



TECHNICAL ADVISORY COMMITTEE MEETING

Monday, November 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 October 22, 2018 Meeting Summary](#) Mr. Ashby Johnson, CAMPO
Mr. Johnson will seek TAC approval of the October 22, 2018 meeting summary.
3. [Recommendation on Adoption of TxDOT Performance Measure Targets \(PM2/PM3\)](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will present PM2-Pavement and Bridge Conditions and PM3-System Performance and Freight Performance Measures and seek TAC recommendation for adopting TxDOT targets.

INFORMATION:

4. [Discussion of FY 2018 Federal Transit Administration \(FTA\) Section 5310 Projects](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will provide an overview of the FY 2018 FTA Section 5310 Program and project selection.
5. [Discussion of TIP and RTP Amendment Cycle and Requested Amendments](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will provide an overview of the TIP and RTP amendment cycle and requested amendments.
6. [Report on Transportation Planning Activities](#)
 - a. [Administrative Amendments to the 2019-2022 Transportation Improvement Program \(TIP\)](#)
 - b. [Project Progress Reports](#)
 - c. Recognition of Service to the Technical Advisory Committee - Mr. Ed Polasek
7. TAC Chair Announcements
8. Adjournment



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

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

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:06 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	N	
2.	Cole Kitten	City of Austin	Y	(via phone)
3.	Robert Spillar	City of Austin	Y	
4.	Tom Gdala	City of Cedar Park	N	
5.	Edward Polasek	City of Georgetown	Y	
6.	Trey Fletcher	City of Pflugerville	N	
7.	Gary Hudder	City of Round Rock	N	Gerald Pohlmeier
8.	Laurie Moyer	City of San Marcos	Y	(via phone)
9.	Julia Cleary	Bastrop County	Y	
10.	Amy Miller	Bastrop County (Smaller Cities)	N	
11.	Greg Haley	Burnet County	Y	(via phone)
12.	Mike Hodge	Burnet County (Smaller Cities)	N	
13.	(Vacant)	Caldwell County	N	
14.	Dan Gibson	Caldwell County (Smaller Cities)	Y	(via phone)
15.	Jerry Borcharding	Hays County	Y	(via phone)
16.	David Fowler	Hays County (Smaller Cities)	Y	

17.	Charlie Watts	Travis County	Y	(via phone)
18.	Alex Amponsah	Travis County (Smaller Cities)	Y	
19.	Bob Daigh	Williamson County	Y	
20.	Terri Crauford	Williamson County (Smaller Cities)	N	
21.	David Marsh	CARTS	N	Ed Collins
22.	Justin Word	CTRMA	N	Mike Sexton
23.	Todd Hemingson	Capital Metro	N	Joe Clemens
24.	Marisabel Ramthun	TxDOT	Y	

Other Participants Via Phone: None

2. Approval of the September 24, 2018 Meeting Summary Chair Polasek

Mr. Rohit Vij requested that the September 24, 2018 meeting summary be amended to reflect Ms. Laurie Moyer in attendance for the meeting via phone.

Mr. Bob Daigh moved for approval of the September 24, 2018 meeting summary, as amended.

Mr. David Fowler seconded the motion.

The motion to approve the meeting summary as amended prevailed unanimously.

3. Recommendation to Adopt Draft Regional Incident Management StudyMr. Ashby Johnson, CAMPO

Mr. Ashby Johnson reported that the Regional Incident Management Study was reviewed by stakeholders and a third party. Mr. Johnson highlighted and discussed the cost benefit analysis, significant need for heavy-duty tow, recommendations, and next steps. Mr. Johnson later requested a recommendation for adoption of the Draft Regional Incident Management Study by Transportation Policy Board. Question and answer with comments followed.

Mr. Bob Daigh moved for approval of a recommendation for adoption of the Draft Regional Incident Management Study by the Transportation Policy Board.

Mr. David Fowler seconded the motion.

The motion prevailed unanimously.

4. Presentation on Federal Roadway Functional Classification

..... Mr. Dave Freidenfeld, TxDOT

Mr. Ashby Johnson provided a brief overview of the federal roadway classification and introduced presenters Mr. Dave Freidenfeld of TxDOT and Mr. Jose Campos of the Federal Highway Administration (FHWA).

Mr. Freidenfeld provided a definition of functional classification and highlighted and discussed the 7 (seven) main categories of FHWA’s federal Question and answer with comments followed.

5. Update on Public Participation Plan (PPP)

.....Ms. Doise Miers, CAMPO

Ms. Miers reported that the PPP was last updated in 2015. Ms. Miers later highlighted and discussed current updates and a timeline for adoption of the PPP. Question and answer with comments followed.

6. Report on Transportation Planning Activities

a. 2019 TAC Meeting Schedule

Mr. Ashby Johnson reported that the 2019 TAC meeting schedule was included in the meeting packet.

b. Capital Alamo Connection Study Joint MPO TAC Workshop

Mr. Ashby Johnson also reported that TxDOT hosted a Joint MPO TAC Workshop on the Capital Alamo Connection Study on October 2, 2018 at 10:00 a.m. at the San Marcos Activity Center. A report summarizing the discussion from the workshop will be distributed by TxDOT. A brief question and answer followed.

Mr. Ryan Collins reported that a project tracking webinar for TIP and RTP applications will be held on October 31, 2018. Mr. Collins added that the deadline for application forms is November 16, 2018.

Mr. Collins also reported that the TIP amendment cycle will begin on November 1, 2018 followed by a public involvement process. The TIP amendment cycle will be presented to the Transportation Policy Board as an information item in December and presented in January for approval.

7. TAC Chair Announcements

There were no announcements.

8. Adjournment

The October 22, 2018 meeting of the Technical Advisory Committee was adjourned at 3:28 p.m.



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

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda: 3
Subject: Recommendation on Adoption of TxDOT Performance Measure Targets (PM2/PM3)

RECOMMENDATION

Staff requests the Technical Advisory Committee (TAC) recommend the Transportation Policy Board adopt the TxDOT Performance Measure Targets for Pavement and Bridge Conditions (PM2) and System Performance and Freight Performance Measures (PM3).

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 Regional Transportation Plan (RTP). Part of the performance-based planning process requires the adoption of performance targets in key areas by the effective dates set by the FHWA's Final Rulemaking. By these rulemakings, CAMPO must adopt performance targets for Pavement and Bridge Conditions (PM2) and System Performance and Freight Performance Measures (PM3) within 180 days of the state target-setting.

The Texas Department of Transportation (TxDOT) adopted targets for PM2 and PM3 on June 21, 2018. As a result, CAMPO must adopt its own targets or motion to adopt the state targets by December 18, 2018. Upon review of the state targets, staff is recommending that CAMPO adopt the PM2 and PM3 performance targets set by the state.

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 state department of transportation target-setting, MPOs must set their own targets or agree with those set by the state DOT.

