



TECHNICAL ADVISORY COMMITTEE MEETING

Monday, February 25, 2019
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.....Vice Chair Amy Miller

ACTION:

2. [Approval of January 28, 2019 Meeting Summary](#) Mr. Ashby Johnson, CAMPO
Mr. Johnson will seek TAC approval of the January 28, 2019 meeting summary.

INFORMATION:

3. [Discussion on HB 20 Ten Year Plan](#)..... Mr. Ryan Collins, CAMPO
Mr. Collins will facilitate discussion on the 10-Year Plan.
4. [Discussion on Proposed Travel Demand Management Policy and Amendment of the 2040 Plan](#)
..... Ms. Cathy Stephens, Travis County
Ms. Stephens will review a draft TDM policy to guide future CAMPO efforts and facilitate discussion on amending the CAMPO 2040 Regional Transportation Plan.
5. [Presentation on 2045 Fiscal Constraint Analysis](#)
..... General Planning Consultant
A representative from CAMPO's General Planning Consultant will provide a brief overview of the fiscal constraint analysis for the 2045 Regional Transportation Plan.
6. Report on Transportation Planning Activities
 - a. [Call for FY 2021 Unified Planning Work Program \(UPWP\) Planning Studies](#)
 - b. [Amendment Cycle and Project Call Schedule](#)
7. TAC Chair Announcements
 - Nominating Committee for TAC Chair and Vice-Chair
 - Next TAC Meeting – March 25, 2019
8. Adjournment



**Capital Area Metropolitan Planning Organization
Technical Advisory Committee
Meeting Summary
January 28, 2019**

1. Certification of Quorum.....Vice Chair Amy Miller

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:03 p.m.

A quorum was announced present.

Present:

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

17.	Charlie Watts	Travis County	Y	
18.	Amy Pattillo	Travis County (Smaller Cities)	Y	Alex Amponsah
19.	Bob Daigh	Williamson County	Y	Anna Lan
20.	Sally McFeron	Williamson County (Smaller Cities)	Y	
21.	David Marsh	CARTS	N	Ed Collins
22.	Justin Word	CTRMA	Y	
23.	Todd Hemingson	Capital Metro	N	Joe Clemens
24.	Marisabel Ramthun	TxDOT	Y	Brandon Marshall

Other Participants Via Phone:

2. Approval of the December 17, 2018 Meeting Summary Vice Chair Amy Miller

Mr. Charlie Watts noted a revision to Mr. Alex Amponsah's name as reflected in Agenda Item 4 Recommendation for Approval of FY 2018 Federal Transit Administration (FTA) Section 5310 Projects.

Mr. Trey Fletcher moved for approval of the December 17, 2018 meeting summary, as amended.

Mr. Mike Hodge seconded the motion.

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

3. Discussion on Vision, Goals, and Targets for 2045 Regional Transportation Plan (RTP) Mr. Kelly Porter, CAMPO

Mr. Kelly Porter informed the Committee that staff will conduct a workshop with Transportation Policy Board members regarding the vision, goals, and targets for the 2045 RTP at its February meeting. Mr. Porter highlighted the vision, and goals for the 2040 RTP, vision, goals, and objectives for the Regional Active Transportation Plan and Regional Arterials Plan, as included in the meeting materials. Mr. Porter also requested feedback from the Committee in preparation for the development round of visions, goals, and targets for the next Long Range Plan.

Mr. Ashby Johnson later informed the Committee that the 2045 RTP must be adopted by the Transportation Policy Board at its May 2020 meeting. Mr. Johnson noted that if the 2045 RTP is not adopted by the May 2020 deadline, the region will go into a lapse. Staff anticipates a robust public outreach effort for the draft final 2045 RTP after which will be presented to the TAC for recommendation in March 2020. A detailed discussion with question and answer followed.

4. Update on Demographic Analysis Mr. Greg Lancaster, CAMPO

Mr. Greg Lancaster reported that staff has provided demographic data to Bastrop, Travis, and Williamson Counties to review for their counties. Mr. Lancaster also offered to provide demographic data to Burnet, Caldwell, and Hays Counties for their review, as well. Staff is requesting that the counties provide guidance to ensure accuracy during the review process. Mr. Lancaster reported that staff has received comments from Travis and Bastrop Counties. Mr. Lancaster noted that the deadline for comments is February 11, 2019 as comments will be incorporated into the demographic data and forwarded to TxDOT by February 15, 2019. Question and answer with comments followed.

**5. Presentation on State of Safety for the CAMPO Region
.....Mr. Jeff Kaufman, Texas Transportation Institute**

Mr. Jeff Kaufman provided a brief overview of the State of Safety Report for the CAMPO region. Mr. Kaufman informed the Committee that the Texas Transportation Institute (TTI) conducted an analysis of TxDOT's crash data in the region from 2010-2017 to develop a State of Safety Report for the Austin region. Mr. Kaufman noted that the crash data is the most recent and approved by TxDOT. Mr. Kaufman informed the Committee that the report will be updated annually and used for federally-required performance measures. Mr. Kaufman later presented a detailed safety and crash data analysis for the CAMPO region. Question and answer with comments followed.

