 meeting summary.
3. [Election of Officers](#)..... Mr. Ashby Johnson, CAMPO
Mr. Johnson will request TAC approval of candidates for officer positions.
4. [Recommendation on TxDOT Selected Transportation Alternative Set-Aside Project Amendment](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will request TAC recommendation for TxDOT selected Transportation Alternative Set-Aside (TASA) projects for amendment into the 2017-2020 Transportation Improvement Program (TIP).

INFORMATION:

5. [Discussion on Regional Significance](#).....Mr. Ashby Johnson, CAMPO
The CAMPO Transportation Improvement Program and Long-Range Transportation Plan are predicated on a shared definition of “regional significance.” Mr. Johnson will facilitate a discussion on the current definition in the 2040 Plan and solicit input on needed changes.
6. [Discussion on Grouped Project Category Eligibility for Transportation Projects](#)
.....Mr. Ryan Collins, CAMPO
Mr. Collins will facilitate discussion on adopting TxDOT and FHWA grouped project categories for the Transportation Improvement Program and Regional Transportation Plan.
7. [Discussion on TIP Policy Regarding Short-Term Allocation of Additional Funding](#)
.....Mr. Ryan Collins, CAMPO
Mr. Collins will facilitate discussion on policy regarding allocating additional funds to projects as they become available due to circumstances including under-runs, de-obligations, and returned funds.
8. [Report on Transportation Planning Activities](#)
 - a. [Update on CAMPO Call for Projects](#)
 - b. [Capital-Alamo Study Workshop](#)

9. TAC Chair Announcements

10. Adjournment



**Capital Area Metropolitan Planning Organization
 Technical Advisory Committee
 Meeting Summary
 January 22, 2018**

1. Certification of Quorum.....Chair Polasek

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:04 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Carolyn Dill	Bastrop County	N	Julia Cleary
2.	Greg Haley	Burnet County	Y	
3.	David Marsh	CARTS	N	Ed Collins
4.	Justin Word	CTRMA	Y	
5.	Jacquelyn Thomas	Caldwell County	Y	(via phone)
6.	Todd Hemingson	Capital Metro	N	
7.	Annick Beaudet	City of Austin	N	
8.	Laura Dierenfield	City of Austin	N	
9.	Eric Bollich	City of Austin	Y	
10.	David Fowler	City of Buda	Y	
11.	Tom Gdala	City of Cedar Park	N	
12.	Amy Miller	City of Elgin	Y	
13.	Edward Polasek	City of Georgetown	Y	
14.	Terri Crauford	City of Leander	Y	
15.	Dan Gibson	City of Lockhart	Y	
16.	Mike Hodge	City of Marble Falls	Y	

17.	Trey Fletcher	City of Pflugerville	Y	
18.	Gary Hudder	City of Round Rock	N	Gerald Pohlmeier
19.	Laurie Moyer	City of San Marcos	Y	
20.	Jerry Borcharding	Hays County	Y	
21.	Charlie Watts	Travis County	Y	
22.	Alex Amponsah	Travis County	Y	
23.	Dwayne Halbardier	TxDOT	Y	
24.	Bob Daigh	Williamson County	Y	

2. Approval of the November 27, 2017 Meeting Summary..... Chair Polasek

Mr. Charlie Watts moved for approval of the November 27, 2017 meeting summary, as presented.

Mr. Justin Word seconded the motion.

The motion prevailed unanimously.

3. Election of OfficersMr. Ashby Johnson, CAMPO

Chair Polasek appointed a TAC Nominating Committee to deliberate and recommend candidates for the 2018 officer positions. Ms. Jacquelyn Thomas (Caldwell County), Ms. Laurie Moyer (City of San Marcos), Mr. Bob Daigh (Williamson County), and Mr. Charlie Watts (Travis County) were selected to serve on the committee. The TAC Nominating Committee will meet via conference call prior to the February meeting. election of officers was tabled to the February meeting.

Chair Polasek entertained a motion to table the election of officers to the February meeting. A motion was made and seconded to approve the appointments to the TAC Nominating Committee and table the election of officers to the February meeting.