Performance measures at the federal level are focused on the following national goals:

- Safety
 - Infrastructure condition
 - Congestion reduction
 - System reliability
 - Freight movement and economic vitality
 - Environmental sustainability
 - Reduced project delivery delays

SUPPORTING DOCUMENTS

Attachment A – *TxDOT Targets*

Attachment B – *Draft TPB Resolutions*

Attachment A: TxDOT Targets

TxDOT Targets: Pavement and Bridge Performance Measures (PM2)			
Federal Performance Measure	Baseline	2020 Target	2022 Target
Pavement on Interstate Highway			
Percentage in “good” condition	N/A	N/A	66.4%
Percentage in “poor” condition	N/A	N/A	0.3%
Pavement on Non-Interstate Highway NHS			
Percentage in “good” condition	54.4%	52.0%	52.3%
Percentage in “poor” condition	14.0%	14.3%	14.3%
NHS Bridge Deck Condition			
Percentage in “good” condition	50.7%	50.6%	50.4%
Percentage in “poor” condition	0.9%	0.8%	0.8%

TxDOT Targets: System Performance (PM3)			
Federal Performance Measure	Baseline	2020 Target	2022 Target
NHS Travel Time Reliability			
IH Level of Travel Time Reliability	79.5%	61.2%	56.6%
Non-IH Level of Travel Time Reliability	N/A	N/A	55.0%
Truck Travel Time Reliability			
	1.40%	1.70%	1.79%



Resolution 2018-12-4a

Adoption of Targets for Pavement and Bridge Performance Measures (PM2) Established by the Texas Department of Transportation.

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) and subsequent Fixing America's Surface Transportation (FAST) Act require the implementation of Performance Measures; and

WHEREAS, the Texas Department of Transportation (TxDOT) adopted six targets for Pavement and Bridge Condition Measures as listed below:

- 1) Percentage of Interstate System pavement in good or better condition
- 2) Percentage of Interstate System pavement in poor condition
- 3) Percentage of Non-Interstate National Highway System pavement in good condition
- 4) Percentage of Non-Interstate National Highway System pavement in poor condition
- 5) Percentage of Bridge Deck on the National Highway System in good condition
- 6) Percentage of Bridge Deck on the National Highway System in poor condition

WHEREAS, CAMPO must adopt targets for Pavement and Bridge Performance Measures (PM2) in compliance with federal rule making within 180 days from the adoption of the state targets; and

WHEREAS, CAMPO may choose to adopt the targets for Pavement and Bridge Performance Measures (PM2) established by the Texas Department of Transportation or adopt their own; and

WHEREAS, the CAMPO Technical Advisory Committee met on November 26, 2018 and voted to recommend the adoption of the targets for Pavement and Bridge Performance Measures (PM2) established by the Texas Department of Transportation; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to adopt and support the targets for Pavement and Bridge Performance Measures (PM2) established by the Texas Department of Transportation as reflected in this resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to adopt and support the targets for Pavement and Bridge Performance Measures (PM2) established by the Texas Department of Transportation as reflected was made on December 10th, 2018 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 14th day of December 2018.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DRAFT

TxDOT Targets: Pavement and Bridge Performance Measures (PM2)

Federal Performance Measure	Baseline	2020 Target	2022 Target
Pavement on Interstate Highway			
Percentage in “good” condition	N/A	N/A	66.4%
Percentage in “poor” condition	N/A	N/A	0.3%
Pavement on Non-Interstate Highway NHS			
Percentage in “good” condition	54.4%	52.0%	52.3%
Percentage in “poor” condition	14.0%	14.3%	14.3%
NHS Bridge Deck Condition			
Percentage in “good” condition	50.7%	50.6%	50.4%
Percentage in “poor” condition	0.9%	0.8%	0.8%

DRAFT



Resolution 2018-12-4b

Adoption of Targets for System Performance Measures (PM3) Established by the Texas Department of Transportation.

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) and subsequent Fixing America's Surface Transportation (FAST) Act require the implementation of Performance Measures; and

WHEREAS, the Texas Department of Transportation (TxDOT) adopted three targets for System Performance Measures as listed below:

- 1) Percentage person-miles traveled on the Interstate System rated 'reliable' (TTR-IH)
- 2) Percentage person-miles traveled on Non-Interstate National Highway System facilities rated 'reliable' (TTR Non-IH)
- 3) Percentage of travel time on the Interstate System rated 'reliable' (TTTR); and

WHEREAS, CAMPO must adopt targets for System Performance (PM3) in compliance with federal rule making within 180 days from the adoption of the state targets; and

WHEREAS, CAMPO may choose to adopt the targets for System Performance (PM3) established by the Texas Department of Transportation or adopt their own; and

WHEREAS, the CAMPO Technical Advisory Committee met on November 26, 2018 and voted to recommend the adoption of the targets for System Performance (PM3) established by the Texas Department of Transportation; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to adopt and support the targets for System Performance (PM3) established by the Texas Department of Transportation as reflected in this resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to adopt and support the targets for System Performance (PM3) established by the Texas Department of Transportation as reflected was made on December 10th, 2018 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 14th day of December 2018.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

TxDOT Targets: System Performance (PM3)

Federal Performance Measure	Baseline	2020 Target	2022 Target
NHS Travel Time Reliability			
IH Level of Travel Time Reliability	79.5%	61.2%	56.6%
Non-IH Level of Travel Time Reliability	N/A	N/A	55.0%
Truck Travel Time Reliability			
	1.40%	1.70%	1.79%

DRAFT



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

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 4
Subject: Discussion of FY 2018 Federal Transit Administration (FTA) Section 5310 Projects

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO has received 13 applications for FTA Section 5310 grant program for Fiscal Year (FY 2018). This competitive project selection process awards Federal FTA funding that was authorized under the FAST Act. The FTA Section 5310 Program is administered by the Capital Metropolitan Transit Authority (Capital Metro) and projects are selected by the Transportation Policy Board (TPB). Program information is provided in Attachment A. Applicant information, scores and recommended awards are provided in Attachment B.

FINANCIAL IMPACT

This call for projects will allocate up to \$842,252.00 in FTA 5310 funding to local sponsors for FY 2018.

BACKGROUND AND DISCUSSION

The FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

At least 55% of program funds must be used on traditional capital projects to support public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

The remaining 45% may be used for other capital and operating expenses, additional public transportation projects that exceed the requirements of the ADA, improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit, and provide alternatives to public transportation that assist seniors and individuals with disabilities.

SUPPORTING DOCUMENTS

Attachment A: *FY 2018 FTA Section 5310 Project Call Information*

Attachment B: *Scoring and Recommendation Report*

Federal Transit Administration: Section 5310

Enhanced Mobility of Seniors and Individuals with Disabilities

Call for Projects

Fiscal Year 2018



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About the Grant Program

The Federal government, through the Federal Transit Administration (FTA), provides financial assistance to develop new transit systems and to improve, maintain, and operate existing systems.

The FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program is intended to enhance mobility for seniors and person with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

The Capital Area Metropolitan Planning Organization is soliciting project proposals for these grant programs within the Austin Urbanized Area. This competitive project selection process will award Federal funding that was apportioned under the FAST (Fixing America's Surface Transportation) Act.