**6. Discussion on TxDOT National Highway System and Functional Classification Review
.....Ms. Susan Chavez, TxDOT**

Ms. Susan Chavez of TxDOT's Programming and Planning Division provided an overview of the review process for the TxDOT National Highway System (NHS) and initial findings. Ms. Chavez highlighted the objective for the NHS review and noted the importance of including the Federal Highway Administration to ensure compliance. Ms. Chavez also noted the importance of having consent from the MPOs on any modifications within the MPO area as TxDOT will not make recommendations without MPO consent. Ms. Chavez later provided an overview of the NHS in Texas and noted that TxDOT is requesting feedback from MPOs.

Mr. Ashby Johnson later requested that comments be forwarded to CAMPO staff, Mr. Zack Lofton via email by the deadline. Question and answer with comments followed.

7. Discussion on Ten Year Plan..... Mr. Ryan Collins, CAMPO

This agenda item was deferred to the March meeting in the interest of time.

**8. Presentation on 2045 Fiscal Constraint Methodology
.....Mr. David Paine, Freese & Nichols, Inc.**

Mr. David Paine of Freese & Nichols, Inc. and General Planning Consultant for CAMPO, informed the Committee that CAMPO is starting the process for calculating fiscal constraint for the region. Mr. Paine presented and discussed an outline for the 2045 fiscal constraint methodology for the CAMPO region. Question and answer with comments followed.

9. Report on Transportation Planning Activities

Ms. Susan Chavez thanked the Committee for its participation in the Capital-Alamo Connection Study as TxDOT is near the end of the study. Ms. Chavez reported that the Executive Summary was distributed to the TAC and Transportation Policy Board for review and the Final Report will be distributed soon. Ms. Chavez also reported that the draft document was presented at a Joint MPO Board meeting in December for review and discussion. Question and answer with comments followed.

10. TAC Chair Announcements

There were no announcements.

11. Adjournment

The January 25, 2019 meeting of the Technical Advisory Committee was adjourned at 4:05 p.m.



Date: February 25, 2019
Continued From: N/A
Action Requested: Information

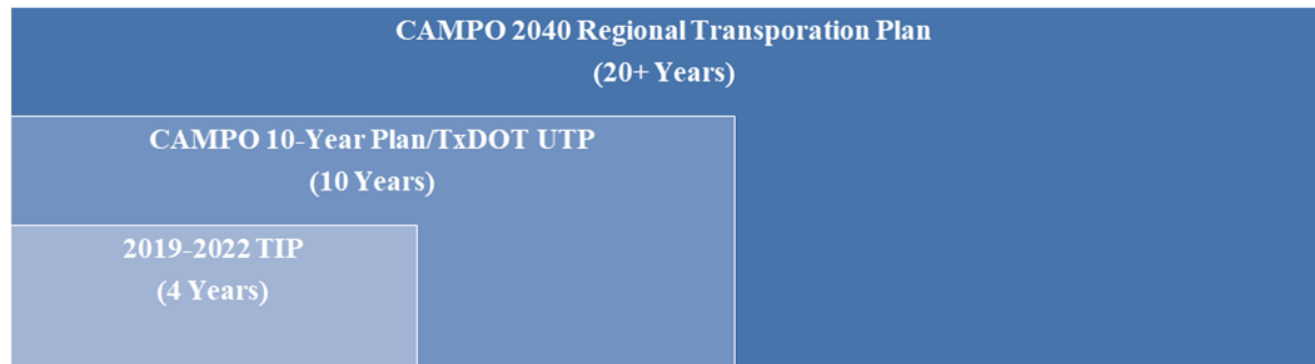
To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 3
Subject: Discussion on the Development of the 10-Year Plan

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

As part of the implementation of House Bill (HB) 20, the Capital Area Metropolitan Planning Organization (CAMPO) must develop a 10-year transportation plan. This 10-year plan will be comprised of the projects listed in the Transportation Improvement Program (TIP) as well projects listed in years five through 10 in the Regional Transportation Plan (RTP). This plan will also help supplement and coordinate the program of projects listed in TxDOT's Unified Transportation Program (UTP) and ensure consistent development of significant projects within the region.



FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

In May of 2015, the Texas Legislature passed House Bill (HB) 20. This law pertains to the transportation planning activities and expenditures carried out by the Texas Department of Transportation (TxDOT) as well as the planning organizations within the state. The emphasis of HB-20 is the development of a comprehensive performance-based planning and programming process.

