



# TRANSPORTATION POLICY BOARD MEETING

Monday, June 11, 2018

Room 3.102, Joe C. Thompson Center, University of Texas Campus  
Red River and Dean Keeton Streets, Austin, Texas  
6:00 p.m.

## AGENDA

WATCH CAMPO LIVE: [www.campotexas.org/livestream](http://www.campotexas.org/livestream)

1. Certification of Quorum – Quorum requirement is 11 members.....Vice Chair Steve Adler
2. Public Comments  
*Comments are limited to topics not on the agenda but may directly or indirectly affect transportation in the CAMPO geographic area. Up to 10 individuals may sign up to speak – each of whom must contact the CAMPO office by 4:30 p.m., Monday, June 11, 2018.*
3. Chair Announcements ..... Vice Chair Steve Adler
4. Report from the Technical Advisory Committee Chair ..... Mr. Ed Polasek  
*The Chair of the Technical Advisory Committee will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.*

### EXECUTIVE SESSION:

**Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.**

5. Executive Session ..... Vice Chair Steve Adler  
*The Transportation Policy Board will recess to an Executive Session, if necessary.*

### ACTION:

**THE PUBLIC IS INVITED TO COMMENT ON ITEMS 6-9 IN THE SECTION BELOW**

6. [Discussion and Approval of May 7, 2018 Meeting Summary](#) ..... Mr. Ashby Johnson, CAMPO  
*Mr. Johnson will present the May 7, 2018 meeting summary and request Transportation Policy Board approval.*
7. [Discussion and Approval of Capital Metro’s Transit Asset Management \(TAM\) Performance Targets](#) .....Mr. Ryan Collins, CAMPO  
*Mr. Collins will request Transportation Policy Board approval of Capital Metro’s TAM performance targets.*

- 8. [Discussion and Approval for CAMPO Executive Director to Begin Negotiation of Luling Relief Route Study Contract](#) .....Mr. Ashby Johnson, CAMPO  
*Mr. Johnson will request Transportation Policy Board approval for the CAMPO Executive Director to begin negotiation of Luling Relief Route Study.*

**INFORMATION:**



- 9. [Update on 183S Construction Project](#) ..... Mr. Justin Word, P.E., CTRMA  
*Mr. Word will provide a brief overview and status update on the implementation of one of the region's critical mobility projects.*
- 10. [Report on Transportation Planning Activities](#)
  - a. [Local Government Project Development Process Workshop](#)
- 11. Announcements
  - a. Next Technical Advisory Committee Meeting – June 25, 2018
  - b. Next Transportation Policy Board Meeting – August 13, 2018
- 12. Adjournment



**Capital Area Metropolitan Planning Organization  
 Transportation Policy Board  
 Meeting Summary  
 May 7, 2018**

**1. Certification of Quorum – Quorum requirement is 11 members ..... Chair Conley**

The CAMPO Transportation Policy Board was called to order by the Chair at 6:00 p.m.

The roll was taken and a quorum was announced present.

	<b>Member</b>	<b>Representing</b>	<b>Member Attending</b>	<b>Alternate Attending</b>
1	Will Conley, Chair	Affiliate Non-Voting Member	Y	
2	Steve Adler, Vice-Chair	Mayor, City of Austin	Y	
3	Alison Alter	City of Austin, District 10	Y	
4	Clara Beckett	Commissioner, Bastrop County	N	Commissioner Mark Meuth
5	Gerald Daugherty	Commissioner, Travis County	N	
6	Sarah Eckhardt	Judge, Travis County	Y	
7	Jimmy Flannigan	City of Austin, District 6	Y	
8	Victor Gonzales	Mayor, City of Pflugerville	N	Mayor Pro Tem Omar Peña
9	Mark Jones	Commissioner, Hays County	Y	
10	Ann Kitchen	City of Austin, District 5	Y	
11	Cynthia Long	Commissioner, Williamson County	Y	
12	Terry McCoy, P.E.	TxDOT-Austin District	Y	
13	Terry Mitchell	Capital Metro Board Member	Y	
14	Craig Morgan	Mayor, City of Round Rock	Y	
15	James Oakley	Judge, Burnet County	Y	
16	Matt Powell	Mayor, City of Cedar Park	Y	
17	Dale Ross	Mayor, City of Georgetown	Y	
18	Brigid Shea	Commissioner, Travis County	Y	
19	Edward Theriot	Commissioner, Caldwell County	Y	
20	John Thomaidis	Mayor, City of San Marcos	Y	
21	Jeffrey Travillion	Commissioner, Travis County	Y	

**2. Public Comments**

There were no public comments.

**3. Chair Announcements ..... Chair Conley**

There were no announcements.

**4. Report from the Technical Advisory Committee Chair ..... Mr. Ed Polasek, TAC Chair**

In the absence of the TAC Chair, Ms. Amy Miller, Vice Chair of the Technical Advisory Committee (TAC) provided an overview of the discussions from the April 23, 2018 meeting,.

Ms. Miller reported that the recommended projects for the 2019-2022 Transportation Improvement Program (TIP) has been the main focus of the TAC. Ms. Miller also reported that the TAC voted in support of the projects, as recommended. Ms. Miller noted that staff’s recommendations did not include Categories 2 and 7 but did include the remaining slate of projects.

Video of this item can be viewed at <http://austintx.swagit.com/play/05092018-575/18/>.

**5. Executive Session ..... Chair Conley**

An Executive Session was not convened.

**6. Discussion and Approval of April 9, 2018 Meeting Summary**

There were no public comments on the April 9, 2018 meeting summary.

The Chair entertained a motion for approval of the April 9, 2018 meeting summary.

Vice Chair Steve Adler moved to approve the meeting summary, as presented.

Judge James Oakley seconded the motion.

The motion prevailed unanimously.

Ayes: Vice Chair Steve Adler, Council Member Alison Alter, Commissioner Mark Meuth (Proxy for Commissioner Clara Beckett), Council Member Jimmy Flannigan, Mayor Pro Tem Peña (Proxy for Mayor Victor Gonzales), Commissioner Cynthia Long, Mr. Terry McCoy, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Mayor Matt Powell, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, and Mayor John Thomaides

Nays: None



Abstain: None

Absent and Not Voting: Commissioner Gerald Daugherty, Commissioner Mark Jones, Council Member Ann Kitchen, Judge Sarah Eckhardt and Commissioner Jeffrey Travillion

Video of this item can be viewed at <http://austintx.swagit.com/play/05092018-575/17/>.

## **7. Discussion and Adoption of Draft 2019-2022 Transportation Improvement Program (TIP)**

The Chair recognized Mr. Ryan Collins, CAMPO Short Range Planning, who provided an overview of the Draft 2019-2022 TIP which included the Project Call. Mr. Collins noted that the 2019-2022 TIP will include a variety of performance measures as required by the FAST Act and MAP 21.

Mr. Collins highlighted highway and transit listings, their funding sources, and various Appendixes as included in the Draft 2019-2022 TIP. Mr. Collins also announced that the Texas Department of Transportation (TxDOT) will host a workshop for project sponsors in early June. More details on the workshop are forthcoming.

Mr. Collins also provided an overview of additional funding options for Categories 2 and 7 in addition to the recommended project list. Detailed information on additional funding options for Categories 2 and 7 were included in the meeting materials. Staff was not successful in making an objective evaluation of Transportation Demand Management projects using the scoring criteria but staff has since developed options to fund Transportation Demand Management projects, at the direction of the Board. Mr. Collins provided a brief overview of those options and additional options received from local jurisdictions.

Ms. Doise Miers, CAMPO Community Outreach Manager later provided a brief overview of the extensive outreach effort as outlined in Tier 2 of the Public Participation Plan for the 2019-2022 TIP.