Funding Information	
Funding Type	Amount Available FY 2018
Traditional Section 5310 Projects	\$527,294.00
Other Section 5310 Projects	\$314,958.00
Total Available	\$842,252.00

Who Can Apply

“Traditional” Capital Projects

- A private nonprofit organization
- A state or local governmental authority that is approved by the state to coordinate services for seniors and individuals with disabilities
- A state or local governmental authority that certifies that there are no nonprofit organizations readily available in the area to provide the service

“Other” Capital and Operating Expenses

- A state or local government authority
- A private nonprofit organization
- An operator of public transportation that receives a Section 5310 grant indirectly through a recipient

Applicants are strongly encouraged to review the Federal Transit Administration information linked in the application to determine eligibility and compliance with federal funding guidelines.

Grant Administration and Program Requirements

The Capital Metropolitan Transportation Authority (Capital Metro) serves as the designated recipient for FTA Section 5310 Funds in the Austin Urbanized Area. Successful applicants will enter into a grant agreement with Capital Metro and will become subrecipients for these funds. The grant agreement will provide for additional requirements related to project administration and reporting.

Successful recipients are strongly encouraged to expend all funds as soon as possible by the end of fiscal year 2021. The grant agreement with Capital Metro may specify additional deadlines for expenditure of the funds in order to ensure that timely progress is made.

There are numerous Federal provisions that projects and agencies are required to comply with in order to receive funding from the Federal Transit Administration (FTA). Those requirements will vary depending on the funding for which applicants apply, the type of project proposed, the type of agency that is applying for the funding, and other factors.

Because Federal requirements may impact the scope and cost of your project, applicants are encouraged to familiarize themselves with the requirements that apply to their respective projects while developing their grant applications.

Links to Federal Transit Administration Guidance on requirements can be found under section – Additional Resources as well as the the application.

General Eligibility Requirements

All Projects

- Project must serve the Austin Urbanized Area (*see Urbanized Area Map*)
- Sponsor and project operator must be able to certify that they meet all related FTA requirements
- Proposal must meet a minimum award threshold of \$50,000.00
- Project must be consistent with the strategies and goals outlined in the Capital Area's *Coordinated Public Transit-Health and Human Services Transportation Plan*

“Traditional” Capital Projects

Traditional capital projects are those projects that support public transportation needs for seniors and individuals with disabilities where public transportation is insufficient, inappropriate, or unavailable.

“Other” Eligible Capital and Operating Expenses

“Other” eligible capital and operating expenses are public transportation projects that:

- Exceed the requirements of the ADA
- Improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit
- Provide alternatives to public transportation that assist seniors and individuals with disabilities

A complete list of eligible activities and descriptions from the Federal Transit Administration can be found under Eligible Activities or the FTA Guidance linked under Additional Resources.

Funding and Match Requirements

- The project sponsor must have sufficient funding to carry out the project—grant payments are issued as reimbursements for eligible expenses and project deliverables.
- These programs require local match funding. The applicant will be required to identify local match funding of at least 20% of the total project cost for capital projects, and at least 50% of the total project cost for eligible transportation operating expenses.
- The local match may be met using additional federal funding, however the funding must come from a source which is not administered through the US Department of Transportation (USDOT).

Project Call Timeline

Date	Milestone
August 29, 2018	Call for Projects: Issued
September 12, 2018	Informational Webinar at 10:00 p.m.
September 28, 2018	Applications Due by 5:00 p.m.
	Technical Review and Scoring of Applications
October 15, 2018	Public Hearing at CAMPO Transportation Policy Board
October 22, 2018*	Recommendation of projects by CAMPO Technical Advisory Committee
November 5, 2018*	Consideration of project awards by CAMPO Transportation Policy Board

*Dates subject to Transportation Policy Board meeting schedule.

Submission Deadlines and Application Requirements

Applicants must complete an online application with the requested information by the date noted below in order to be considered for funding. Additional information and guidance is provided in the application which can be located at www.campotexas.org

Application Form

- a)** General Information
- b)** Organization Information
- c)** Project Information
- d)** Finance Information
- e)** RTCC Plan Goals
- f)** FTA Goals
- g)** Additional Information
- h)** Certification and Submittal

Additional Application Materials

- a)** Letters of Support/Commitment: Attach letters of support or commitment from project sponsor(s). Letters from sponsors should indicate their level of commitment, implementation role, and whether they have approved any funding resources or staffing for the project.
- b)** Additional Supporting Materials: Include any supporting materials you reference in the body of your application. In addition, you may also include supporting materials that provide additional context for the project, such as annual reports for the sponsoring organization, strategic plans, etc.

Applications are due by 5 p.m. Central Time, September 28, 2018.

Coordinated Public Transit- Health and Human Services Transportation Plan

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—FAST continued the coordinated transportation planning requirements for the Section 5310 Program administered by the Federal Transit Administration (FTA). The purpose of the Section 5310 Program is to enhance mobility for seniors and persons with disabilities. Section 5310 funding goes toward programs that serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

This Coordinated Plan is designed to meet the coordinated transportation planning requirements. The plan incorporates the four required elements:

1. An assessment of available services that identifies current transportation providers (public, private and nonprofit).
2. An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners, or on more sophisticated data collection efforts that identify gaps in service.
3. Strategies, activities and/or projects to address the identified gaps between current services and needs, and opportunities to achieve efficiencies in service delivery.
4. Priorities for implementation based on resources (from multiple program sources), time and feasibility for implementing specific strategies and/or activities identified.

The purpose of this planning process was twofold. The first was to continue moving forward with implementation of existing coordinated efforts. The RTCC's approach to mobility and transportation choices calls for local planning and local decision-making based on sound planning activities. The second purpose was to meet the requirements of the FTA's rules regarding development of a coordinated transportation plan for any locale to receive funds from the FTA, a very important resource for funding.