SUPPORTING DOCUMENTS

None.



Date: February 25, 2019
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ashby Johnson, CAMPO Executive Director
Agenda Item: 4
Subject: Travis County 2040 Plan Amendment Request and Transportation Demand Management Policy

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

Travis County has requested an amendment to the existing 2040 Plan as it related to Transportation Demand Management (TDM). The amendment request is composed of three separate items: (1) an amendment to the 2040 Plan to change existing policy and create a 5% set aside of CAMPO funding for TDM; (2) a change in the definition of TDM activities; (3) an award of federal STBG funding in the amount of \$498,720. The Travis County request also asks that any potential changes be carried over automatically to the 2045 Plan and the 2020-2023 Transportation Improvement Program.

This item was discussed at the February 11, 2019 Transportation Policy Board meeting. A copy of the cover memo for the TPB materials that addresses this item is attached for your review.

FINANCIAL IMPACT

The Transportation Policy Board held \$498,720 in abeyance when they selected a program of activities for the 2019-2022 TIP in May 2018. The Policy Board stipulated that the funding would be held for future TDM activities but did not specify that the funding would go to any particular existing or future programs/activities.

BACKGROUND AND DISCUSSION

CAMPO staff recommends that the 2018 TAC discussion on project selection criteria for TDM activities be renewed. CAMPO staff also recommends that the TDM project selection criteria be revisited and potentially modified so that any TDM projects submitted in the next TIP Call for Projects can also be evaluated on the same level playing field as the rest of the project funding categories

SUPPORTING DOCUMENTS

Attachment A – *February TPB Meeting Cover Memo*

Attachment B – *Memo from Judge Sarah Eckhardt, Travis County, Chair of Clean Air Coalition*

Attachment C – *TDM Policy Proposal-Final Document*



TO: CAMPO Transportation Policy Board Members
FROM: Ashby Johnson, CAMPO Executive Director
SUBJECT: February 11, 2019 Agenda Items
DATE: February 7, 2019

The February 11, 2019 Transportation Policy Board (TPB) agenda contains four significant action items. The first is the Policy Board's election of officers (chair and vice chair) to fill the remaining term of Chairman Conley due to his resignation. Chairman Conley's resignation also triggers the succession of Vice Chair Adler to the chair position thereby creating a vacancy in the Vice Chair position. CAMPO legal counsel, Tim Tuggey recommends that the Transportation Policy Board entertain a motion to affirm the succession of Vice Chair Adler to the Chair position and to elect a vice chair after nominations have been received from the membership. Upon the conclusion of the election, the new chair will immediately assume responsibility.

The second action item is a request from CAMPO staff to approve a contract for consultant services to perform a feasibility study and schematic development for the FM 150/Yarrington Road corridors in Caldwell County. Caldwell County and CAMPO staff have entered into an agreement for CAMPO staff to manage the consultant contract on their behalf since they currently do not have staff at Caldwell County with the expertise to do the work. Caldwell County and CAMPO staff are also asking for the TPB approval of an Interlocal Agreement that transfers funding from Caldwell County to CAMPO staff to satisfy the local match requirements of the \$1,725,000 in federal Surface Transportation Block Grant funding that Caldwell County received from the TPB in the May 2018 Transportation Improvement Program adoption. The consultant contract recommendation and Interlocal Agreement will have gone to the Caldwell County Commissioners Court for concurrence prior to the February 11, 2019 TPB meeting.

The third item is a CAMPO staff request for TPB approval of the new CAMPO draft final Public Participation Plan (PPP). Federal rules require the update of the PPP and CAMPO staff performed this task in late 2018. In keeping with past practice and state and federal requirements, the draft document was the subject of an extensive public outreach campaign and was presented to the Technical Advisory Committee. The TAC took action to recommend approval of the draft final PPP to the TPB at its December 17, 2018.

The last action item is a Travis County request to amend CAMPO's current 2040 Regional Transportation Plan to make changes to an existing policy on Transportation Demand Management. CAMPO staff does not support this long-range plan amendment request for the following reasons:

1. The Transportation Demand Management Study (\$300,0000) that the Policy Board funded in May 2018 is underway and due to produce recommendations by May 2019. CAMPO staff would like the Policy Board to have the benefit of the results of the study before considering making changes to this policy;
2. There are timing and process issues related to this long-range plan amendment request. It has been the TPB's practice since 2014 to follow the following process for action items especially as it concerns an amendment to the long-range plan and/or the Transportation Improvement Program:



- a. The item goes to the Technical Advisory Committee as an information item;
- b. The item goes to the Transportation Policy Board as an information item;
- c. In a subsequent month, the item goes to the Technical Advisory Committee again as an action item for potential recommendation to the TPB;
- d. After the TAC has made a recommendation to the TPB, a public hearing is held during a TPB meeting and staff notifies the TPB that a round of public outreach will be conducted so that the public has the opportunity to comment on the proposed Plan amendment;
- e. After public comment has been completed and the TPB has been provided a summary of public comment the item comes back to the TPB for potential approval.