Mr. Ashby Johnson later introduced Mr. Bruce Byron, Project Manager for the TxDOT Austin District who addressed concerns for a project to relieve congestion on FM 620 and RM 2222 in Austin.

The Chair later recognized the following individuals who provided public comment on the Discussion and Adoption of the Draft 2019-2022 TIP.

1. Ms. Betty Voights, Capital Area Council of Governments
2. Mr. Mike Hodge, City of Marble Falls
3. Mr. Brian Thompto, Steiner Ranch Neighborhood Association
4. Mr. Dan Gibson, City of Lockhart
5. Mayor Travis Mitchell, City of Kyle
6. Mr. Walter Zaykowski, Austin Chamber of Commerce
7. Mr. Chris Joseph Parachini, Copperas Creek Houston Toad Preserve

Following the conclusion of public comment, the Chair also recognized Mr. Ashby Johnson who requested approval of the draft final list of projects for the 2019-2022 TIP with the exception of funding options for Categories 2 and 7.

Mayor Matt Powell moved for approval of the recommended project list for the 2019-2022 TIP, as presented and accompanying Resolution (2018-5-7).

Judge James Oakley seconded the motion.

The motion prevailed unanimously.

Ayes: Vice Chair Steve Adler (Proxy for Council Member Ann Kitchen), Council Member Alison Alter, Commissioner Mark Meuth (Proxy for Commissioner Clara Beckett), Council Member Jimmy Flannigan, Mayor Pro Tem Peña (Proxy for Mayor Victor Gonzales), Commissioner Mark Jones, Commissioner Cynthia Long, Mr. Terry McCoy, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Mayor Matt Powell, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Mayor John Thomaides, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Gerald Daugherty

The Chair entertained a motion for approval of the Category 2 Funding Option 1, as presented.

Judge James Oakley made a motion for approval.

Commissioner Edward Theriot seconded the motion.

Council Member Alison Alter made a substitute motion for a joint approval of Categories 2, Funding Option 1 and Category 7, Funding Option 3, as presented.

Judge Sarah Eckhardt seconded the substitute motion.

The Chair later informed the Board that Council Member Ann Kitchen had to leave and that Vice Chair Steve Adler would serve as her proxy for the duration of the meeting.

Following a discussion with clarification by CAMPO staff and its legal counsel regarding Transportation Demand Management and funding options for Categories 2 and 7, the Chair called the vote for the substitute motion.

The substitute motion failed by majority vote.

The Chair later called the vote for the original motion to approve Category 2 Funding Option 1, as presented.

The original motion prevailed unanimously.

Commissioner Cynthia Long later made a motion to approve Category 7 Funding Option 3, which would leave the \$498,720 as undesignated funding for a future Project Call.

The motion was not seconded and failed, as a result.

Council Member Alison Alter made a motion to approve Category 7 Funding Option 3, as presented.

Judge Sarah Eckhardt seconded the motion.

Following brief comments and discussion, the Chair called the vote.

The motion prevailed unanimously.

Ayes: Vice Chair Steve Adler (Proxy for Council Member Ann Kitchen), Council Member Alison Alter, Commissioner Mark Meuth (Proxy for Commissioner Clara Beckett), Council Member Jimmy Flannigan, Mayor Pro Tem Peña (Proxy for Mayor Victor Gonzales), Commissioner Mark Jones, Commissioner Cynthia Long, Mr. Terry McCoy, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Mayor Matt Powell, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Mayor John Thomaidis, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Gerald Daugherty

Video of this item can be viewed at <http://austintx.swagit.com/play/05092018-575/4/>.

The Chair thanked CAMPO staff, the CAMPO Technical Advisory Committee, the jurisdictions, and his Transportation Policy Board colleagues for their patience, time, and hard work given to the 2019-2022 TIP development process.

## **8. Discussion and Approval of Transportation Development Credit (TDC) Requests**

The Chair recognized Mr. Ryan Collins who provided an overview of the project applications received for TDCs in conjunction with the 2019-2022 TIP Project Call. Mr. Collins also identified and briefly discussed the TDC requests for the projects awarded federal funding in the 2019-2022 Project Call.

Mayor Matt Powell moved for approval of the TDC requests and accompanying Resolution (2018-5-8).

Commissioner Cynthia Long seconded the motion.

The motion prevailed.

Ayes: Vice Chair Steve Adler (Proxy for Council Member Ann Kitchen), Council Member Alison Alter, Commissioner Mark Meuth (Proxy for Commissioner Clara Beckett), Council Member Jimmy Flannigan, Mayor Pro Tem Peña (Proxy for Mayor Victor Gonzales), Commissioner Mark Jones, Commissioner Cynthia Long, Mr. Terry McCoy, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Mayor Matt Powell, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Mayor John Thomaidis, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Gerald Daugherty

Video of this item can be viewed at <http://austintx.swagit.com/play/05092018-575/5/>.

## **9. Discussion on Capital Metro's Transit Asset Management (TAM) Performance Targets**

The Chair recognized Mr. Ryan Collins who provided a brief overview of Capital Metro's Transit Asset Management Performance Targets. Mr. Collins informed the Board that the performance measures and targets must be incorporated into the 2019-2022 TIP as a requirement of the FAST Act. The TAC and Transportation Policy will be asked to approve the TAM Performance Targets at the June meetings in order to meet the deadline for inclusion into the State Transportation Improvement Program (STIP).

The Chair later recognized the following individuals who provided public comment on the Discussion and Approval of Transportation Development Credit Requests.

1. Mr. Dick Kallerman, Sierra Club
2. Ms. Mona Mehdy, Private Citizen
3. Ms. Zenobia Joseph, Private Citizen
4. Mr. David King, Zilker Neighborhood Resident

Video of this item can be viewed at <http://austintx.swagit.com/play/05092018-575/6/>.

## **10. Report on the Transportation Planning Activities**

### **a. CAMPO Federal Certification Review**

Mr. Ashby Johnson reported that CAMPO underwent a Federal Certification Review by the Federal Highway Administration (FHWA) on April 24-27, 2018. The public comment period for the federal certification review process ends on May 24, 2018. Public comments can be sent directly to Jose Campos, FHWA. Mr. Johnson also reported that CAMPO received verbal commendation for Public Involvement, Project Selection Criteria for TIP Development Process, Project Tracking, and Regional Active Transportation.

FHWA will also host a public listening session on April 25, 2018 at 5:00 p.m. to receive public comment on CAMPO's planning process. Mr. Johnson also reported that interviews with local elected officials have been scheduled as part of the Federal Certification Review process.

Video of this item can be viewed at <http://austintx.swagit.com/play/05092018-575/6/>.

## **11. Announcements**

The Chair announced that the next Technical Advisory Committee will be held on May 21, 2018 and the next Transportation Policy Board Meeting will be held on June 11, 2018.

The Chair also announced that there will not be a meeting of the Transportation Policy Board for the month of July.

The Chair also presented Mayor Matt Powell with a plaque commending him for 6 years of service to the Metropolitan Planning Organization (MPO) and as an advocate for the City of Cedar Park and the region as he concluded his membership on the CAMPO Transportation Policy Board. Mayor Powell offered final remarks to the Board.

## **12. Adjournment**

The Transportation Policy Board Meeting adjourned at 8:13 p.m.

Video of items 11 and 12 can be viewed at <http://austintx.swagit.com/play/05092018-575/8/>.



**Date:** June 11, 2018  
**Continued From:** N/A  
**Action Requested:** Approval

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**To:** Transportation Policy Board  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 7  
**Subject:** Discussion and Approval of Capital Metro's Transit Asset Management (TAM) Performance Measures Targets

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### **RECOMMENDATION**

Staff and the Technical Advisory Committee request the Transportation Policy Board approve the Capital Metro's Transit Asset Management (TAM) Performance Measures Targets.