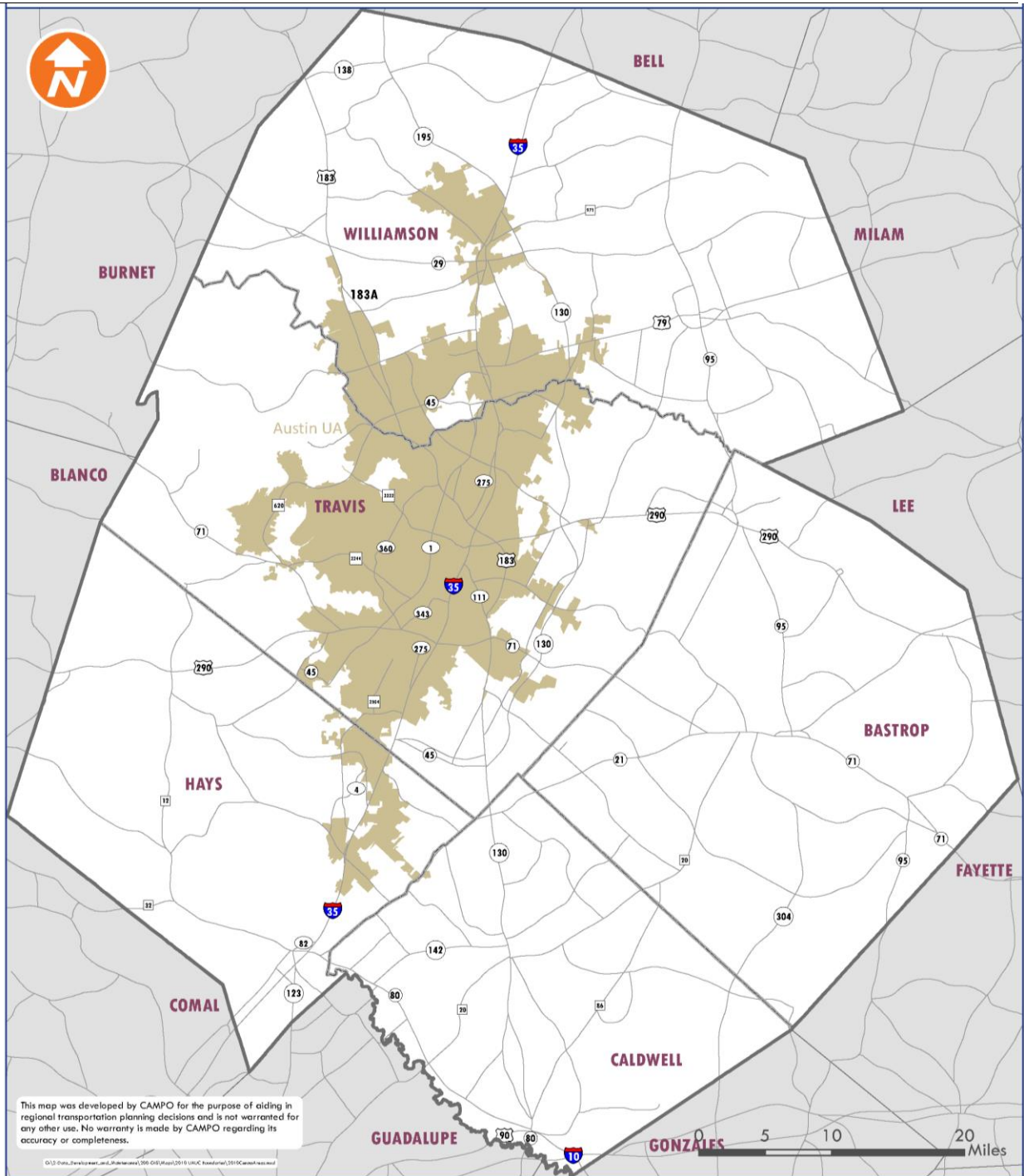
Health and Human Services Transportation Plan – Goals

Goal 1	Preserve and expand transportation services for the public and human service agencies, especially those services that meet the critical needs of the transportation disadvantaged.
Goal 2	Maintain and improve the quality and safety of transportation services for the public.
Goal 3	Secure formal state and local agency agreements and identify and address funding, regulatory, programmatic, attitudinal, and geographic barriers to implement coordinated transportation in the Capital Area.
Goal 4	Increase the efficiency of transportation services for the public and human service clients.
Goal 5	Increase public awareness of mobility options and improve access to transportation services for the public.

Health and Human Services Transportation Plan – Service Strategies

Strategy 1	Expand Transit Service to the Entire Region – the Public Transit Gap
Strategy 2	Address Unserved Destinations within Existing Transit Service Areas
Strategy 3	Expand Commuter Service
Strategy 4	Expand Efforts to Improve the Coordinated Volunteer Network
Strategy 5	Coordinate Service between Hill Country Transit (HCT) and CARTS
Strategy 6	Development of Public-Private Partnerships
Strategy 7	Non-Traditional Market Development/Shopper Shuttles

Urbanized Area Map



Eligible Activities

“Traditional” Capital Expenses

Funds for the Section 5310 program are available for capital expenses as defined in 49 U.S.C Section 5302(3) to support public transportation capital projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate. Examples of capital expenses that meet the 55 percent requirement, which must be carried out by an eligible recipient or subrecipient, include but are not limited to:

1. Rolling stock and related activities for Section 5310-funded vehicles
 - Acquisition of expansion or replacement buses or vans, and related procurement, testing, inspection, and acceptance costs
 - Vehicle rehabilitation or overhaul
 - Preventive maintenance
 - Radios and communication equipment
 - Vehicle wheelchair lifts, ramps, and securement devices
2. Passenger facilities related to Section 5310-funded vehicles
 - Purchase and installation of benches, shelters, and other passenger amenities.
3. Support facilities and equipment for Section 5310-funded vehicles
 - Extended warranties that do not exceed the industry standard;
 - Computer hardware and software;
 - Transit-related intelligent transportation systems (ITS);
 - Dispatch systems; and
 - Fare collection systems.
4. Lease of equipment when lease is more cost effective than purchase. Note that when lease of equipment or facilities is treated as a capital expense, the recipient must establish criteria for determining cost effectiveness in accordance with FTA regulations, “Capital Leases,” 49 CFR part 639 and OMB Circular A-94, which provides the necessary discount factors and formulas for applying the same.

5. Acquisition of transportation services under a contract, lease, or other arrangement. This may include acquisition of ADA-complementary paratransit services when provided by an eligible recipient or subrecipient as defined in section 5 of this chapter, above. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.

6. Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a nonprofit agency could receive Section 5310 funding to support the administrative costs of sharing services it provides to its own clientele with other seniors and/or individuals with disabilities and coordinate usage of vehicles with other nonprofits, but not the operating costs of service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:
 - a) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals;
 - Support for short-term management activities to plan and implement coordinated services;
 - The support of state and local coordination policy bodies and councils;
 - The operation of transportation brokerages to coordinate providers, funding agencies, and passengers;
 - The provision of coordination services, including employer-oriented transportation management organizations' and human service organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
 - The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
 - Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of geographic information

systems (GIS) mapping, global positioning system technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system, and single smart customer payment systems. (Acquisition of technology is also eligible as a standalone capital expense).

7. Capital activities (e.g., acquisition of rolling stock and related activities, acquisition of services, etc.) to support ADA-complementary paratransit service may qualify toward the 55 percent requirement, so long as the service is provided by an eligible recipient/subrecipient as defined in chapter III, section 5, of FTA Circular 9070.1G, and is included in the coordinated plan.

“Other” Eligible Capital and Operating Expenses

1. Up to 45 percent of a rural, small urbanized area, or large urbanized area’s annual apportionment may be utilized for:
 - Public transportation projects (capital only) planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
 - Public transportation projects (capital and operating) that exceed the requirements of ADA;
 - Public transportation projects (capital and operating) that improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service; or
 - Alternatives to public transportation (capital and operating) that assist seniors and individuals with disabilities with transportation.

Since the 55 percent requirement is a floor and not a ceiling the activities listed above are eligible expenses for all funds available to a recipient under Section 5310. For example, mobility management and ITS projects may be eligible under both categories; the difference to note in order for the project to qualify toward the 55 percent requirement is that the project must meet the definition of a capital project, be specifically geared toward the target population, and carried out by an eligible subrecipient, which is limited for this category of projects. The list of eligible activities is intended to be illustrative, not exhaustive. FTA encourages recipients to develop innovative solutions to meet the needs of seniors and individuals with disabilities in their communities and discuss proposed projects with FTA regional staff to confirm eligibility.

2. Public Transportation Projects that Exceed the Requirements of the ADA. The following activities are examples of eligible projects meeting the definition of public transportation service that is beyond the ADA.