The Travis County 2040 Plan amendment request has not gone to the TAC or the TPB as an information item nor has the requested plan amendment gone out for public comment. This plan amendment request does not fall within the administrative amendment category that is within the CAMPO Executive Director's purview to sign and process as it relates to policy and to financial matters.

Additionally, CAMPO staff is working on the draft 2045 Regional Transportation Plan and currently expect to have a draft ready and out for public comment by January 2020. Additionally, two TPB workshops on goals and objectives for the 2045 Plan will take place at the next two TPB meetings and this item can be discussed during those workshops. Finally, CAMPO staff will request TPB discussions at future meetings this year on the totality of the existing policies in the existing 2040 Plan and their potential relationship to the draft 2045 Plan.

Because of the reasons listed above, CAMPO staff requests that the Transportation Policy Board hold this 2040 Plan amendment request in abeyance at least until the Transportation Demand Management Study is completed and/or this item has been reviewed by the TPB and the TAC and been the subject of public outreach.

Lastly, CAMPO staff has asked experts from its General Planning Consultant team to conduct a workshop on goals and objectives in preparation for the development of the CAMPO 2045 Regional Transportation Plan that must be adopted by the TPB no later than May 2020.

Memo

To: CAMPO Policy Board
From: Sarah Eckhardt, Judge of Travis County, Chair of Clean Air Coalition
Date: January 28, 2019
Subject: Proposed Transportation Demand Management Policy Amendments

We have real challenges that Transportation Demand Management (TDM) efforts are well-suited to address. Targeted updates to CAMPO's 2040 Plan and related policies can help guide near-term TDM planning, and inform development of CAMPO's upcoming Regional TDM Plan. As the Federal Highways Administration (FHWA) states, "few question the need to manage travel demand these days as growth in travel continues to exceed our ability to accommodate it with new capacity," and stating that, "many transportation plans appropriately place TDM very high in policy-level discussions."¹

We are barely in attainment of federal air quality standards. We are currently maximally congested at peak times on our regional highways and in the urban core of our Metropolitan Statistical Area (MSA). We have limited options to car travel. We are experiencing increasing unreliability in travel times. All of these challenges are affecting our environment, our quality of life, and our economy.

TDM has often been defined too narrowly; current TDM best practices cover a wide range of actions to maximize the efficiency of a multi-modal system. TDM includes both programmatic and infrastructure (including capital investment) elements to achieve the overarching goal of travel reliability:

- Examples of Infrastructure TDM
 - Congestion Priced Toll Lanes
 - HOV/HOT dedicated lanes
 - Bus pull-outs/dedicated lanes
 - Synchronized signalization
 - Park & Ride lots
 - Expansion of the fleet of transit buses and/or vanpools
 - Bike/ped infrastructure
- Examples of Programmatic TDM
 - Flexible work schedules
 - Ridesharing
 - Transit utilization
 - Parking policies
 - Telecommuting
 - Pricing incentives for multi-modal travel and disincentives for SOV travel
 - Education and outreach to residents, employees, and institutions

Incorporating TDM into the planning process can optimize the use of scarce funding. Programmatic TDM projects can be implemented quickly, are relatively inexpensive, and are readily adaptable to changing

¹ <https://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

needs. Infrastructure TDM projects need more lead time and are more costly, but they provide the fundamentals that allow Programmatic TDM to work effectively.

Contemporary TDM: Definitions and Examples

“The acts of creating a most efficient multi-modal transportation system that moves people with the goal of reducing congestion, improving air quality, and stimulating economic development.”

(Association of Commuter Transportation TDM definition)

“Managing demand is about providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel, and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability.”

(Federal Highways Administration TDM definition)

Recent local projects demonstrate how TDM (programmatic and/or infrastructure) elements can improve system reliability and travel efficiency.