### **PURPOSE AND EXECUTIVE SUMMARY**

The use of a performance-based transportation planning process is required by the federal government in the development of the Transportation Improvement Program (TIP) and long-range Metropolitan Transportation Plan (MTP). Part of the performance-based planning process requires the adoption of performance targets in key areas by the effective date set by the FHWA and FTA's Final Rulemaking.

The Capital Metropolitan Transit Authority (Capital Metro), a direct recipient of federal funds from the Federal Transit Agency (FTA), must also comply with the FAST Act by adopting Transit Asset Management (TAM) performance measures and targets. Capital Metro adopts their TAM targets annually prior to January of each year, which are then submitted to the National Transit Database (NTD). These targets are coordinated with the MPO and incorporated into the TIP and MTP in compliance with the FAST Act.

### **FINANCIAL IMPACT**

None.

### **BACKGROUND AND DISCUSSION**

In order to provide more transparency in the selection and prioritization of transportation projects, federal legislation beginning with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continuing to the current Fixing America's Surface Transportation Act (FAST Act), now stipulate that a performance measurement framework must be used in the development of the TIP and MTP.

The United States Department of Transportation (USDOT) has been developing rules for the implementation of these performance measures. Within one year of the effective dates of the final rules from USDOT, state departments of transportation (DOT) must set performance targets for each performance area. Following FTA Direct Recipient target-setting, MPOs must set their own targets or agree with those set by the state DOT.

### **SUPPORTING DOCUMENTS**

**Attachment A** – *FTA Primer on TAM Performance Measures*

**Attachment B** – *Capital Metro Performance Measures and Targets*

## Planning for TAM | Roles & Responsibilities for MPOs and State DOTs

### Background

FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016. FTA published the final rule on Transit Asset Management (TAM) on July 26, 2016. The rules establish new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. Below are the specific requirements for MPOs.

### Metropolitan Planning Agreements

MPOs should initiate discussions with transit agencies, state DOTs and planning partners to update their Metropolitan Planning Agreements, per 23 CFR § 450.314. This presents an opportunity for the MPO and its planning partners to clarify roles and responsibilities for developing and sharing performance data, setting performance targets, reporting of targets, and tracking progress towards meeting targets, through a formal agreement.

### Establish Performance Targets for Metropolitan Planning Areas

The MPO is required to set performance targets for each performance measure, per 23 CFR § 450.306. Those performance targets must be established 180 days after the transit agency established their performance targets. Transit agencies are required to set their performance targets by January 1, 2017. If there are multiple asset classes offered in the metropolitan planning area, the MPO should set targets for each asset class.

### Performance Measures in Transportation Improvement Programs (TIP) and Metropolitan Transportation Plans

MPOs are required to reference the performance targets and performance based plans into their TIPs and Metropolitan Transportation Plans by October 2018, per 23 CFR § 450.324 and 23 CFR § 450.326. The planning products must include a description of the performance measures and performance targets used in assessing the performance of the transportation system, for transit asset management, safety, and the FHWA performance measures. This should also include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

## Background

FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, on May 27, 2016. FTA published the final rule on Transit Asset Management (TAM) on July 26, 2016. There are new transit requirements for State Departments of Transportation (State DOTs). Below are the specific requirements for state DOTs.

## State DOTs and Planning Agreements

State DOTs should hold discussions with transit providers, MPOs and planning partners to update their planning agreements, per 23 CFR § 450.314. This presents an opportunity for all parties to clarify roles and responsibilities for developing and sharing performance data, setting performance targets, reporting of targets, and tracking progress towards meeting targets, through a formal agreement. Examples include how parties will develop a TAM plan and share targets such as State of Good Repair measures.

## Group Plan Sponsors

Sponsors of a Group TAM plan are responsible for setting unified targets for plan participants, per 49 CFR § 625.25. Once performance targets are set, sponsors are expected, to the maximum extent possible, to share the target with the MPO or MPOs that house their participant transit agencies in their MPA, per 49 CFR § 625.45. MPOs are responsible for implementing performance based planning in their planning documents.

## Statewide Planning Agencies Incorporating TAM Requirements into Statewide Transportation Improvement Programs (STIP) and Long-Range Statewide Transportation Plans

State DOTs are required to reference the performance targets and performance based plans into their planning documents by October 2018, per 23 CFR § 450.216 and 23 CFR § 450.218. The planning products must include a description of the performance measures and performance targets used in assessing the performance of the transportation system for transit asset management, safety, and the FHWA performance measures. This should also include, to the maximum extent possible, a description of the anticipated effect of the STIP toward achieving the performance targets identified in the long-range statewide transportation plan, linking investment priorities to those performance targets. Group TAM plan sponsors will need to incorporate group performance targets in the asset management discussions for their respective planning documents.



## Timeline for Transit Asset Management

By January 1, 2017:

- Provider establishes their initial targets

By 180 days after providers set and share their initial targets:

- MPO establishes regional targets

Within four (4) months of the end of the provider's fiscal year 2018 (and each year thereafter)

- Provider submits to NTD their Asset Inventory Module (AIM); and performance targets for the next fiscal year

No later than October 1, 2018

- Provider completes their initial TAM Plan that covers four (4) years
- TAM Plan can be amended at any time
- A TAM Plan update is required at least every four (4) years

October 1, 2018:

- The MPO reflects the performance measures and targets in all MTPs and TIPs updated after this date
- The State DOT reflects the performance measures and targets in all long-range statewide transportation plan and STIPs updated after this date

Within four (4) months of the end of the provider's fiscal year 2019 (and each year thereafter)

- Provider submits to NTD their Asset Inventory Module (AIM); performance targets for the next fiscal year; and
- Narrative report on changes in transit system conditions and the progress toward achieving previous performance targets

Note: Provider refers to the Tier I transit providers, the Tier II providers who choose to not be part of a Group Plan, and the Group Plan Sponsors for two or more T II providers.

## TAM Performance Measures

### Background

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

### Performance Measures

**Rolling Stock:** The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

**Equipment:** The percentage of non-revenue service vehicles (by type) that exceed the ULB.

**Facilities:** The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

**Infrastructure:** The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.



## TRANSIT ASSET MANAGEMENT

### Data To Be Reported - Optional Report Year 2017, Mandatory Report Year 2018

**Rolling Stock:** The National Transit Database (NTD) lists 23 types of rolling stock, including bus and rail modes. Targets are set for each mode an agency, or Group Plan Sponsor, has in its inventory.

**FTA default ULB or Agency customized ULB:** Default ULBs represent maximum useful life based on the TERM model. Agencies can choose to customize based on analysis of their data OR they can use the FTA provided default ULBs.

**Equipment:** Only 3 classes of non-revenue service vehicles are

collected and used for target setting: 1) automobiles, 2) other rubber tire vehicles, and 3) other steel wheel vehicles.

**Facilities:** Four types of facilities are reported to NTD. Only 2 groups are used for target setting 1) Administrative and Maintenance and 2) Passenger and Parking.

**Infrastructure:** The NTD lists 9 types of rail modes; the NTD collects data by mode for track and other infrastructure assets.

BRT and Ferry are NTD fixed guideway modes but are not included in TAM targets.

**TAM Performance Metrics:** The NTD collects current year performance data. The NTD will collect additional Asset Inventory Module (AIM) data but targets forecast performance measures in the next fiscal year.

**TAM Narrative Report:** The TAM Rule requires agencies to submit this report to the NTD annually. The report describes conditions in the prior year that led to target attainment status.

[www.transit.dot.gov/TAM/ULBcheatsheet](http://www.transit.dot.gov/TAM/ULBcheatsheet)

**TERM Scale:** Facility condition assessments reported to the NTD have one overall TERM rating per facility. Agencies are not required to use TERM model for conducting condition assessment but must report the facility condition assessment as a TERM rating score.