The motion prevailed unanimously.

4. Recommendation on Safety Performance Measures Target Mr. Ryan Collins, CAMPO

Mr. Collins provided a brief overview of the federally required Safety Performance Measures Target. Mr. Collins reported that the federal requirement began by way of MAP-21 and continued through the FAST Act to address national goals. Mr. Collins later highlighted performance management elements, implementation following the USDOT rulemakings to establish targets, and a timeline for inclusion of those targets into the RTP and TIP. Question and answer later followed.

Mr. Ed Collins moved for approval of a recommendation for Transportation Policy Board approval of the Safety Performance Measures Target with accompanying resolution.

Mr. Trey Fletcher seconded the motion.

The motion prevailed unanimously.

5. Update on Project Status Reporting.....Mr. Ryan Collins, CAMPO

Mr. Collins informed the Committee that a CAMPO project status report request was sent in late November to all project sponsors receiving Category 7 and Category 9 funding for projects. A brief summary of the project status report submittals was provided to the Committee. Mr. Collins later reported that requests for CAMPO project status reports will be made on a quarterly basis and the information received will be presented to the Transportation Policy Board for review. Mr. Collins added that the first quarterly project status report will be presented to the Transportation Policy Board in February. Question and answer followed.

6. Report on Transportation Planning Activities.....Mr. Ashby Johnson, CAMPO

Mr. Collins provided a brief update on the CAMPO Call for Projects. Mr. Collins reported that the deadline for the CAMPO Call for Projects was January 19, 2018 and later discussed the preliminary project submittal summary. Mr. Collins also discussed the schedule for the call for projects.

Mr. Ashby Johnson informed the Committee that staff will present the initial project list to the TAC for review in March and again in April for a recommendation to the Transportation Policy Board for consideration at its May meeting. Question and answer with discussion followed.

Mr. Kelly Porter provided a brief update on the CAMPO Call for Studies. Mr. Porter reported that CAMPO released a Call for CAMPO Platinum Planning Studies on November 16, 2017. The deadline for those applications was December 11, 2017. Mr. Porter informed the Committee that staff has since received inquiries from local governments expressing interest in the Call for Studies process. Mr. Porter noted that staff will reopen the Call for CAMPO Platinum Planning Studies with a deadline of February 15, 2018, as a result of those inquiries. CAMPO will provide notification of reopening the Call for CAMPO Platinum Planning Studies via email on January 23, 2018 or January 24, 2018. Question and answer later followed.

7. TAC Chair Announcements.....Chair Polasek

There were no announcements.

Chair Polasek noted that the TAC will have new members for the 2018 membership and requested that a 2018 membership roster be made available at the February meeting.

8. Adjournment

A motion was made and seconded to adjourn the January 22, 2018 meeting of the Technical Advisory Committee. The meeting was adjourned at 2:38 p.m.



Date: February 26, 2018
Continued From: January 22, 2018
Action Requested: Action

To: Technical Advisory Committee
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 3
Subject: Election of Officers

RECOMMENDATION

Staff recommends that the Technical Advisory Committee approve the TAC Nominating Committee's recommendation for Chair and Vice Chair.

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is for the Technical Advisory Committee to vote on the recommendations for the positions of Chair and Vice-Chair.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Per the Technical Advisory Committee bylaws: "The Technical Advisory Committee shall elect a Chair and a Vice Chair, each to serve for a term of one year. Elections shall be held at the first meeting of each calendar year. The current Chair shall appoint a nominating committee of three (3) members prior to the first meeting of each calendar year for the purpose of bringing before the TAC a slate of officers for consideration. In the event the Chair is unable to serve the entire term of office, the Vice Chair shall succeed to the office of Chair and the new Chair shall appoint a committee member to serve as Vice Chair for the remainder of the term. This appointment shall be subject to approval by the majority of the TAC present at the next called meeting."