- Enhancing paratransit beyond minimum requirements of the ADA. ADA-complementary paratransit services can be eligible under the Section 5310 program in several ways:

- a) Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA;
- b) Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services;
- c) The incremental cost of providing same day service;
- d) The incremental cost (if any) of making door-to-door service available to all eligible ADA paratransit riders, but not on a case-by-case basis for individual riders in an otherwise curb-to-curb system;
- e) Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;
- f) Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under the ADA regulations, 49 CFR part 38 (i.e., larger than 30" × 48" and/or weighing more than 600 pounds), and labor costs of aides to help drivers assist passengers with oversized wheelchairs. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600-pound design load, and the acquisition of heavier duty vehicles for paratransit and/or demand-response service in order to accommodate lifts with a heavier design load; and
- g) Installation of additional securement locations in public buses beyond what is required by the ADA.

- Feeder services. Accessible "feeder" service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.

3. Public Transportation Projects that Improve Accessibility. The following activities are examples of eligible projects that improve accessibility to the fixed-route system.

- (1) Making accessibility improvements to transit and intermodal stations not designated as key stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing

station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. Section 5310 funds are eligible to be used for accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail, and rapid rail. This may include:

- (a) Building an accessible path to a bus stop that is currently inaccessible, including curbcuts, sidewalks, accessible pedestrian signals, or other accessible features;
- (b) Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA;
- (c) Improving signage or wayfinding technology; or
- (d) Implementation of other technology improvements that enhance accessibility for people with disabilities including ITS.

(2) Travel training. Training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.

4. Public Transportation Alternatives that Assist Seniors and Individuals with Disabilities with Transportation. The following activities are examples of projects that are eligible public transportation alternatives.

- a) Purchasing vehicles to support accessible taxi, ride-sharing, and/or vanpooling programs. Section 5310 funds can be used to purchase and operate accessible vehicles for use in taxi, ride-sharing, and/or vanpool programs provided that the vehicle meets the same requirements for lifts, ramps, and securement systems specified in 49 CFR part 38, subpart B, at a minimum, and permits a passenger whose wheelchair can be accommodated pursuant to part 38 to remain in his/her personal mobility device inside the vehicle.
- b) Supporting the administration and expenses related to voucher programs for transportation services offered by human service providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The Section 5310 program can provide vouchers to seniors and individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on predetermined rates or contractual arrangements. Transit passes or vouchers for use on existing fixed-route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (federal/local) match.

- c) Supporting volunteer driver and aide programs. Volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of enhancements to increase capacity of volunteer driver programs are also eligible. FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.
-
- 5. Limits on operating assistance. Given the 55 percent requirement for traditional Section 5310 capital projects, a recipient may allocate up to 45 percent of its apportionment for operating assistance. However, this funding is limited to eligible projects as described in 49 U.S.C. 5310(b)(1)(B-D) and described in this section (b, c, and d), above. Operating assistance for required ADA complementary paratransit service is not an eligible expense.

Selection Criteria

Projects will be evaluated based upon the CAMPO Transportation Policy Board-approved selection criteria (100 points total).

- 1. Benefit** **(20 points)**
Describe how this project will establish, preserve and/or improve public transportation, mobility, and access within the region. In particular, describe how the project will benefit seniors and individuals with disabilities. Please provide the current number of users per year being served and an estimate of the total number of additional users per year who would benefit from the project. If no additional users per year will be served, please describe the impact on the current users being served by the project.
- 2. Financial Sustainability** **(15 points)**
Describe how this project will be sustained after the grant funding is expended. In particular, describe whether there is long term funding commitment from another source/sources, or what proactive efforts will be undertaken to ensure continuation of the project at the end of the grant period.
- 3. Coordination and Partnerships** **(15 points)**
Describe how the project will be coordinated with other efforts and will leverage partnerships. Please provide information on coordination efforts, including partner agencies and details of activities. If there is no current coordination, please provide your agency's plan for coordination.
- 4. Interconnectivity** **(15 points)**
Describe how the project will build on or connect with the existing system of public transportation, non-profit providers, medical transportation services, and special transit services in the Capital Area.
- 5. Implementation of Capital Area Regional Transit Coordination Plan** **(10 points)**
Describe how the project will support the 2017 Capital Area Coordinated Plan. Describe which Plan Goals or Strategies will be supported by the project.
- 6. Cost Effectiveness** **(15 points)**
Describe how the project will be cost effective by leveraging resources or minimizing total project costs. (The project will be evaluated based on the additional resources noted in the application and a comparison of costs to similar projects.)
- 7. Budget and Project Implementation** **(10 points)**
Describe how the project will be developed based on a reasonable and realistic budget and work tasks. (The project will be evaluated based on the answer provided as well as an analysis of the budget submitted and demonstrated experience with FTA and TxDOT project agreements. Sponsors will be required to be in good standing with the Federal Transit Administration, Capital Metropolitan Transportation Authority, and the Texas Department of Transportation.)

Additional Resources

Fact Sheet on the Section 5310 Grant Program (FTA):

https://www.transit.dot.gov/sites/fta.dot.gov/files/5310_Enhanced_Mobility_of_Seniors_and_Disabled_Fact_Sheet.pdf

Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions (FTA):

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15%281%29.pdf

Coordinated Public Transit-Health and Human Services Transportation Plan:

<https://47kzwj6dn1447gy9z7do16an-wpengine.netdna-ssl.com/wp-content/uploads/2018/04/Coordinated-Public-Transit-Health-and-Human-Services-Transportation-Plan.pdf>

Questions

If you have questions about this application, the selection process, or the funding programs please contact:

Ryan Collins

Short-Range Planning Manager

Capital Area Metropolitan Planning Organization

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Federal Transit Administration: Section 5310

Enhanced Mobility of Seniors and Individuals with Disabilities

Scoring and Recommendation Report

Fiscal Year 2018



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About the Grant Program

The Federal government, through the Federal Transit Administration (FTA), provides financial assistance to develop new transit systems and to improve, maintain, and operate existing systems.

The FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program is intended to enhance mobility for seniors and person with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

The Capital Area Metropolitan Planning Organization is soliciting project proposals for these grant programs within the Austin Urbanized Area. This competitive project selection process will award Federal funding that was apportioned under the FAST (Fixing America's Surface Transportation) Act.

Funding Information	
Funding Type	Amount Available FY 2018
Traditional Section 5310 Projects	\$527,294.00
Other Section 5310 Projects	\$314,958.00
Total Available	\$842,252.00

Who Can Apply

“Traditional” Capital Projects

- A private nonprofit organization
- A state or local governmental authority that is approved by the state to coordinate services for seniors and individuals with disabilities
- A state or local governmental authority that certifies that there are no nonprofit organizations readily available in the area to provide the service

“Other” Capital and Operating Expenses

- A state or local government authority
- A private nonprofit organization
- An operator of public transportation that receives a Section 5310 grant indirectly through a recipient

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Grant Administration and Program Requirements

The Capital Metropolitan Transportation Authority (Capital Metro) serves as the designated recipient for FTA Section 5310 Funds in the Austin Urbanized Area. Successful applicants will enter into a grant agreement with Capital Metro and will become subrecipients for these funds. The grant agreement will provide for additional requirements related to project administration and reporting.

Successful recipients are strongly encouraged to expend all funds as soon as possible by the end of fiscal year 2021. The grant agreement with Capital Metro may specify additional deadlines for expenditure of the funds in order to ensure that timely progress is made.