- MoPac Express Lane – Since the Central Texas Regional Mobility Authority (CTRMA) opened Mopac Express Lane in October 2017, Capital Metro Express Bus service using the lanes has increased ridership by 65%; personal vehicle drivers using the lanes are saving up to 25 minutes in travel time. Both bus riders and personal vehicle drivers are experiencing more reliable travel times.
- Bicycle and Pedestrian Accommodations--CTRMA designs, constructs, and implements multi-modal, pedestrian and cyclist friendly facilities like Shared Use Paths, sidewalks, and cross-street connections as part of every project whenever feasible. More than 70 lane miles of sidewalks and shared use paths are planned or in place.
- MetroRideShare (regional vanpool program) – Capital Metro’s MetroRideShare has grown dramatically since January 2014, when the program began operating with a contracted service provider. It has grown from 102 to 253 vanpool groups, and more than 1,345 program participants. The average round-trip commute is 75 miles. Anticipated program growth will require 20 additional vanpools per year. Capital Metro is planning a pilot project to expand eligible vanpool coverage area.
- The Round Rock Transit Master Plan (TMP) – Developed in 2015, the TMP is a 10-year blueprint to improve local mobility and regional connectivity, and to map future transit options. Round Rock City Council can implement TMP elements incrementally, as expansion is needed and funds are available. The TMP allowed Round Rock to partner with Capital Metro to operate three fixed bus routes and one commuter bus route that began in Fall 2017. The Commuter Route uses the MoPac Express Lanes from Round Rock to downtown Austin. The fixed routes connect Round Rock to Howard Station and Tech Ridge, and serve the ACC Round Rock Campus. The fixed routes also include: medical facilities, downtown, high school, neighborhoods, Dell and Walmart.
- Smart Trips Austin - engages communities to try multi-modal transportation options and shift away from driving alone. The program focuses on personal interactions and helps individuals to overcome real and perceived barriers through hand-delivered transportation information and incentives, community tabling, and walking/biking/transit events.

- Movability - Central Texas' first and only transportation management association, working with employers to improve the regions' economic vitality by connecting commuters with mobility options that save time and money. Movability has over 50-member organizations from both the private and public sector, representing over 60,000 commuters. The staff of the non-profit provide professional services directly to employers, including strategic mobility planning, developing telework and commute benefit policies, designing communication plans, assisting with employee education, program tracking, and more.
- Commute Solutions – the Commute Solutions program is a regional transportation demand management tool for addressing transportation challenges in the region. The program aims to be a “one-stop” sustainable transportation resource in Central Texas, promoting options such as carpools, vanpools, transit, bicycling, teleworking and walking. Partnering employers have access to resources including training for employees, comprehensive regional commute website, ride matching/data collection tool, and regional trip reduction contests and incentives.

Please see Attachment D for more information on these and other TDM initiatives in the region.

Measuring Success

Measuring success for integrated TDM is difficult; there is not a one size fits all metric. Fortunately, there is a body of work outlining which metrics work best for various TDM strategies and purposes. The region can incorporate metric identification options into the CAMPO/Movability Regional TDM Plan (which received STP funding in 2018), and into the work of the regional TDM Coordinating Committee hosted by CAPCOG.

Policy Considerations

Urbanized MSAs have long recognized the value of both programmatic and infrastructure TDM. Their MPOs invest in TDM using Federal Surface Transportation Program (STP) or Congestion Mitigation/Air Quality (CMAC) funds, coupled with Transportation Development Credits (TDCs). For example, AAMPO awarded STP funds and TDCs to AACOG for their Commute Solutions program.

TDM infrastructure and programmatic efforts are woven into the long-range transportations plans for the Houston, Dallas/Ft. Worth and San Antonio MSAs. MPOs and COGs both take advantage of investing in TDM opportunities. HGAC, NCTCOG, and AAMPO/AACOG have engaged in TDM efforts continuously for more than 20 years.

CAMPO has a long history of support for programmatic TDM; there are many examples in the CAMPO 2040 Plan. Investment in infrastructure TDM is ample, although these projects are usually not identified specifically as a regional strategy for managing transportation demand.

From 1994-2017 CAMPO's acclaimed Commute Solutions promoted multiple TDM options. Funding came through STP funds, planning funds (PL), and local dollars. TDCs were not used. CAMPO relocated Commute Solutions to CAPCOG in 2017. In its new institutional home Commute Solutions is working to secure sustainable funding, and is exploring funding mechanisms other COGs have used successfully.

In 2018, CAMPO Board awarded STP funds for TDM projects to CAPCOG (for Commute Solutions), Capital Metro, and City of Austin. Both CAPCOG and Capital Metro applied for TDCs to use for local match; to date neither agency has been awarded the requested TDCs.

Proposed Policy Revisions for Integration into Applicable CAMPO Documents

Our challenges are best addressed through a holistic TDM strategy that merges, and recognizes the importance of, both programmatic and infrastructure TDM projects and programs.