Chair Polasek appointed a TAC Nominating Committee to deliberate and recommend candidates for the 2018 officer positions. Ms. Jacquelyn Thomas (Caldwell County), Ms. Laurie Moyer (Hays County), Mr. Bob Daigh (Williamson County), and Mr. Charlie Watts (Travis County) were selected to serve on the committee. The TAC Nominating Committee met via conference call on February 21, 2018 to recommend candidates for the 2018 officer positions. The TAC Nominating Committee will report out its recommendations for Chair and Vice Chair at the February TAC Meeting.

SUPPORTING DOCUMENTS

None.



Date: February 26, 2018
Continued From: N/A
Action Requested: Recommendation

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning
Agenda Item: 4
Subject: Recommendation on TxDOT Selected Transportation Alternatives Set-Aside Project Amendment

RECOMMENDATION

Staff requests Technical Advisory Committee recommendation to the Transportation Policy Board to approve the TxDOT Selected Transportation Alternatives Set-Aside Projects be amended into the 2017-2020 Transportation Improvement Program (TIP)

PURPOSE AND EXECUTIVE SUMMARY

The Texas Department of Transportation (TxDOT) awarded Transportation Alternatives Set-Aside (TASA) funds to four projects in the CAMPO region. These are funds that are awarded by the Texas Transportation Commission and do not go through CAMPO's Transportation Policy Board. However, these projects, which lie outside of the large urbanized area, are required to be included in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) prior to execution of the Advanced Funding Agreement. As projects selected by the state, these projects qualify as a Tier 1 amendment, which requires approval by the TPB. The four projects and award amounts are listed below:

- City of San Marcos – San Marcos River SUP - \$1,935,758.00
- City of San Marcos – Downtown Pedestrian Improvements - \$163,894.00
- City of Dripping Springs – Sportsplex Drive Side Walks - \$325,155.00
- City of Liberty Hill – Downtown Bike/Pedestrian Loop - \$1,163,066.00

FINANCIAL IMPACT

These amendments add a total of \$4,500,475.00 in Federal TASA funds to the TIP.

BACKGROUND AND DISCUSSION

Fixing America's Surface Transportation Act authorized the Transportation Alternatives Set-Aside (TASA) program to reserve funds equal to 2 percent of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-Aid highways each year. The TASA program administered by the department provides funding to construct a variety of alternative transportation projects that improve mobility for non-motorized users and provide safer accommodations for all roadway users. The minute order approves federal TASA funds for selected bicycle and pedestrian projects in population areas of 5,000 or less and in population areas between 5,001 and 200,000. Projects include construction of on- and off-road pedestrian and bicycle accommodations, Safe Routes to School infrastructure, and improvements to access to public transportation.

SUPPORTING DOCUMENTS

Attachment A – TTC Minute Order

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

Page 1 of 2

VARIOUS Districts

The Texas Transportation Commission (commission) desires to award \$44,167,423 in federal funds under the Transportation Alternatives Set-Aside (TASA) Program, authorized under Section 1190 of Fixing America's Surface Transportation (FAST) Act and codified at 23 U.S.C. §133(h). The commission recognizes that the FAST Act requires the state to have a competitive process to allow eligible entities to submit projects for funding.

The commission adopted administrative rules that establish the guidelines under which the TASA Program is administered by the Texas Department of Transportation (department), located at Title 43, Texas Administrative Code (TAC), §§11.400 - 11.418. Pursuant to the program rules, a Notice of the TASA Call for Projects was published in the *Texas Register* on January 27, 2017, for the distribution of TASA funds apportioned to the department for fiscal years 2016 and 2017, as well as for the distribution of TASA funds anticipated for fiscal years 2018, 2019, and 2020. TASA project nominations were received by the department on or before May 22, 2017. Projects were evaluated for eligibility, technical standards, and specific selection criteria as set forth in the 2017 TASA Program Guide.

This award distributes funds available for projects in small urban areas with a population of 5,001 to 200,000 and in nonurban areas with a population of 5,000 or less.

In accordance with the TAC rules, the commission will select TASA projects for funding based on recommendations from the director of the division responsible for administering the TASA Program, the potential benefit of the projects to the state, and whether the projects enhance the surface transportation system. Exhibit A is a list of the nonurban projects recommended for funding, and Exhibit B is a list of the small urban projects recommended for funding.