TERM Rating	Condition	Description
Excellent	4.8–5.0	No visible defects, near-new condition.
Good	4.0–4.7	Some slightly defective or deteriorated components.
Adequate	3.0–3.9	Moderately defective or deteriorated components.
Marginal	2.0–2.9	Defective or deteriorated components in need of replacement.
Poor	1.0–1.9	Seriously damaged components in need of immediate repair.

## What You Need to Know About Establishing Targets

**Include:**

- Only those assets for which you have direct capital responsibility.
- Only asset types specifically referenced in performance measure.

**Group Plans:**

- Only one unified target per performance measure type.
- Sponsors may choose to develop more than one Group Plan.

**MPOs:**

- MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider establishes its targets.
- Opportunity to collaborate with transit providers.

## Example Target Calculations

**Rolling Stock and Equipment:** Each target is based on the agency’s fleet and age. Agencies set only one target per mode/class/asset type. If an agency has multiple fleets in one asset type (see example BU and CU) of different service age, it must combine those fleets to calculate the performance metric percentage of asset type that exceeds ULB and to set the following fiscal year’s target. The performance metric calculation does not include emergency contingency vehicles.

Asset Category	Vehicle Class/Type	Fleet Size	Vehicle age	default ULB	FY 16 Performance Metric (% Exceeding ULB)	FY17 Target
Rolling Stock	Over the road bus (BU)	10	5	14 years	0%	60%
		15	13	14 years		
	Cutaway bus (CU)	19	8	10 years	21%	21%
		5	12	10 years		
	Mini Van (MV)	5	5	8 years	0%	0%
	Van (VN)	1	10	8 years	67%	67%
2		5	8 years			
Equipment	Auto (AO)	5	4	8 years	0%	0%

This example assumes no new vehicle purchases in the calculation of targets for FY17, therefore the FY17 target for over the road bus (BU) increases due to the second fleet vehicles aging another year and exceeding the default ULB. If an agency is more conservative, then it might set higher value targets. If an agency is more ambitious or expects funding to purchase new vehicles, then it might set lower value targets.

There is no penalty for missing a target and there is no reward for attaining a target. Targets are reported to the NTD annually on the A-90 form. The fleet information entered in the inventory forms will automatically populate the A-90 form with the range of types, classes, and modes associated with the modes reported.

SGR Performance Measures & Targets			RY 2017	RY 2017	RY 2018	RY 2018
Asset Category	Performance Measure	Asset Class	Target	Actual	Target	Actual
<b>Rolling Stock</b> - All Revenue Vehicles	<b>Age</b> - % of revenue vehicles that have met or exceed their ULB	Articulated Buses	0%	0%	0%	
		Buses	20%	23%	20%	
		Cutaway Vans	10%	0%	0%	
		Minivans	0%	0%	0%	
		Railcars- RS - Commuter Rail	0%	0%	0%	
<b>Equipment</b> - Non Revenue Vehicles	<b>Age</b> - % of Non-Revenue vehicles have met or exceeded their ULB	Automobiles	25%	72%	50%	
		Trucks & other rubber tire vehicles	5%	28%	16%	
<b>Facilities</b> - All Buildings/Structures	<b>Condition</b> - % of facilities have a condition rating below 3.0	Passenger /Parking	0%	0%	0%	
		Administrative/Maintenance	5%	0%	0%	
<b>Infrastructure</b> - Fixed Rail Guideway, tracks, signals & systems	<b>Performance</b> - % of rail track segments, signals and systems with performance restrictions.	YR -Hybrid Rail	25%	3%	3%	



Date: June 11, 2018  
 Continued From: N/A  
 Action Requested: Approval

**To:** Transportation Policy Board  
**From:** Mr. Ashby Johnson, Executive Director  
**Agenda Item:** 8  
**Subject:** Discussion and Approval for CAMPO Executive Director to Begin Contract Negotiations of Luling Relief Route Study

**RECOMMENDATION**

CAMPO staff recommends that the Transportation Policy Board authorize the CAMPO Executive Director to negotiate and execute a planning services contract, for a total amount not to exceed \$225,000, for the top ranked consultant to aid CAMPO in the development of the Luling Relief Route Study with further direction that if a satisfactory contract cannot be negotiated the Executive Director may then negotiate with the successively ranked firms. The consultant scores and rankings are reflected in Table 2 below.

**PURPOSE AND EXECUTIVE SUMMARY**

On March 5, 2018, CAMPO issued a Request for Qualifications (RFQ) to solicit planning services to support development of the Luling Relief Route Study. The Luling Relief Route Study will study the feasibility of a relief route around downtown Luling to alleviate the growing traffic congestion in the city’s core. The proposals were due on March 26, 2018.

Proposals were received from the following three (3) firms:

- Alliance Transportation Group
- RPS Group
- Kimley-Horn

Proposals were reviewed and scored, using the selection criteria in **Table 1**, by an evaluation team that consisted of representatives from Caldwell County, CTRMA, TxDOT and CAMPO staff.

**Table 1. Selection Criteria**

Criteria	Points Available
Relevant prior experience of the firm in the scopes of work covered in Section III of the RFQ.	20
The teams approach further clarifies understanding of all tasks involved in this study and the project, including an appropriate project timeline/schedule demonstrating completion of tasks within the allotted timeframe.	25
The consultant team demonstrates its ability to meet the project schedule, including other significant projects being worked on by the principles, % of involvement, and probable completion dates.	15
The proposal demonstrates staff that have relevant and effective project management experience. This includes a strong project manager, if applicable, deputy project manager, and strong subconsultants. Strong proposals will	20

<b>Criteria</b>	<b>Points Available</b>
demonstrate how each team member, including any subconsultants, will be utilized in relevant tasks.	
The proposal demonstrates track record of timely performance, quality, and integrity, as evidenced by a list of client references.	10
Any additional services, innovative ideas, cost-saving measures, safety-measures, products, DBE/WBE/MBE/HUB usage, etc. will be considered for their usefulness to CAMPO or their contribution to the project.	10
<b>Proposal Points</b>	<b>100</b>
<b>Interview Points</b>	<b>25</b>

Consultant scores (**Table 2**) are provided below. Given the disparity in scores between the top ranked firm and the other two, interviews were not held.

**Table 2. Consultant Scores**

<b>Firm Name</b>	<b>Proposals (100 max.)</b>	<b>Interviews (25 max.)</b>	<b>Total (125 max)</b>
RPS Group	87	Not Interviewed	<b>87</b>
Alliance Transportation Group	76	Not Interviewed	<b>76</b>
Kimley Horn	68	Not Interviewed	<b>68</b>

**FINANCIAL IMPACT**

On December 11, 2011, the Transportation Policy Board allocated \$1,696,518 of federal STP-MM (now STBG or Category 7) funds to Caldwell County for the implementation of the Caldwell County Transportation Plan. The Policy Board’s motion in awarding these funds was that projects identified for funding be brought back to the Policy Board for approval. On February 8, 2016, the Policy Board approved \$225,000 and 56,250 TDCs to Caldwell County to conduct the Luling Relief Route Study. On January 8, 2018, Caldwell County Commissioners Court reallocated to the Policy Board \$225,000 and 56,250 TDCs so the study could be conducted via CAMPO’s procurement process.

**BACKGROUND AND DISCUSSION**

The City of Luling has experienced traffic congestion in its downtown core in recent years. CAMPO proposes to assist the City of Luling and Caldwell County with a feasibility study to examine the opportunities and challenges presented by a potential relief route. The feasibility study will have traffic and roadway geometric analysis components and will be conducted in cooperation with the TxDOT Austin District, Caldwell County and the City of Luling. The feasibility study will look at current and future travel demand on affected facilities.