We propose amending the CAMPO 2040 Plan, and carrying forward to the CAMPO 2045 Plan and applicable documents and policies, the following revisions to achieve this holistic strategy:

- 1) CAMPO 2040 Plan Glossary (Appendix B)
 - a) Revise the definitions of Transportation Demand Management and Transportation Systems Management to reflect the following melded definition of Transportation Demand Management:
 - Transportation Demand Management (TDM) comprises programmatic and infrastructure components that contribute to an optimally efficient, multi-modal transportation system. TDM provides travelers, including those who drive alone, with choices. It prioritizes moving people. TDM's goals are to: improve travel reliability and air quality, manage congestion, and stimulate economic development.
- 2) CAMPO 2040 Plan Congestion Management and Transportation Demand Management Policies (Appendix C)
 - a) Amend Policy 3 to state "Use transportation investments to support continued reduction of per capita vehicle miles and vehicle hours traveled, and improved travel time reliability."
- 3) CAMPO 2040 Plan Compliance and Funding Policies (Appendix C)
 - a) Add Policy 2.1 to state "Target 5% of available CAMPO discretionary federal funding (STP) to programmatic TDM projects and programs, and allow the use of TDCs for local match if the applicant supplies either a secondary project (their own or from another agency) or an adequate qualitative demonstration."
 - b) Add Policy 2.2 to state "In project calls for available CAMPO discretionary federal funding, the scoring criteria will award extra points for infrastructure projects that incorporate TDM elements."

Attachment A – Current CAMPO 2040 Plan Definitions and Policies

Attachment B - CAMPO 2040 Plan Definitions and Policies – Proposed Revisions, Redline Version

Attachment C - CAMPO 2040 Plan Definitions and Policies – Proposed Revisions, Clean Version

Attachment D - Regional TDM Initiatives

Current CAMPO 2040 Plan Definitions and Policies

TSM and TDM Definitions – (Appendix B, page 219)

Transportation Systems Management (TSM): A program to reduce congestion and improve traffic flow through traffic signal synchronization, freeway operations improvements (e.g., changeable message signs and ramp metering), and incident management (clearing accidents and breakdowns quickly). Other methods can include bus pullouts, intersection improvements and queue jumper lanes, where appropriate.

Travel Demand Management (TDM): Achieving greater transportation system efficiency by managing or decreasing the demand for auto-related travel. This typically includes alternatives to single occupant vehicles (transit, carpool, vanpool), incentives/disincentives (congestion pricing, HOV lanes), and alternative work environments (teleworking, flex scheduling).

Congestion Management and Transportation Demand Management Policies (Appendix C, page 220)

Policy 3. Use transportation investments to support continued reduction of per capita vehicle miles traveled.

Policy 4. Consider transportation improvements that increase person-carrying capacity, rather than vehicle-carrying capacity of the regional transportation system.

Policy 5. Expand the public, and other, transportation systems to keep up with the region's mobility needs over time.

Plan Compliance and Funding Policies (Appendix C, page 220)

Policy 1. Target 50 percent of available CAMPO discretionary federal funding (STP-MM) to support development of the mixed-use activity centers indicated on the CAMPO Centers Map. (The same project may address both the 15 percent bicycle and pedestrian, and the 50 percent Centers target policies.)

Policy 2. Target 15% of available CAMPO discretionary federal funding (STP-MM) to bicycle and pedestrian projects through the CAMPO TIP process. (The same project may address both the 15 percent bicycle and pedestrian, and the 50 percent Centers target policies.)

CAMPO 2040 Plan Definitions and Policies – Proposed Revisions, Redline Version

TSM and TDM Definitions – (Appendix B, page 219)

Transportation Systems Management (TSM): A program to reduce congestion and improve traffic flow through traffic signal synchronization, freeway operations improvements (e.g., changeable message signs and ramp metering), and incident management (clearing accidents and breakdowns quickly). Other methods can include bus pullouts, intersection improvements and queue jumper lanes, where appropriate.

Travel Demand Management (TDM): Achieving greater transportation system efficiency by managing or decreasing the demand for auto-related travel. This typically includes alternatives to single-occupant vehicles (transit, carpool, vanpool), incentives/disincentives (congestion pricing, HOV lanes), and alternative work environments (teleworking, flex scheduling).

Transportation Demand Management (TDM) comprises programmatic and infrastructure components that contribute to an optimally efficient, multi-modal transportation system. TDM provides travelers, including those who drive alone, with choices. It prioritizes moving people. TDM's goals are to: improve travel reliability and air quality, manage congestion, and stimulate economic development.

Congestion Management and Transportation Demand Management Policies (Appendix C, page 220)

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Plan Compliance and Funding Policies (Appendix C, page 220)

Policy 1. Target 50 percent of available CAMPO discretionary federal funding (STP-MM) to support development of the mixed-use activity centers indicated on the CAMPO Centers Map. (The same project may address both the 15 percent bicycle and pedestrian, and the 50 percent Centers target policies.)

Policy 2. Target 15% of available CAMPO discretionary federal funding (STP-MM) to bicycle and pedestrian projects through the CAMPO TIP process. (The same project may address both the 15 percent bicycle and pedestrian, and the 50 percent Centers target policies.)

Policy 2.1 Target 5% of available CAMPO discretionary federal funding (STP) to programmatic TDM projects and programs, and allow the use of TDCs for local match if the applicant supplies either a secondary project (their own or from another agency) or an adequate qualitative demonstration.