IT IS THEREFORE ORDERED by the commission that the projects listed in Exhibit A and Exhibit B are hereby selected and designated for funding under the TASA Program and that the executive director or the director's designee is authorized to proceed with the award and execution of local agreements, as required by the program rules.

IT IS FURTHER ORDERED that for each project listed in Exhibit A and Exhibit B and subsequently verified as eligible for development, the total amount in federal funds must be locally matched by a minimum of 20 percent. The required match may be 100 percent in cash or a combination of cash and state funds, available through the department's Economically Disadvantaged Counties Program, or cash and federally eligible in-kind contributions. The federal funding awarded to a 2017 TASA Program project will be limited to the amount shown in Exhibit A or in Exhibit B.

IT IS FURTHER ORDERED that should additional funding become available, the commission may select additional eligible projects for funding from among those project nominations submitted in the 2017 TASA Call for Projects.

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

Page 2 of 2

VARIOUS Districts

IT IS FURTHER ORDERED by the commission that the executive director may not enter into an agreement with any entity pursuant to this minute order until the department has determined the entity has an internal ethics and compliance program that complies with 43 TAC §10.51.

Submitted and reviewed by:



Director, Public Transportation Division

Recommended by:



Executive Director

115076 OCT 26 17

Minute
Number

Date
Passed

EXHIBIT A
TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM
AWARD FOR NONURBAN AREAS (POPULATION OF 5,000 OR LESS)

Project Sponsor	TASA Project Name	Federal Funds Requested
City of Dripping Springs	Sportsplex Dr Gap Elimination & Connectivity	\$325,155
City of Groveton	Groveton Downtown Sidewalks	738,579
City of Hallettsville	Hallettsville - School to Square Sidewalks	287,000
City of Liberty Hill	Liberty Hill Downtown Bike/Ped Loop	1,163,066
City of Mathis	San Patricio Ave (SH 359) Sidewalks	596,160
City of Mont Belvieu	Mont Belvieu Sidewalks	1,193,970
City of Mont Belvieu	Sidewalk Lighting FM 365 & Eagle Dr	986,593
City of Mount Vernon	Mount Vernon Public Housing Safe Routes To School	174,918
City of Presidio	Bledsoe Blvd Shared Use Path & Sidewalks	1,482,393
City of Presidio	Presidio High/Middle School Connection	890,132
City of Presidio	Louvain Blvd & Foothill Blvd Safe Routes To School	1,435,004
City of Primera	Stuart Place Rd Sidewalks	462,730
City of Quinlan	S Church St Sidewalk Improvements	301,967
City of Taft	Sidewalks for Schools, Parks, & Public Buildings	707,980
City of Waller	Waller Sidewalks	1,107,016
City of Whitewright	Whitewright Sidewalks	1,211,545
City of Winnsboro	Meadows & Knight St Sidewalks	305,887
El Paso County	Tornillo Shared Use Path	1,972,400
Knox County	Knox County Sidewalks	249,471
Lamar County	Prairieland & Chaparral NETT-Phase 2	1,191,400
Presidio County	Bagley Ave, Silver St & Wilson St Safe Routes To School	298,731
Presidio County	Marfa - US 67 Shared Use Path	280,490
Red River County	Red River County NETT East Phase 2	522,567
Red River County	Red River County NETT West Phase 2	941,394
	Total Award Nonurban	\$18,826,548

EXHIBIT B
TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM
AWARD FOR SMALL URBAN AREAS (POPULATION OF 5,001 TO 200,000)