**SUPPORTING DOCUMENTS**

None.



Date: June 11, 2018  
Continued From: N/A  
Action Requested: Information

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**To:** Transportation Policy Board  
**From:** Mr. Justin Word, Central Texas Regional Mobility Authority (CTRMA)  
**Agenda Item:** 9  
**Subject:** Update on 183S Construction Project

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**RECOMMENDATION**

None. This item is for informational purposes only.

**PURPOSE AND EXECUTIVE SUMMARY**

The Central Texas Regional Mobility Authority's (Mobility Authority) 183 South project is under construction in east Austin. The project will feature a new tolled expressway with three lanes in each direction along an eight-mile section of US 183 between US 290 and SH 71. In addition, the agency is reconstructing and improving the non-tolled general-purpose lanes of US 183, adding \$25 million worth of pedestrian and bicyclist facilities, and upgrading the visual appearance of the corridor through aesthetic enhancements and landscaping improvements.

The 183 South project broke ground in April 2016, and construction is projected to last approximately four years. The total project cost will be approximately \$743 million. Construction is phased, with Phase I improvements between US 290 and TechniCenter Drive expected to be complete in 2019. Phase II, from TechniCenter Drive to SH 71, will open to traffic about a year later in 2020.

The project will provide greater mobility and travel time savings for all users of the corridor. Through-traffic heading to the airport or points beyond will have a non-stop, signal free route via the tolled mainlanes, while local traffic and those who prefer not to pay a toll will pass through fewer traffic signals along the non-tolled general-purpose lanes. Bicyclists and pedestrians will have access to 10 miles of shared use paths, seven miles of sidewalks, and 16 miles of bike lanes.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

The US 183 corridor from US 290 to SH 71 is one of Austin's most important arterials and has long been identified as a heavily congested corridor in need of improvement. As the primary route to and from the Austin-Bergstrom International Airport and points beyond, it attracts more than 60,000 cars and trucks a day. Originally constructed in the mid-1960s as a four-lane divided highway, the corridor has seen only minor improvements and no added capacity since the 1970s. Enhancements for this stretch of the corridor have been included in the CAMPO Long Range Transportation Plan since July 2004.

Following completion of an Environmental Impact Statement (EIS), a Federal Record of Decision (ROD) approving expansion of the entire US 183 corridor was issued on October 28, 1985. Since then, continuous activity has taken place on various sections of the corridor as documented in subsequent Federal EIS reevaluations.

Four environmental reevaluations have been submitted and approved by the Federal Highway Administration (FHWA) since the original ROD was issued in 1985. These reevaluations addressed design changes, documented that continuous activity was occurring, outlined the status of construction activity and documented land use changes since the original was completed. The reevaluations were approved by FHWA in 1992, 1998, 2000 and 2002.

The Mobility Authority and the Texas Department of Transportation (TxDOT) launched a new environmental study for this corridor in 2011 to develop a reasonable and feasible approach to improving mobility, reducing travel times and improving quality of life. A resolution exercising primacy, or the option to develop, finance, construct and operate the 183 South project as a toll project, was adopted by the Mobility Authority Board of Directors on March 26, 2014.

On March 6, 2015, a Finding of No Significant Impact was issued by TxDOT, confirming the selection of a tolled expressway with non-tolled general-purpose lanes as the Build Alternative. The design/build contractor, Colorado River Constructors, was procured in May 2015. Notice to Proceed (NTP) 1 was issued on September 10, 2015, and NTP 2 was issued on November 30, 2015.

Construction began in April 2016, and is currently about 50 per cent complete. A significant milestone was reached this spring when crews completed the first stretch of general-purpose lanes between Manor Road and 51<sup>st</sup> Street, both northbound and southbound. Later this year, crews plan to finish constructing the general-purpose lanes, and shift traffic to the new pavement to facilitate construction of the expressway mainlanes. Current major focus areas include excavation at the Loyola Lane intersection, pedestrian bridge construction at 51<sup>st</sup> Street, and bridge work at FM 969 (MLK, Jr. Boulevard), the Colorado River, Montopolis Drive, and SH 71.

#### **SUPPORTING DOCUMENTS**

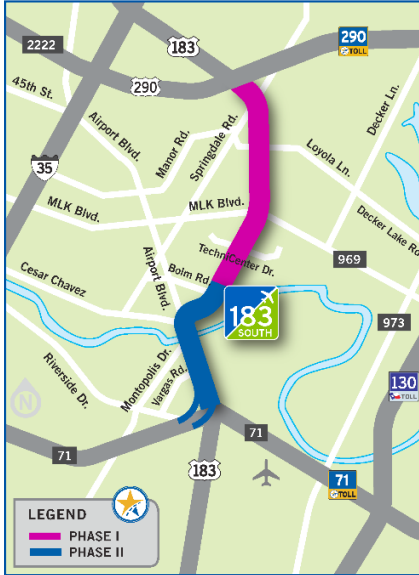
**Attachment A** – *Project Fact Sheet*

**Attachment B** – *Project Map*

**Attachment C** – *Bicycle and Pedestrian Facilities Map*

**Attachment D** – *April E-Newsletter*





## OVERVIEW

The US 183 corridor from US 290 to SH 71 is one of Austin's most important arterials, serving as the primary route to and from Austin-Bergstrom International Airport and points beyond. The four-lane divided highway was initially constructed in the mid-1960's and has undergone only minor upgrades since. Carrying more than 60,000 vehicles per day, this route has become unreliable for commuters, residents, and emergency first responders during peak travel times.

The Mobility Authority is upgrading US 183 to a new tolled expressway built for tolled and non-tolled travel, as well as bicycle and pedestrian use. Construction of the \$743M project began in 2016, and will open in phases between 2019 and 2020, providing greater mobility for all users of the corridor.

## PROJECT DESCRIPTION

- ▶ A new tolled expressway with three lanes in each direction and up to three non-tolled and improved general-purpose lanes in each direction
- ▶ Upgrades to the visual appearance of the corridor through aesthetic enhancements and landscaping improvements
- ▶ \$25M worth of bicycle and pedestrian facilities, including bicycle lanes, sidewalks, and shared use paths
- ▶ A high-tech traffic monitoring system for improved traffic management and incident response

## ROADWAY ENHANCEMENTS

- ▶ Reconstruction of existing overpasses at Springdale Road, MLK Jr. Boulevard, Montopolis Drive and Airport Boulevard to expand capacity
- ▶ Construction of a non-signalized U-turn at Patton Avenue to enhance local connectivity
- ▶ New flyover ramps between US 183 and SH 71 to reduce travel times and improve safety





CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY



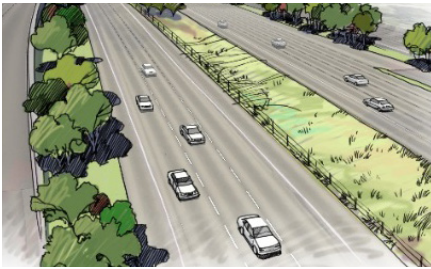
# 183 SOUTH FACT SHEET

## BICYCLE AND PEDESTRIAN ENHANCEMENTS

- ▶ Conversion of the historic Montopolis steel truss bridge over the Colorado River to a bicycle and pedestrian bridge
- ▶ Construction of a trailhead at the Colorado River
- ▶ New pedestrian bridge crossings over US 183 at Springdale Road, 51st Street, and Bolm Road
- ▶ Sixteen miles of bicycle lanes, seven miles of sidewalks and 10 miles of shared use paths with connections to the regional trail system, including the Lance Armstrong Trail, the Walnut Creek Trail, and the 290 Toll shared use path

## VISUAL AND ENVIRONMENTAL ENHANCEMENTS

The project's aesthetic design incorporates the following community priorities:



### Enhanced Landscaping:

Special neighborhood-specific trees will provide a unique focal point for neighborhood entrances along the corridor.