Policy 2.2 In project calls for available CAMPO discretionary federal funding, the scoring criteria will award extra points for infrastructure projects that incorporate TDM elements.

CAMPO 2040 Plan Definitions and Policies - Proposed Revisions, Clean Version

Transportation Demand Management Definition (Appendix B, page 219) Delete current TDM and TSM definitions and replace with the following definition.

Transportation Demand Management: Transportation Demand Management (TDM) comprises programmatic and infrastructure components that contribute to an optimally efficient, multi-modal transportation system. TDM provides travelers, including those who drive alone, with choices. It prioritizes moving people. TDM's goals are to: improve travel reliability and air quality, manage congestion, and stimulate economic development.

Congestion Management and Transportation Demand Management Policies (Appendix C, page 220) Revise Policy 3

Policy 3: Use transportation investments to support continued reduction of per capita vehicle miles and vehicle hours traveled, and improved travel time reliability.

Plan Compliance and Funding Policies (Appendix C, page 220) Add Policies 2.1 and 2.2

Policy 2.1 Target 5% of available CAMPO discretionary federal funding (STP) to programmatic TDM projects and programs, and allow the use of TDCs for local match if the applicant supplies either a secondary project (their own or from another agency) or an adequate qualitative demonstration.

Policy 2.2 In project calls for available CAMPO discretionary federal funding, the scoring criteria will award extra points for infrastructure projects that incorporate TDM elements.

Regional TDM Initiatives

Metro Ride Share

The MetroRideShare program is Austin's regional vanpool program. The program provides eligible groups of 5-12 riders with a month-to-month vanpool lease agreement including vehicle (7, 8 and 12-seats), insurance, maintenance, 24-hour roadside assistance and an optional fuel purchasing program. The program is operated by a contracted service provider and subsidized by Capital Metro. The goal of the program is to reduce the use of single occupant vehicles during peak travel times to reduce congestion and improve air quality.

Since January 2014, the RideShare program has been operated by a contracted service provider to provide turn-key vanpool services. Over five-years, the program has grown from 102 to 253 vanpool groups, with more than 1,345 program participants. The average round-trip commute is 75 miles. The future growth of the program is anticipated to be 20 additional vanpools per year.

Capital Metro offers monthly subsidies to two types of vanpool groups: (1) In-Service-Area (ISA) groups that operate entirely within the Capital Metro service area (2) Out-of-Service-Area (OSA) groups with at least an origin or destination inside the Capital Metro service area. In-Service-Area groups receive a \$500 monthly subsidy, while Out-Of-Service-Area groups receive a \$450 monthly subsidy. The subsidy is used to help offset the monthly lease cost. Program participants share the cost of the monthly lease, fuel, tolls and any other commute-related expenses. The monthly cost is based on the vehicle type chosen by the group, commute distance and the number of paying riders. Currently, there are 84 ISA groups and 169 OSA groups.

Round Rock Transit Master Plan

The Round Rock Transit Master Plan (TMP) was developed in 2015 to provide a blueprint for improving local mobility and regional connectivity over the next 10 years. The TMP is a road map of future transit options the city council can implement incrementally, as expansion is needed, and funds are available. It looks at all options available for providing transit services, continued third-party contracting, bringing the service in-house, and contracting with Capital Metro. The TMP options also takes into consideration regional transit activities, such as Project Connect; other public transportation providers, such as Capital Metro and CARTS; and other municipality's transit activities, such as Georgetown and Pflugerville. In addition, the City will continue to partner with community entities who desire to bring more transportation options to the region.

In 2017, Round Rock entered into an Interlocal Agreement (ILA) with Capital Metro to operate three fixed routes and one commuter bus route. This fixed route service began in August 2017 and the commuter bus route started in November 2017. The four routes have nearly 48,000 boardings. The

Route 980 North MoPac Express is a commuter route into downtown Austin, utilizing the MoPac managed lanes. Capital Metro and the City of Round Rock share the cost of the commuter route. The Route 50 Round Rock Howard Station travels north and south, between Austin Community College's Round Rock Campus and connecting Capital Metro at MetroRail Howard Station. The Route 51 Round Rock Circulator travels east and west within Round Rock serving medical facilities, downtown, high school, neighborhoods, Dell and Walmart. The Route 52 Tech Ridge Limited is a reverse commute service from Tech Ridge to the industrial southwest corner of Round Rock. This route travels from the Tech Ridge Park & Ride to the Round Rock Transit Center, with limited stops. Paratransit service is also offered through the City of Round Rock in a 1.5-mile radius, the maximum allowed by law, of routes 50 and 51.

Previously, the City of Round Rock contracted with CARTS for transit services. Beginning in June 2012, the City began providing Demand Response Bus Service under a turnkey contract for citizens living in the city limits. In 2013, the City expanded the service beyond its city limits and, in 2014, added a job-access reverse commute route from Capital Metro's Tech Ridge Park and Ride to Sears Teleserv in Round Rock.