Project Sponsor	TASA Project Name	Federal Funds Requested
Aransas County	Aransas County Sidewalks	\$648,600
City of Abilene	US 83/84 Ped-Bike-Transit Safety Corridor	504,129
City of Belton	South Belton Shared Use Path	1,432,456
City of Bryan	N Earl Rudder Frwy (SH6) E Frtg Road Shared Use Path	932,176
City of Bryan	Coulter Dr Sidewalks & Bike Lanes	1,029,860
City of Denison	Katy Trail	919,914
City of El Campo	Sidewalk Along West & East Norris St	129,441
City of Harlingen	Harlingen-Loop 499 Sidewalks	415,215
City of Longview	Guthrie Creek Shared Use Path Phase 2 & 3	3,028,235
City of Marshall	Johnson St Sidewalks	720,525
City of Midland	Downtown Ped & Bike Infrastructure Phase 1	501,630
City of Rockdale	Historic Cameron Ave Downtown Sidewalks	1,276,960
City of San Angelo	Downtown San Angelo Connectivity Project	1,960,335
City of San Marcos	San Marcos River Shared Use Path	1,935,758
City of San Marcos	Downtown Accessible Ped Signal Improvements	163,894
City of Texas City	Bay Street Shared Use Path	410,154
City of Tyler	Tyler Bike Stripe	940,526
City of Waco	11th/12th St & Gurley Ln Bike/Ped Infrastructure	474,536
City of Waco	Historic Elm Ave Bike/Ped Infrastructure	2,484,000
City of Wichita Falls	Wichita Falls - Barnett Rd to Seymour Hwy Shared Use Path	1,954,485
City of Wichita Falls	Wichita Falls - Loop 11 to Lucy Park Shared Use Path	2,071,596
City of Wichita Falls	Wichita Falls - L Wichita, W of L Wichita Park Shared Use Path	1,406,450
	Total Award Small Urban	\$25,340,875



Date: February 26, 2018
Continued From: N/A
Action Requested: Action

To: Technical Advisory Committee
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 5
Subject: Regional Significance

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO is currently evaluating applications for the 2019 – 2022 Call for Projects. One of the planning factors for the Roadway and TDM categories includes a question regarding the regional significance of the project. The current definition of regionally significant, adopted in the 2035 Regional Transportation Plan, does not include elements such as transit. The factor of regional significance is worth 5 percent of an application's overall score.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The current CAMPO definition for regional significance, adopted for the 2035 Regional Transportation Plan is: Roadways that have been classified as arterials or higher, or that are, in some limited cases, collectors of regional significance.

Acquiring a definition that corresponds to the transportation network within the CAMPO region likely requires an acknowledgement of facilities that are principal arterials or greater, on-system, and acknowledges transit facilities.

SUPPORTING DOCUMENTS

None.



Date: February 26, 2018
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning
Agenda Item: 6
Subject: Discussion on Grouped Project Category Eligibility for Transportation Projects

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

In the development of the Transportation Improvement Program, the Capital Area Metropolitan Planning Organization (CAMPO) uses project grouping categories to allow the TIP to more appropriately focus on the most regionally significant projects. It also allows for a more streamlined process for projects undergoing development as it considerably reduces delays and allows for a more efficient method of scheduling and letting projects.

CAMPO has only authorized the use of eight out of the 11 available grouped categories approved for use. These categories are: Preliminary Engineering, Preventive Maintenance and Rehabilitation, Bridge Replacement and Rehabilitation, Railroad Grade Separations, Safety, Landscaping, Intelligent Transportation System Deployment, Bicycle and Pedestrian.

Because CAMPO reviews each project submitted for inclusion in the TIP to determine project eligibility for grouping, and selection for inclusion in the grouped listing is at the discretion of CAMPO. Staff recommends the approval of all 11 categories authorized by FHWA and TxDOT to give CAMPO maximum flexibility in grouping projects.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The Texas Department of Transportation (TxDOT), in consultation with the Federal Highway Administration (FHWA), developed 11 grouped project categories for use in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). Chapter 23 part 450.216 of the Code of Federal Regulations defines the general grouping of projects as:

“Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.”