There are numerous Federal provisions that projects and agencies are required to comply with in order to receive funding from the Federal Transit Administration (FTA). Those requirements will vary depending on the funding for which applicants apply, the type of project proposed, the type of agency that is applying for the funding, and other factors.

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General Eligibility Requirements

All Projects

- Project must serve the Austin Urbanized Area (*see Urbanized Area Map*)
- Sponsor and project operator must be able to certify that they meet all related FTA requirements
- Proposal must meet a minimum award threshold of \$50,000.00
- Project must be consistent with the strategies and goals outlined in the Capital Area's *Coordinated Public Transit-Health and Human Services Transportation Plan*

“Traditional” Capital Projects

Traditional capital projects are those projects that support public transportation needs for seniors and individuals with disabilities where public transportation is insufficient, inappropriate, or unavailable.

“Other” Eligible Capital and Operating Expenses

“Other” eligible capital and operating expenses are public transportation projects that:

- Exceed the requirements of the ADA
- Improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit
- Provide alternatives to public transportation that assist seniors and individuals with disabilities

A complete list of eligible activities and descriptions from the Federal Transit Administration can be found under Eligible Activities or the FTA Guidance linked under Additional Resources.

Funding and Match Requirements

- The project sponsor must have sufficient funding to carry out the project—grant payments are issued as reimbursements for eligible expenses and project deliverables.
- These programs require local match funding. The applicant will be required to identify local match funding of at least 20% of the total project cost for capital projects, and at least 50% of the total project cost for eligible transportation operating expenses.
- The local match may be met using additional federal funding, however the funding must come from a source which is not administered through the US Department of Transportation (USDOT).

Project Call Timeline

Date	Milestone
August 29, 2018	Call for Projects: Issued
September 12, 2018	Informational Webinar at 10:00 p.m.
September 28, 2018	Applications Due by 5:00 p.m.
	Technical Review and Scoring of Applications
November 26, 2018	Technical Advisory Committee - Information
December 10, 2018	Transportation Policy Board - Information/Public Hearing
December 17, 2018	Technical Advisory Committee - Recommendation
January 14, 2018	Transportation Policy Board - Award

Selection Criteria

Projects were evaluated based upon the CAMPO Transportation Policy Board-approved selection criteria for a total of up to 100 points. Applications were subject to five independent reviews and scores were averaged to provide the ranking and recommendation. (See Attachment B for individual project scores)

1. *Benefit* *(20 points)*

Describe how this project will establish, preserve and/or improve public transportation, mobility, and access within the region. In particular, describe how the project will benefit seniors and individuals with disabilities. Please provide the current number of users per year being served and an estimate of the total number of additional users per year who would benefit from the project. If no additional users per year will be served, please describe the impact on the current users being served by the project.

Score	Description
20	High user base, clear transportation impact and benefit
15	Medium user base, some transportation impact and benefit
10	Low user base, minimum impact and benefit
0	Unanswered, unclear, or does not meet criteria

2. *Financial Sustainability* *(15 points)*

Describe how this project will be sustained after the grant funding is expended. In particular, describe whether there is long term funding commitment from another source/sources, or what proactive efforts will be undertaken to ensure continuation of the project at the end of the grant period.

Score	Description
15	Clear, long-term dedicated funding (other than 5310)
10	Clear, short-term dedicated funding (can include 5310)
5	Potential funding identified (can include 5310)
0	Unanswered, unclear, or does not meet criteria

3. *Coordination and Partnerships* *(15 points)*

Describe how the project will be coordinated with other efforts and will leverage partnerships. Please provide information on coordination efforts, including partner agencies and details of activities. If there is no current coordination, please provide your agency's plan for coordination.

Score	Description
15	Strong coordination and partnerships with other organizations
10	Some coordination and partnerships with other organizations
5	Little coordination and partnerships with other organizations
0	Unanswered, unclear, or does not meet criteria

4. Interconnectivity

(15 points)

Describe how the project will build on or connect with the existing system of public transportation, non-profit providers, medical transportation services, and special transit services in the Capital Area.

Score	Description
15	High-level of interconnectivity to existing system
10	Medium-level of interconnectivity to existing system
5	Minimum interconnectivity or independent from existing system
0	Unanswered, unclear, or does not meet criteria

5. Implementation of Capital Area Regional Transit Coordination Plan

(10 points)

Describe how the project will support the 2017 Capital Area Coordinated Plan. Describe which Plan Goals or Strategies will be supported by the project.

Score	Description
10	Clearly meets 5 goals of the plan
8	Clearly meets 4 goals of the plan
6	Clearly meets 3 goals of the plan
4	Clearly meets 2 goals of the plan
2	Clearly meets 1 goals of the plan
0	Clearly meets 0 goals of the plan

6. Cost Effectiveness

(15 points)

Describe how the project will be cost effective by leveraging resources or minimizing total project costs. (The project will be evaluated based on a cost benefit analysis that considers overall cost per individual benefit/ridership)

Score	Description
1-15	Projects ranked in increments of 1.25 points

7. Budget and Project Implementation

(10 points)

Describe how the project will be developed based on a reasonable and realistic budget and work tasks. (The project will be evaluated based on the answer provided as well as an analysis of the budget submitted and demonstrated experience with FTA and TxDOT project agreements. Sponsors will be required to be in good standing with the Federal Transit Administration, Capital Metropolitan Transportation Authority, and the Texas Department of Transportation.)

Score	Description
10	Clear, developed budget (template) and demonstrated experience
5	Budget (template) is not developed, experience is minimal
0	Unanswered, unclear, or does not meet criteria

Funding Requests

CAMPO received 12 applications totaling \$1,723,587.00 in requested funding. Funding request information is provided below. (See Attachment A for project activity information)

Applicant Request Information			
Sponsor	Traditional	Operating	Total
Silver Lift, LLC	\$165,000.00	\$24,000.00	\$189,000.00
Senior Access	\$51,000.00	\$62,000.00	\$113,000.00
Capital Metropolitan Transportation Authority	\$60,000.00	\$0.00	\$60,000.00
Bluebonnet Trails Community Services	\$177,328.00	\$0.00	\$177,328.00
AGE of Central Texas	\$0.00	\$105,000.00	\$105,000.00
City of Austin Parks and Recreation	\$0.00	\$129,742.00	\$129,742.00
Drive a Senior Network	\$161,400.00	\$96,150.00	\$257,550.00
ARCIL INC.	\$169,322.00	\$169,322.00	\$338,644.00
City of Pflugerville	\$0.00	\$82,500.00	\$82,500.00
Faith in Action Georgetown	\$78,240.00	\$18,925.00	\$97,165.00
Mary Lee Foundation	\$50,880.00	\$73,804.00	\$124,684.00
City of Georgetown	\$0.00	\$48,974.00	\$48,974.00
Total Requested	\$913,170.00	\$810,417.00	\$1,723,587.00