Round Rock also built an Intermodal Transit Facility that includes a ticket office and parking garage with 110 spaces. All bus routes travel through this facility for connectivity. In partnership with CARTS, they moved their operations to the Intermodal Transit Facility. This provides additional connectivity for people travelling into and out of the Williamson County area, as well as improves access to Greyhound bus system.

HOW MOBILITY PROGRAMS BENEFIT EMPLOYERS

• • • • •

Employers throughout Central Texas feel the impacts of traffic congestion. New infrastructure can help, but it is a slow and costly process. Implementing transportation demand management (TDM) is something every employer can do almost immediately at a low cost.

"Solving traffic in the Austin area takes all of us: government agencies, transportation providers, private sector employers, and commuters who can choose each day to be part of the solution." - Austin Mayor Steve Adler

RECRUITMENT AND RETENTION

86 %



of American workers want mobility benefits. Employers with mobility policies and commuter benefits are better able to recruit talented employees.



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COST SAVINGS



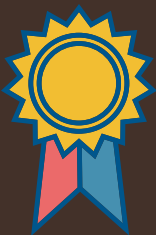
45-60 minutes

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\$10 billion

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LEAD THE WAY

3 in 5

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"Joining Movability has enabled Samsung to collaborate with partners and create mobility solutions that work best for us. As a large facility with many employees driving alone, we value working with Movability to create solutions like ridesharing and incentives that help us meet our goals. The ability to offer commute resources is also a valuable recruitment tool that we think will boost our company culture and create an enjoyable workplace. Thank you to Movability for providing us with the tools and resources to change the mindset of individuals commuting to and from work and throughout the city."

- Julie Fisher, Samsung Austin Semiconductor

Attachment A

Regional TDM Initiatives

Metro Ride Share

The MetroRideShare program is Austin's regional vanpool program. The program provides eligible groups of 5-12 riders with a month-to-month vanpool lease agreement including vehicle (7, 8 and 12-seats), insurance, maintenance, 24-hour roadside assistance and an optional fuel purchasing program. The program is operated by a contracted service provider and subsidized by Capital Metro. The goal of the program is to reduce the use of single occupant vehicles during peak travel times to reduce congestion and improve air quality.

Since January 2014, the RideShare program has been operated by a contracted service provider to provide turn-key vanpool services. Over five-years, the program has grown from 102 to 253 vanpool groups, with more than 1,345 program participants. The average round-trip commute is 75 miles. The future growth of the program is anticipated to be 20 additional vanpools per year.

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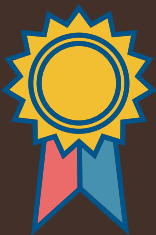
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Date: February 25, 2019
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. David Paine, CAMPO General Planning Consultant
Agenda Item: 5
Subject: 2045 Fiscal Constraint, Preliminary Results Distribution to Agencies

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

As part of the development of the CAMPO 2045 Regional Transportation Plan (RTP), federal statute requires that CAMPO perform a fiscal constraint analysis. CAMPO's financial consultant is currently performing the analysis. In January, methodology for the analysis was presented to TAC. Based on feedback from the meeting, additional agencies were added to the analysis.

This information item notes that preliminary, jurisdiction-specific information will be distributed for review and discussion between CAMPO staff and agency TAC appointees and financial officers. Subsequent meetings with jurisdictions to discuss details will be scheduled for March 11 through March 15, 2019 in order to gain assent or guidance for revision.

FINANCIAL IMPACT

None.

SUPPORTING DOCUMENTS

Working drafts will be distributed to select agencies.



Date: February 25, 2019
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Ms. Theresa Hernandez, Finance and Administration Manager
Agenda Item: 6a
Subject: FY 2020 & 2021 UPWP Call for Studies

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Unified Planning Work Program (UPWP) is the federally-required document that identifies the transportation planning priorities and activities to be carried out, over the next two fiscal years, within the CAMPO region.

The Federal Highway Administration requires CAMPO to include any transportation-related study in the UPWP even if it is fully funded with local revenue. FHWA requires locally funded studies to be included so that the public can have one place to look and see all upcoming transportation-related studies. The Transportation Policy Board must approve the UPWP but they do not approve the locally funded studies.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

As part of the planning process, jurisdictions and agencies in the CAMPO region are required to submit planning studies. Planning studies must include the name of the study, a brief description, the responsible agency, and the funding. Please submit studies to Theresa Hernandez at theresa.hernandez@campotexas.org by March 22, 2019.

SUPPORTING DOCUMENTS

None.



Date: February 25, 2019
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short Range Planning Manager
Agenda: 6b
Subject: Amendment Cycle and Project Call Schedule

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