SUPPORTING DOCUMENTS

Attachment A – *Grouped Categories*

Grouped Projects

The Texas Department of Transportation (TxDOT), in consultation with the Federal Highway Administration (FHWA), developed 11 grouped project categories for use in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). Chapter 23 part 450.216 of the Code of Federal Regulations defines the general grouping of projects as:

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

In the development of the TIP, the Capital Area Metropolitan Planning Organization (CAMPO) uses project grouping categories to allow the TIP to more appropriately focus on the most regionally significant projects. It also allows for a more streamlined process for projects undergoing development as it considerably reduces delays and allows for a more efficient method of scheduling and letting projects.

CAMPO has only authorized the use of eight out of the 11 available grouped categories approved for use. These categories are: *Preliminary Engineering, Preventive Maintenance and Rehabilitation, Bridge Replacement and Rehabilitation, Railroad Grade Separations, Safety, Landscaping, Intelligent Transportation System Deployment, Bicycle and Pedestrian*. These eight categories and descriptions of each are available in the accompanying list.

CAMPO will review each project submitted for inclusion in the TIP to determine project eligibility for grouping. Regardless of eligibility, selection for inclusion in the grouped listing is at the discretion of CAMPO.

Grouped Project Categories Approved for the CAMPO TIP

CSJ	Group	Definition
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.

Notes

1. Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.
2. Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

Appendix G

Grouped Projects

The Texas Department of Transportation, in consultation with the Federal Highway Administration, has developed 11 grouped project categories for use in the Transportation Improvement Program (TIP) and the Statewide TIP (STIP). Chapter 23 part 450.216 of the Code of Federal Regulations defines the grouping of projects as:

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

CAMPO uses the grouped projects categories to allow for a more efficient method of scheduling and letting projects. Using the grouped projects categories also considerably reduces the need for TIP and STIP amendments. CAMPO has approved the use of eight of the 11 available grouped projects categories in the TIP. A full listing and description of the approved grouped projects categories can be found in Appendix A of the TIP document.

NOTE: Appendix G-1 is for informational purposes only and is subject to change. While the listed projects are scheduled to go to contract in the current fiscal year, there is no guarantee that the project will go to contracting in their scheduled letting year.

Grouped Project CSJs - Definition of Grouped Projects for use in the STIP

5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.

Notes

1. Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.
2. Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).



Date: February 26, 2018
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning
Agenda Item: 7
Subject: Discussion on TIP Policy Regarding Short-Term Allocation of Additional Funding

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO is responsible for allocating funding through Categories 2, 7, and 9. In general, CAMPO allocates these funds in large bundles through periodic official calls and selection processes. However, in certain circumstances, such as project cost under-runs, returned funds from sponsors, and de-obligations, smaller funding sums can become available for allocation.

Rather than wait for a major call, CAMPO proposes to draft a policy for handling these funds on a short-term basis to ensure funds are being spent efficiently in the region. Currently, the Transportation Improvement Program (TIP) administrative policy states that when STBG funds are returned, the funds are then re-allocated to the next project on the rankings list from the previous call. Example: The re-allocation of funds to the FM 2304 (Manchaca Rd.) project from SH-45.

Staff would like to discuss amending the policy to address all categories of funding allocated by the Transportation Policy Board. The new policy could also create a situation where funding is re-allocated quickly to the most effective project ready for implementation funding but also give equal and effective opportunity to all sponsors.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The current 2017-2020 TIP administrative policy language:

If an STP-MM funded project becomes infeasible or untenable:

- a) The jurisdiction must notify CAMPO as soon as the determination is made; and
- b) The STP-MM funds will be returned to the general reserve for redistribution; and
- c) The funds will be offered to the next highest scored, unfunded eligible project based on the most recent STP-MM call for projects.

SUPPORTING DOCUMENTS

None.