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Project Information					
Sponsor	Traditional	Traditional Activity	Operating	Other Activity	Total
Capital Metropolitan Transportation Authority	\$60,000.00	Office of Mobility Management (OMM) Operating Costs	\$0.00	N/A	\$60,000.00
Drive a Senior Network	\$161,400.00	Information Technology, Vehicle Purchase, Travel Voucher	\$96,150.00	Operating Costs	\$257,550.00
Senior Access	\$51,000.00	Information Technology	\$62,000.00	Operating Costs	\$113,000.00
Faith in Action Georgetown	\$78,240.00	Mobility Management, Information Technology	\$18,925.00	Operating Costs	\$97,165.00
City of Georgetown	\$0.00	N/A	\$48,974.00	Paratransit Service Extension	\$48,974.00
Mary Lee Foundation	\$50,880.00	Vehicle Purchase	\$73,804.00	Operating Costs	\$124,684.00
Bluebonnet Trails Community Services	\$177,328.00	Third Party Transportation, Travel Vouchers	\$0.00	N/A	\$177,328.00
ARCIL INC.	\$169,322.00		\$169,322.00	Travel Training	\$338,644.00
City of Pflugerville	\$0.00	N/A	\$82,500.00	Operating Costs	\$82,500.00
City of Austin Parks and Recreation	\$0.00	N/A	\$129,742.00	Operating Costs	\$129,742.00
AGE of Central Texas	\$0.00	N/A	\$105,000.00	Operating Costs	\$105,000.00
Silver Lift, LLC	\$165,000.00	Vehicle Purchase	\$24,000.00	Operating Costs	\$189,000.00

Fully Funding	
Partial Funding	
No Funding	

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Application Scores

Sponsor	Benefit	Financial Sustainability	Coordination and Partnerships	Interconnectivity	Implementation of RTCC Plan	Cost Effectiveness	Budget and Project Implementation	Total Score	Rank
Capital Metropolitan Transportation Authority	14	15	15	14	8	12.50	10	88.00	1
Senior Access	11	15	15	14	6	15.00	10	85.50	2
Drive a Senior Network	14	15	15	14	7	11.25	10	85.25	3
Faith in Action Georgetown	13	10	13	11	7	13.75	10	77.00	4
City of Georgetown	10	15	11	13	9	6.25	10	73.50	5
Mary Lee Foundation	11	15	13	13	6	5.00	10	71.75	6
Bluebonnet Trails Community Services	11	13	13	13	5	7.50	10	71.25	7
ARCIL INC.	11	15	15	14	7	2.50	6	70.25	8
City of Pflugerville	8	13	11	14	5	1.25	10	61.25	9
City of Austin Parks and Recreation	9	13	5	13	3	8.75	10	60.50	10
AGE of Central Texas	10	11	6	9	3	10.00	10	58.75	11
Silver Lift, LLC	9	9	6	11	3	3.75	5	46.75	12



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

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 5
Subject: Discussion of TIP and RTP Amendment Cycle and Requested Amendments

RECOMMENDATION

None. This Item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) requested amendments for the 2019 – 2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP). The amendment cycle schedule is listed below, and the requested amendments are listed in Attachment A.

Date	Description
11/9/2018	Amendment Request Form Due
Nov.-Dec.	Public Outreach
11/26/2018	Technical Advisory Committee Information
12/10/2018	Transportation Policy Board Information and Public Hearing
12/17/2018	Technical Advisory Committee Recommendation
1/14/2018	Transportation Policy Board Approval
1/28/2020	Statewide Transportation Improvement Program (STIP) Amendment Due

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The amendment cycle is part of the regularly scheduled amendment process. This amendment cycle does not allocate any CAMPO funding for projects and only provides an opportunity for project sponsors to make changes to existing projects, add projects, or remove projects currently listed.

SUPPORTING DOCUMENTS

Attachment A – Amendment List

Requested Amendment List

MPO ID	CSJ	Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	FY	Total Project Cost	Amendment Requested
61-00130-00	N/A	City of Round Rock	Williamson	University Boulevard	AW Grimes	Co. Rd. 110	Reconstruct two-lane facility with shoulders to four-lane divided roadway with left-turn lanes.	2019	\$11,900,000.00	Change project limits. Currently listed as: AW Grimes (FM 1460) to County Road 110. Revised listing will read: AW Grimes (FM 1460) to SH 130.
51-00197-00	0914-04-273	Travis County	Travis	Blake Manor Road	Proposed Wildhorse Connector	Travis County East Metro Park	Construct a new shared use path.	2019	\$3,176,784.00	Change Fiscal Year (FY) from 2019 to 2020.
51-00022-01	1186-01-091	Travis County	Travis	FM 969	FM 973	Hunters Bend Road	Widen FM 969, an existing 2-lane undivided arterial, to provide for two additional travel lanes, a continuous left turn lane, shoulders, and a sidewalk on one side of the roadway.	2019	\$10,917,185.00	Change Fiscal Year (FY) from 2019 to 2020.
51-00029-00	0000-00-002	Travis County	Travis	VA	Various Locations		Construct new sidewalk on both sides of Elroy Road within SH 130 right-of-way and a shared use path on FM 973 from Moores Bridge Road to Elroy Road.	2019	\$1,278,570.00	Change Fiscal Year (FY) from 2019 to 2020.
51-00195-00	0700-03-077	TxDOT	Travis	SH 71	US 290 West	Silvermine Road	Construct 4-lane divided highway with 1 eastbound and 1 westbound direct connector.	2022	\$89,506,861.30	Add to the TIP.
51-0085-00	0113-08-060	TxDOT	Travis	US 290	West of RM 1826	SL 1	Reconstruct 4-lane to 6-lane controlled access highway and 2-lane frontage roads in each direction.	2022	\$455,252,844.26	Add to the TIP.
73-00038-00	N/A	City of Round Rock	Williamson	N/A	N/A	N/A	Local fixed route and commuter service to provide access to jobs, schools and quality of life activities. This project is JARC eligible.	2019	\$1,357,392.00	Add to the TIP.
73-00039-00	N/A	City of Round Rock	Williamson	N/A	N/A	N/A	Local fixed route and commuter service to provide access to jobs, schools and quality of life activities. This project is JARC eligible.	2020	\$1,383,078.00	Add to the TIP.
51-0133-00	N/A	Travis County	Travis	Reimers Peacock	SH 71	Hamilton Pool Road	New 2-lane minor arterial undivided.	2019	\$10,000,000.00	Remove from the RTP.

Transportation Improvement Program (TIP) Amendment*

Regional Transportation Plan (RTP) Amendment

*All amendments to the Transportation Improvement Program (TIP) will automatically be amended in the Regional Transportation Plan (RTP) per CFR 450.218.

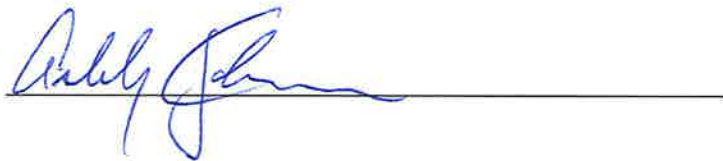
2019-2022 Transportation Improvement Program (TIP): Administrative Modification

Under the Administrative Policies of the Transportation Improvement Program (TIP), the following actions are classified as administrative modifications and do not require action by the Transportation Policy Board (TPB):

- Total Year of Expenditure cost increases that do not cause an increase of funds allocated by the TPB within the following limits:

Total Project Cost	Percent Increase in YOE
\$0 - \$249,000	25%
\$250,000 - \$999,999	20%
\$1,000,000 - \$2,999,999	15%
\$3,000,000+	10%, capped at \$5 million

- Decreases in federal or state funding
- Increases to local matches
- Changes in project sponsors if the sponsor or sponsors submit adequate documentation to CAMPO indicating that they have the funding needed to sponsor the project
- Modifications to TIP projects as long as the modifications do not materially change the project's intended function, nature, costs or environmental impact.
- Including a project as a phased improvement to a longer project, as long as the modifications do not materially change the project's intended function, nature, costs or environmental impact.
- Data entry or typographical errors.