### Community Connections:

Bicycle and pedestrian facilities, trailheads, intersection improvements and other elements will help "knit the community together."



### Regional identity:

Unique bridge and wall designs will promote a strong identity along the corridor.

## STAY INFORMED AND AVOID TRAVEL DELAYS

The Mobility Authority is committed to ensuring local residents are informed about construction work and the traveling public is aware of potential travel impacts. Stay connected with our project team via the following channels:

### ONLINE

[www.183South.com](http://www.183South.com)

### PHONE

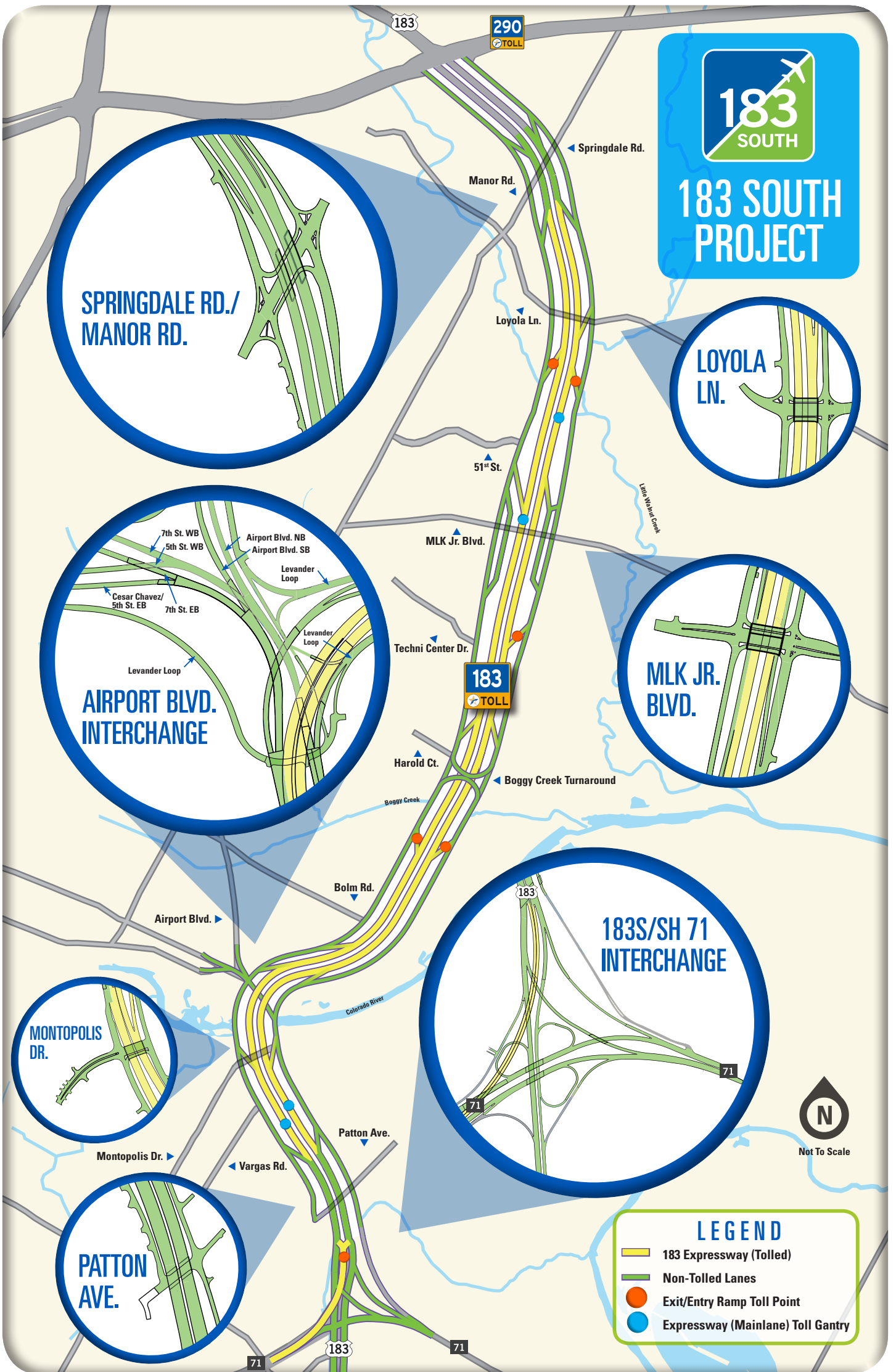
(512) 640-0060  
or toll-free at  
1-855-245-4272

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### TEXT

[183South.com/alerts](http://183South.com/alerts)  
for text and e-mail  
alerts



 **QUESTIONS?** Contact the 24-hour hotline at 512-640-0060, follow us on Twitter @183South or visit [183South.com](http://183South.com)

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY



**183**  
SOUTH

# BICYCLE AND PEDESTRIAN FACILITIES



### LEGEND

- Proposed Shared Use Path
- Pedestrian Bridge
- Pedestrian Crossing
- Existing Shared Use Path
- Bicycle Lane
- Proposed Sidewalk
- Existing Sidewalk
- City of Austin Hike and Bike Trail



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MOBILITY AUTHORITY

**QUESTIONS?** Contact the 24-hour hotline at 512-640-0060, follow us on Twitter @183South or visit 183South.com



### LEGEND

- Proposed Shared Use Path
- Pedestrian Bridge
- Pedestrian Crossing
- Existing Shared Use Path
- Bicycle Lane
- Proposed Sidewalk
- Existing Sidewalk
- City of Austin Hike and Bike Trail

[View this email in your browser](#)



April 2018 E-Newsletter

## 183 SOUTH CONSTRUCTION UPDATE

[Para Español, haga clic aquí](#)

Construction continues along 183 South at a rapid pace. With the first quarter of 2018 in our rear-view mirror, this year is shaping up to be another one of considerable progress along the US 183 corridor. In the coming weeks, the contractor will shift resources throughout various work sites to focus on earthwork operations, paving, sidewalk work, shared use path construction, wall placement, bridge deck panel installation, and intersection reconstruction.



*Aerial view over the Colorado River  
Before construction (Left, March 2016) and present day (Right, March 2018)*





*Take a tour of the project between the Colorado River and Thompson Lane.*

## **FIRST STRETCH OF NEW ROADWAY OPENS TO TRAFFIC**

Earlier this month, we reached a significant milestone in the construction of the 183 South project. Construction crews opened the first stretch of the new northbound general-purpose lanes between 51st Street and Manor/Springdale Road. Traffic shifted to this brand-new stretch of roadway on April 20, and crews have turned their focus to constructing the southbound general-purpose lanes in this area as well as the 183 South expressway mainlanes. This traffic shift marks significant progress toward meeting the interim milestone for the project, which targets opening the first section of the new 183 South expressway between Manor Road and Techni Center Drive in 2019.

The opening of the new southbound general-purpose lanes between Manor Road and 51st Street is expected in mid-May, and will facilitate the reopening of the Loyola Lane intersection on the west side of US 183, which has been closed so that crews can rebuild the intersection. While the Loyola Lane crossing over US 183 will remain closed through the end of the year, the reopening of Loyola Lane on the west side of US 183 will allow right turn movements between Loyola Lane and US 183, restoring access for local residents and businesses.