Date: February 26, 2018
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 8a
Subject: Update on CAMPO Call for Projects

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Capital-Alamo Connection Study

Fact Sheet



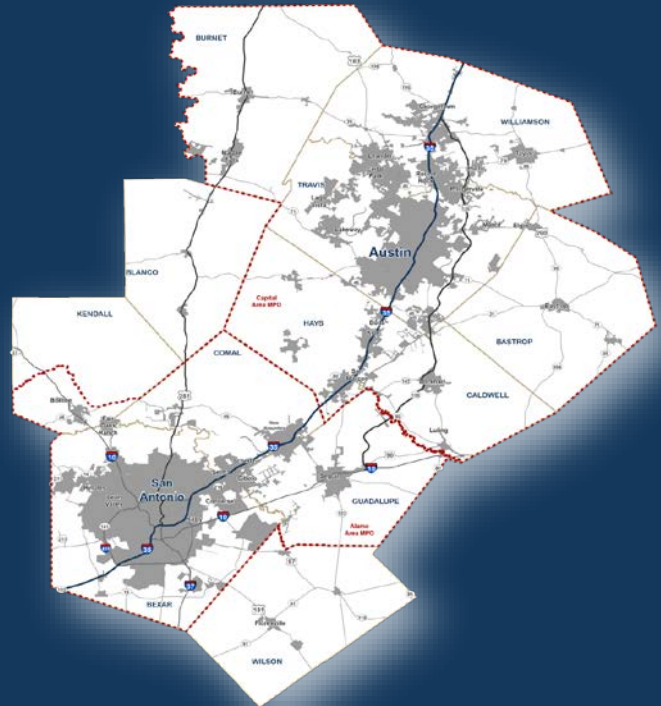
ABOUT THE STUDY

The Capital-Alamo Connection Study is a joint effort between the Texas Department of Transportation (TxDOT), the Capital Area MPO (CAMPO), and the Alamo Area MPO (AAMPO) to develop a strategy for mobility improvements within the greater Austin-San Antonio region. The study area encompasses a 12-county region including Bastrop, Bexar, Burnet, Caldwell, Comal, Guadalupe, Hays, Kendall, Travis, and Williamson counties which are represented by both MPOs, and Blanco and Wilson counties which are outside the MPO boundaries.

EXPECTED OUTCOMES

The intended outcome of the study is a broad regional strategy for mobility improvements including infrastructure, policy, and technology solutions. These solutions will be organized into short and long-term timeframes for implementation.

STUDY AREA



PURPOSE FOR THE STUDY

A multimodal approach is needed to manage congestion and improve overall mobility between the Austin and San Antonio regions. Population growth in and between Austin and San Antonio is expected to increase in the coming years, leading to an increase in congestion and travel delay. The I-35 corridor is the main connector between Austin and San Antonio, but opportunities to expand or improve I-35 are limited. For this reason, the study will consider solutions in addition to adding capacity to I-35. The purpose of this connection study is to develop a regional transportation strategy for enhancing mobility through infrastructure, policy, and technology solutions for the greater Austin-San Antonio region.

PRELIMINARY DATA OUTCOMES

- Few Options for Direct Connections
- Considerable Delay and Traffic
- Accelerated Regional Growth
- Emerging Multi-Regional Issues
- Passenger Needs
- Freight Needs

SOLUTION GROUPS



IMPROVING MOBILITY

Following the end of the Lone Star Rail effort in 2016, the Austin and San Antonio regions recognized a need to continue improving mobility both between and within the metropolitan areas. This study will use data as appropriate from that effort, along with local plans, studies and input from stakeholders, to identify opportunities to enhance regional mobility. This effort is about bringing together the work that has been done in these communities to look at the study area as a region. The solutions will be short-term (quick wins), and long-term and grouped by solution type (infrastructure, policy and technology).