Executive Director, CAMPO

2019-2022 Transportation Improvement Program (TIP): Administrative Modification

MPO ID	CSJ	Highway	Limits (From)	Limits (To)	Description	FY	Amendment
51-00197-00	0914-04-273	Blake Manor Rd	Proposed Wildhorse Connector	Travis County East Metro Park	Construct a new shared use path	2019	Administratively Amended the Project Description to Include the Location of the Facility
41-00166-00	0914-33-074	Hopkins St	Moore Street	Bishop Street	Reconstruct Roadway with Multi-Use Path, Sidewalks, and Curb and Gutter	2019	Administratively Amended the Project Description to Include the Location of the Facility
41-00011-00	3210-01-014	FM 2770	.955 Miles South of SL 4	1.414 Miles South of SL 4	Add left turn lane and shoulders.	2019	Administratively Amended the Project Cost Information to Update the YOE
41-00163-00	0016-16-029	RM 967	0.130 Miles North of Robert S Light	0.141 Miles South of Robert S Light	Add Left Turn Lane And Shoulders	2019	Administratively Amended the Project Cost Information to Update the YOE

2019-2022 Transportation Improvement Program (TIP): Administrative Modification

11-00005-00	0265-04-062	SH 21	1.187 MI W OF SH 95	0.668 MI W of SH 95	Construction of 2 New 2 Lane Frontage Roads along the Colorado River Bridge and Convert the Existing 2 Lane 2 Way to 2 Lane One Way Frontage Roads along SH 21	2019	Administratively Amended the Project Description and Cost Information
41-00168-00	0914-33-077	VA	Nine Intersections On Guadalupe,	Hopkins, Gary & LBJ Streets	Install Countdown Pedestrian Signals, Audible Walk Signals and ADA Ramps	2019	Administratively Amended the Project Description
41-00167-00	0914-33-075	Hopkins St	CM Allen Parkway	Thorpe Rd.	Construct Multi-Use Bike/Ped. Facility	2020	Administratively Amended the Project Description to Include the Location of the Facility
41-00164-00	0366-01-077	SH 123	IH 35	Dezavalla Dr	Construct Sidewalks	2020	Administratively Amended the Project Cost Information to Update the YOE

2019-2022 Transportation Improvement Program (TIP): Administrative Modification

41-00162-00	0016-03-114	IH 35	South of SH 80	North of RM 12	Add Shoulders, Aux Lanes, Ramp Improvements, Pavement Rehabilitation, Frontage Rd Intersection Improvements	2021	Administratively Amended the Project Description
51-00191-00	0265-01-113	SH 71	SH 71/US 183 Interchange	Presidential Blvd.	Construct 3 Lane Eastbound Frontage Road along SH 71 and 1-Lane Direct Connector from 183S to 71E	2021	Administratively Amended the Project Description
51-00192-00	0265-01-116	US 183	0.46 Miles South of Thompson Ln	0.07 Miles SW of Airport Commerce Dr	Construct 1 Lane Southbound Frontage Road along US 183 that Merges with US 183S-71W Direct Connector	2021	Administratively Amended the Project Description
51-00186-00	0113-13-163	SH 71	East of Riverside Dr.	US 183	Construct 3-Lane Eastbound Frontage Rd along SH 71 and 1-Lane Direct Connector from 183S to 71E	2022	Administratively Amended the Project Description

2019-2022 Transportation Improvement Program (TIP): Administrative Modification

Under the Administrative Policies of the Transportation Improvement Program (TIP), the following actions are classified as administrative modifications and do not require action by the Transportation Policy Board (TPB):

- Total Year of Expenditure cost increases that do not cause an increase of funds allocated by the TPB within the following limits:

Total Project Cost	Percent Increase in YOE
\$0 - \$249,000	25%
\$250,000 - \$999,999	20%
\$1,000,000 - \$2,999,999	15%
\$3,000,000+	10%, capped at \$5 million

- Decreases in federal or state funding
- Increases to local matches
- Changes in project sponsors if the sponsor or sponsors submit adequate documentation to CAMPO indicating that they have the funding needed to sponsor the project
- Modifications to TIP projects as long as the modifications do not materially change the project's intended function, nature, costs or environmental impact.
- Including a project as a phased improvement to a longer project, as long as the modifications do not materially change the project's intended function, nature, costs or environmental impact.
- Data entry or typographical errors.



Executive Director, CAMPO

2019-2022 Transportation Improvement Program (TIP): Administrative Modification

MPO ID	CSJ	Highway	Limits (From)	Limits (To)	FY	Amendment
41-00172-00	3545-01-005	FM 110	SH 21	800" EAST OF IH 35 NBFR	2019	Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.
31-00028-00	3545-03-003	FM 110	SH 80	SH 21	2019	Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.
41-00193-00	3545-02-010	FM 110	Intersection at SH 123		2019	Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.
51-00200-00	1539-02-026	FM 1626	West of Brodie Lane	Manchaca Rd. (FM 2304)	2019	Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.
51-00184-00	0015-13-396	IH 35	At Parmer Lane		2019	Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.
54-00038-00	2100-01-060	RM 2222	RM 620	BONAVENTURE DR	2019	Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.

2019-2022 Transportation Improvement Program (TIP): Administrative Modification

11-00005-00	0265-04-062	SH 21	1.187 MI W OF SH 95	0.668 MI W of SH 95	2019	Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.
41-00191-00	0113-07-072	US 290	Intersection at Trautwein Rd.		2019	Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.
74-00007-00	0914-00-421	VA	N/A	N/A	2019	Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.
61-00128-00	2103-01-036	RM 2243	Norwood Drive	SW Bypass	2021	Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.
21-00006-00	0151-02-026	SH 29	RM 243 North	Williamson County Line	2021	Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.
21-00010-00	0700-01-045	SH 71	Spur 191	Blanco County Line	2021	Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.
11-00036-00	0323-01-028	SH 95	LP 230	FM 535	2021	Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.

2019-2022 Transportation Improvement Program (TIP): Administrative Modification

21-00007-00	0252-02-060	US 281	SH 71	Blanco County Line	2021	<p>Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.</p> <p>Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.</p> <p>Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.</p> <p>Category 2 funding was incorrectly listed as a state funding source. This has been amended to be listed as a federal source per TxDOT.</p>
61-00133-00	3417-02-030	FM 734	RM 1431	SH 45	2022	
51-00232-00	0683-02-072	RM 620	SH 71	Aria Dr/Cavalier Dr.	2022	
51-00233-00	0683-02-073	RM 620	Aria Dr/Cavalier Dr.	Oak Grove Blvd.	2022	



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

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short Range Planning Manager
Agenda: 6b
Subject: Project Progress Reports

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