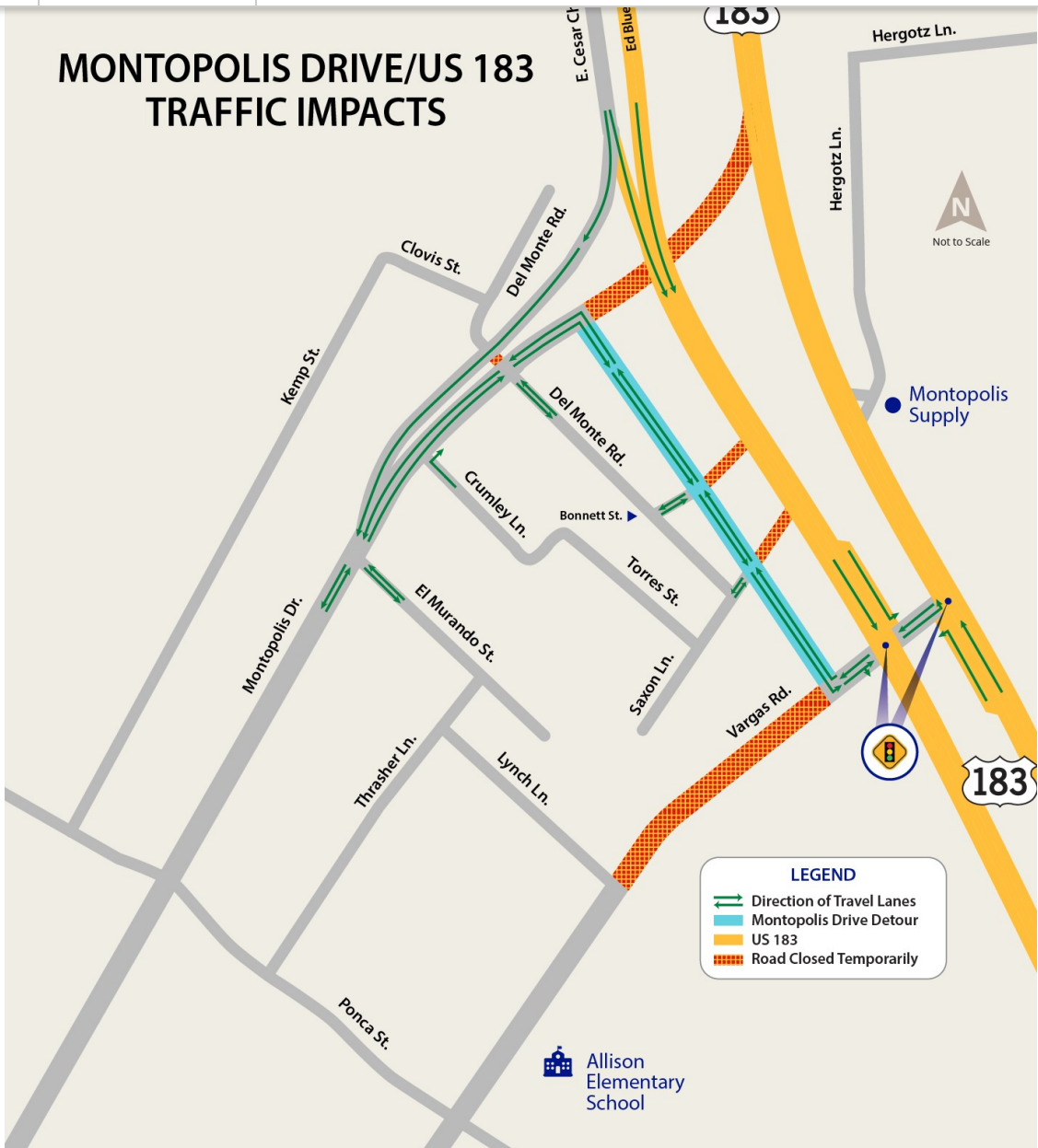


*Aerial view over Loyola Lane (taken March, 2018)*

## **CHANGES COMING TO MONTOPOLIS DRIVE**

Attention Travelers: Major changes are coming to the Montopolis Drive intersection with US 183. Beginning as early as mid-late May, Montopolis Drive will temporarily close at its intersection with US 183 so that crews can remove and reconstruct the Montopolis Drive bridge over US 183 (not to be confused with the historic Montopolis steel truss bridge over the Colorado River, which is being preserved for pedestrian and bicycle use). During this closure, eastbound Montopolis Drive traffic will detour using a new section of roadway that will run alongside the existing US 183.





We want to thank the traveling public for bearing with us through these long-term intersection closures. We look forward to showing you continued progress, and bringing the relief the east side has long awaited!

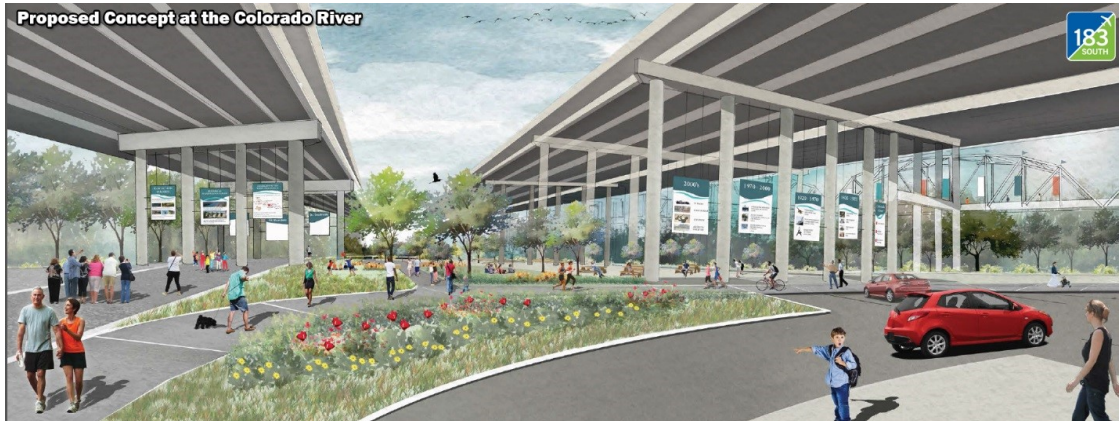
### HELP US SHAPE THE LOOK OF 183 SOUTH

[Click here to take our short aesthetics survey.](#)

As our crews work to transform US 183 into a modern expressway, we ultimately want the corridor’s aesthetic design to reflect the community’s cultural values and visual preferences. And we need your help!

We know from our previous outreach efforts that the community favors enhanced landscaping, community connections, and regional identity. We have a robust tree protection and landscaping plan in place, and significant bicycle and pedestrian amenities planned. Additionally, our unique bridge design—Delta Bents—is just one component we hope will enhance this community’s sense of place.

can we incorporate into the aesthetic design to ensure its look and feel reflects the community's values? [Help us shape the roadway's aesthetic design by taking our short survey.](#) [Tell us what makes you proud to call east Austin home.](#)



## KNOW BEFORE YOU GO: UPCOMING ACTIVITY

As construction moves forward, there will be additional impacts to the traveling public. To stay up to date, visit our [website](#), follow us on [Twitter](#), and [sign up](#) for weekly e-mail alerts.