KEY ISSUES AND OPPORTUNITIES IDENTIFIED AT WORKSHOP

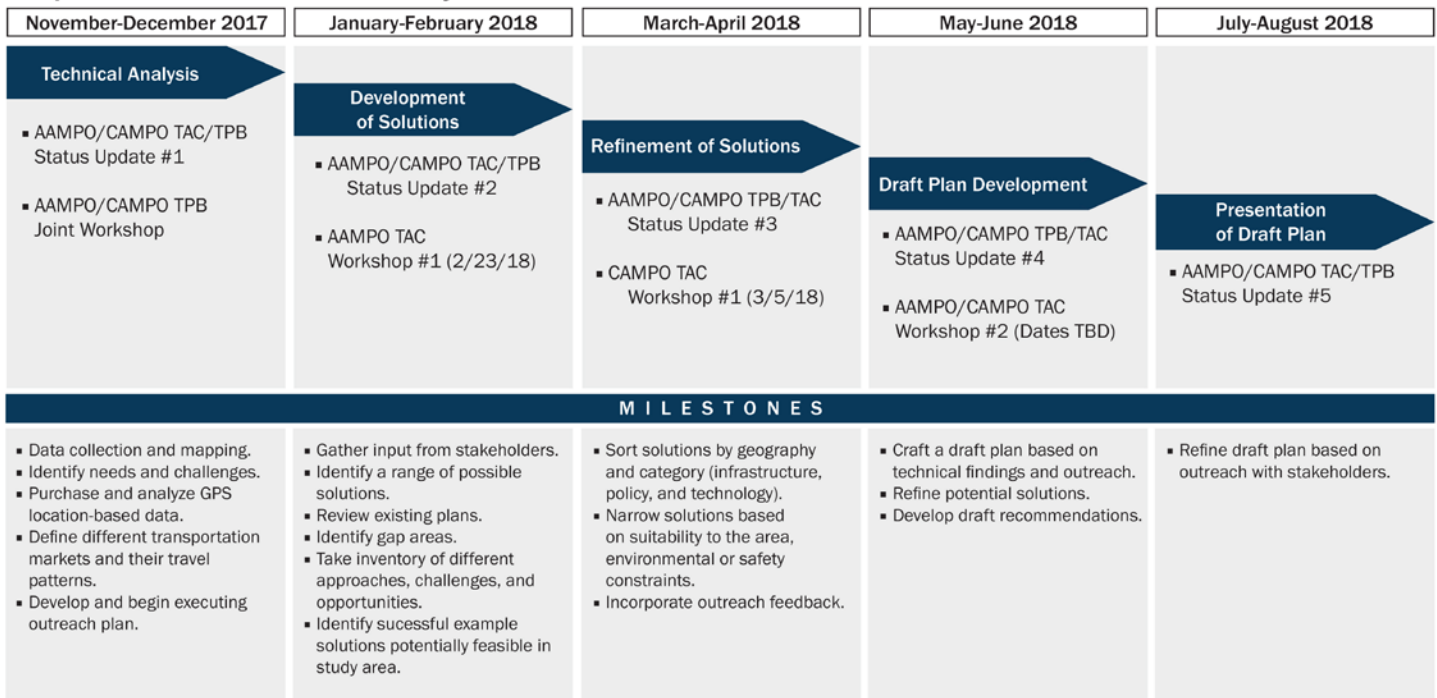
At the first workshop hosted in November 2017, CAMPO and AAMPO policy board members were asked to identify issues and opportunities that limit mobility and connectivity within the region. Additionally, participants were asked to define future mobility. The results from the workshop are bulleted below and align with preliminary data outcomes. The study will use both data and this feedback to develop potential solutions.

What is our current problem?	What do we want for the future?
<ul style="list-style-type: none"> ▪ Lack of Mobility Options ▪ Land Use Challenges ▪ Lack of Funding Options ▪ I-35 Congestion ▪ Coordinated Solutions 	<ul style="list-style-type: none"> ▪ Consolidate Freight ▪ Multimodal Options ▪ Environmental Stewardship ▪ Optimize Resources ▪ More Capacity

STUDY TIMELINE & MILESTONES

Through both data and stakeholder input, solutions will be identified for modes of travel including roadway, transit, bicycles, pedestrians, and emerging modes. The diagram below provides an overview of the study schedule and the milestones necessary to achieve a broad regional strategy for mobility improvements.

Capital-Alamo Connection Study Timeline



* Final recommendations and plan anticipated late summer/early fall.

For more information please contact:



Executive Director
P: 210.227.8651
www.alamoareampo.org



Project Manager
P: 512.486.5032

<http://www.txdot.gov/inside-txdot/projects/studies/statewide/capital-alamo-connections.html>



Executive Director
P: 512.215.8225
www.campotexas.org