[Sign up for e-mail or text alerts by clicking here](#)

## BUILDING FOR TOMORROW, HIRING TODAY

Do you have construction experience? Our contractor, Colorado River Constructors, is looking for qualified crew members to join their team. [View their job postings here and become part of the 183 South team!](#)



**BUILDING FOR TOMORROW.  
HIRING TODAY.**

**EDIFICIO PARA MAÑANA.  
CONTRATANDO HOY.**

**183 SOUTH**

APPLY NOW / SOLICITE AHORA  
[WWW.183SOUTH.COM](http://WWW.183SOUTH.COM)

## NATIONAL WORK ZONE AWARENESS WEEK (APRIL 9-13)

Work zone awareness is critical for the safety of the traveling public as well as construction crews. Our contractor, Colorado River Constructors, recently celebrated 2.5 million safe man-hours worked on the 183 South Project over the last two years, and we intend to maintain a robust safety record. Practicing safe driving habits and vigilance behind the wheel is everyone's responsibility. We encourage you to take that responsibility seriously, especially in construction zones. Dedicate your full attention to the roadway and do your part to drive distraction-free. Here are some tips to help promote safety in work zones:

- Slow your speed when approaching work crews to help avoid work zone crashes. Expect the unexpected and be prepared to react.
- Be aware that traffic patterns, speed limits, and lane conditions can change daily. Overnight work is common on roadway construction projects, so things may look different

- Be aware that flaggers are often used to direct traffic during construction activities like road or lane closures, movement of oversized equipment or materials, and more
- Be patient, stay calm, and be courteous as you merge with other lanes of traffic at road construction lane closures to avoid accidents
- Increase your following distance and don't tailgate! Minimize distractions, expect the unexpected, and be prepared to slow down for changing conditions when traveling in a construction work zone.
- Be aware that when traffic violations occur in a construction work zone in Texas, fines may be doubled.

**Our contractor, Colorado River Constructors, celebrated 2.5 million safe man-hours worked on the 183 South Project over the last two years. Safety is our highest priority on the job site, and we intend to continue practicing the same safe work habits that led to this important achievement.**



## OUT IN THE COMMUNITY

Catch up with our project team out in the community! Through our Good Neighbor Program, we sponsor community events and neighborhood activities as our way of saying 'thank you' for your patience during construction. In addition, our Good Neighbor to Business program incentivizes project team employees to localize their spending on goods and services at businesses along the US 183 corridor. Nearly \$22,000 in spending has been recorded at participating businesses since the program began last summer, and interest remains strong.

You may have seen us out at neighborhoods along the corridor this month for our "Spring Fling" event series. To help mitigate the inconvenience of construction work, our team is sponsoring a food truck and providing complementary pizza and refreshments for neighborhoods along the corridor. So far we've visited with our neighbors in the LBJ, Colony Park, Agave, Senate Hills, and University Hills communities, and have additional events scheduled in the coming weeks.

Our community outreach team also participated in a number of other community events recently, including the Montopolis Little League opening ceremony, the Montopolis Neighborhood Easter Egg Hunt, and hosted an outreach event at Callahan's General Store. We were also a proud sponsor of Keep Austin Beautiful Day, a city-wide service day





To request a presentation or a Good Neighbor sponsorship for your group, contact us at 512-640-0060

## SPOTLIGHT ON THE CORRIDOR: RODEO AUSTIN. WHERE WEIRD MEETS WESTERN



Did you know that Austin is home to one of our nation's top five ProRodeos? Rodeo Austin, held annually at the Travis County Exposition Center in east Austin, has been ongoing since 1938. This iconic event and tradition has evolved from a regional livestock show for Travis County into a statewide show attracting nearly 300,000 people annually.

Through its acclaimed livestock show, ProRodeo, fair, carnival, and other fundraisers, the 501(c)(3) continues to advance its mission, "Promoting Youth Education – Preserving

organization does year-round to fund the educational future of young Texans. All in all, Rodeo Austin donates more than \$2 million each year to various educational pursuits for students.



### Promoting Youth Education

The educational focus is centered mainly around the scholarship program, which has given \$7.9M in direct college scholarships to students in our region since 1981. But it also extends to livestock competition, which includes direct engagement with young students through 4H and Future Farmers of America programs. This year, there were 8,000 participants in the youth livestock competition, whereby students raise and show their animals. All proceeds are directed back to the students in support of their educational pursuits—to the tune of \$1.6 million in 2018 alone!

Rodeo Austin's competitive livestock events allow kids to experience raising the farm animals that go into the food supply.

### Preserving Western Heritage

Like the Rodeo, Austin has evolved over the years. There are close to one million people in Austin today, many of whom are transplants, and aren't familiar with the history of the area. "If you don't know where you came from, it's hard to figure out where you are going," Rob says.

In support of preserving western heritage, Rodeo Austin uses the tagline, *Where Weird Meets Western*. Rob describes this as "the confluence of history and what's hip." He tells us, "The gap between our ranching history and where Central Texas is today is expanding. Our urban areas are growing, and we are phasing out of our rural roots. Part of our mission here at Rodeo Austin is to preserve the origin of Texas and that means explaining to the next generation where their food comes from, and how to care for the animals in our food chain."

### Connecting the Dots...Between Weird and Western

Rodeo Austin also features a carnival and a fair with 60 amusement rides and games.

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western. We incorporate some key cultural things like food, music, and alcohol that define present day-Austin into the traditional western Rodeo and Livestock events.”

## Respecting Our Livelihood

One of the most common misconceptions about rodeos has to do with animal care. At Rodeo Austin, Rob’s focus is on being an industry leader in thoughtful animal care policies and procedures. “Austin is an animal-loving city that takes animal care very seriously,” he tells us. “We take great pride in being on the leading edge of defining those standards. After all, these animals are the source of our livelihood. Their health and welfare is our living. It is a privilege we take very seriously.”

## It Takes a Village

Rob oversees a full-time staff of 15 employees in charge of putting on six events each year, including the gala, the sporting tournament, and the Cowboy Breakfast. And everything culminates in the month of March with the two largest events: The BBQ Cook-off and the Fair and Rodeo. So how does a team of 16 do it all? Not only do they begin preparations nearly a year in advance, they rely on the help of 1,000 seasonal workers, plus 1,200 unpaid volunteers, many of whom have been giving their time to Rodeo Austin for the past 30-40 years.

So what is Rob’s favorite part of Rodeo Austin? “Seeing the crowds of kids,” he says. Every year, they tour 6,500 elementary school kids over five days. They see the livestock, the barns, the fair and the carnival. “These are kids that may otherwise never get to experience Rodeo Austin, so it’s extremely rewarding to see the look of excitement on their faces when they experience all we have to offer.”





### **Greater Mobility for Rodeo-Goers**

With the influx of new residents to Central Texas, Rob says it's our responsibility to plan for that growth. "We can't stop population growth, but there's a lot we can do to make our region as livable as possible. And that means building the infrastructure we need to move people and goods effectively."

Rob is excited for the improvements coming to the 183 South corridor, and feels it's been a long time coming for east Austin. "For the past 100 years, this community east of I-35 has been slighted. We've been underserved in terms of housing, grocery stores, employment and infrastructure," he says. "With the east side as the preferred growth corridor, Rodeo Austin wants to join with east Austin neighbors to be the nucleus of that movement eastward and I look forward to the connection this new roadway will provide for our patrons."

## **183 SOUTH: BY THE NUMBERS**

**183**  
SOUTH

# Did You Know?

The 183 South project will plant more than

**7,000  
TREES**

Reduce the Urban Heat Island Effect

Purify the Air We Breathe

Promote Roosting Areas for Local Birds

Control Erosion and Sedimentation

## About 183 South:

The Central Texas Regional Mobility Authority is building a new tolled expressway with three lanes in each direction on an eight-mile section of US 183 between US 290 and SH 71. In addition, the Mobility Authority will be reconstructing and improving the non-tolled US 183 general purpose lanes and adding \$25 million worth of pedestrian and bicyclist facilities. The project will open in phases between 2019 and 2020, offering greater mobility for all users of the corridor.

You are receiving this update from the Central Texas Regional Mobility Authority because you signed up for the project e-newsletter.

**Questions? Call our 24/7 hotline at 512-640-0060**





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**Date:** June 11, 2018  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Transportation Policy Board  
**From:** Mr. Ashby Johnson, Executive Director  
**Agenda Item:** 10a  
**Subject:** Local Government Project Development Process Workshop

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