



TRANSPORTATION POLICY BOARD MEETING

Monday, May 6, 2019

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

AGENDA

WATCH CAMPO LIVE: www.campotexas.org/livestream

1. Certification of Quorum – Quorum requirement is 11 members.....Chair Steve Adler
2. Public Comments
Comments are limited to topics not on the agenda but may directly or indirectly affect transportation in the CAMPO geographic area. Up to 10 individuals may sign up to speak – each of whom must contact the CAMPO office by 4:30 p.m., Monday, May 6, 2019.
3. Chair AnnouncementsChair Steve Adler
4. Report from the Technical Advisory Committee (TAC) Chair..... Mr. Mike Hodge
The Chair of the TAC will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.

EXECUTIVE SESSION:

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

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

ACTION:

THE PUBLIC IS INVITED TO COMMENT ON ITEMS 6-8 IN THE SECTION BELOW.

6. [Discussion and Approval of April 8, 2019 Meeting Summary](#)
.....Mr. Ashby Johnson, CAMPO
Mr. Johnson will present the April 8, 2019 meeting summary and request Transportation Policy Board approval.
7. [Discussion and Approval of CAMPO Appointment to Capital Metro Board](#)
.....Mr. Ashby Johnson, CAMPO
Mr. Johnson will request Transportation Policy Board approval of CAMPO appointment to the Capital Metro Board of Directors with accompanying Resolution 2019-5-7.

- 8. [Discussion and Action on Mobility35 Capital Express, RM 620 & Anderson Mill, and 183A Frontage Roads Projects](#).....Ms. Marisabel Ramthun, P.E., TxDOT Austin District
Ms. Ramthun will initiate a discussion and request Transportation Policy Board approval of a proposed suite of projects to include Mobility35 Capital Express, RM 620 and Anderson Mill, and 183A Frontage Roads Projects with accompanying Resolution 2019-5-8.

INFORMATION:



- 9. [Status Update on Capital Metro’s Project Connect](#).....Mr. Randy Clarke, Capital Metro
Mr. Clarke will provide a status update on Capital Metro’s Project Connect.
- 10. [Presentation of Draft 2020-2021 Unified Planning Work Program \(UPWP\)](#)
..... Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will provide an overview of the draft UPWP for fiscal years 2020-2021.
- 11. [Presentation of Luling Transportation Study](#)
.....Mr. Nirav Ved, CAMPO
Mr. Ved will provide an overview of the Luling Transportation Study.
- 12. [Discussion on Transportation Development Credit \(TDC\) Applications for FY 2018 Federal Transit Administration \(FTA\) 5310 Funding Awards](#).....Mr. Ryan Collins, CAMPO
Mr. Collins will facilitate a discussion regarding the TDC applications received for projects awarded FY 2018 FTA 5310 funding.
- 13. Executive Director’s Report on Transportation Planning Activities
- 14. Announcements
 - a. Next Transportation Policy Board Meeting – June 10, 2019
 - b. Next Technical Advisory Committee Meeting – May 20, 2019
- 15. Adjournment



**Capital Area Metropolitan Planning Organization
 Transportation Policy Board
 Meeting Summary
 April 8, 2019**

1. Certification of Quorum – Quorum requirement is 11 members..... Chair Steve Adler

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

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Steve Adler, Chair	Mayor, City of Austin	Y	
2	Cynthia Long, Vice Chair	Commissioner, Williamson County	Y	
3	Alison Alter	City of Austin, District 10	Y	
4	Clara Beckett	Commissioner, Bastrop County	N	Judge Paul Pape
5	Gerald Daugherty	Commissioner, Travis County	Y	
6	Sarah Eckhardt	Judge, Travis County	Y	
7	Jimmy Flannigan	City of Austin, District 6	Y	
8	Victor Gonzales	Mayor, City of Pflugerville	Y	
9	Jane Hughson	Mayor, City of San Marcos	Y	
10	Mark Jones	Commissioner, Hays County	Y	
11	Ann Kitchen	City of Austin, District 5	Y	
12	Terry McCoy, P.E.	TxDOT-Austin District	Y	
13	Terry Mitchell	Capital Metro Board Member	N	
14	Craig Morgan	Mayor, City of Round Rock	N	Council Member Tammy Young
15	James Oakley	Judge, Burnet County	N	Commissioner Cynthia Long
16	Dale Ross	Mayor, City of Georgetown	N	Council Member Kevin Pitts
17	Brigid Shea	Commissioner, Travis County	Y	
18	Edward Theriot	Commissioner, Caldwell County	N	
19	Jeffrey Travillion	Commissioner, Travis County	N	Commissioner Brigid Shea
20	Corbin Van Arsdale	Mayor, City of Cedar Park	Y	

2. Public Comments

The Chair recognized Mr. Roger Baker, Private Citizen who offered public comments on Long Range Planning Considerations.

Video of this item can be viewed at <http://austintx.swagit.com/play/04102019-952/3/>.

3. Chair Announcements Chair Steve Adler

The Chair announced the impending retirement of Transportation Policy Board Member, Mr. Terry McCoy from the TxDOT Austin District.

The Chair also announced the appointment of a CAMPO 2045 Plan Work Group of which Commissioner Cynthia Long has agreed to Chair. Members of the Work Group include Commissioner Clara Beckett, Council Member Alison Alter, Council Member Jimmy Flannigan, Mayor Jane Hughson, Mayor Craig Morgan, and Judge Sarah Eckhardt.

Video of this item can be viewed at <http://austintx.swagit.com/play/04102019-952/4/>.

4. Report from the Technical Advisory Committee Chair Mr. Ashby Johnson, CAMPO

In the absence of the Technical Advisory Committee (TAC) Chair, Mr. Ashby Johnson provided an overview of the discussions from the March 25, 2019 meeting. Mr. Johnson reported that the TAC received presentations for information items on Amendments to the Unified Planning Work Program (UPWP), Air Quality Status in the CAMPO Region, the City of Austin’s Hazardous Materials Route, FTA 5310 Funding Awards, an Update on the Regional Arterials Plan and Mogan Northeast Subregional Study, and the CAMPO Congestion Management Process.

Video of this item can be viewed at <http://austintx.swagit.com/play/04102019-952/5/>.

5. Executive Session..... Chair Steve Adler

An Executive Session was not convened.

6. Discussion and Approval of February 11, 2019 Meeting Summary

There were no public comments on the February 11, 2019 meeting summary.

The Chair recognized Mr. Ashby Johnson who reported that the meeting summary was previously corrected to reflect the correct title for Mayor Corbin Van Arsdale.

The Chair later entertained a motion for approval of February 11, 2019 meeting summary, as amended.

Commissioner Gerald Daugherty moved for approval of the meeting summary, as amended.

Mayor Jane Hughson seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Council Member Alison Alter, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Ann Kitchen, Commissioner Cynthia Long (Proxy for Judge James Oakley), Mr. Terry McCoy, Judge Paul Pape (Proxy for Commissioner Clara Beckett), Council Member Kevin Pitts (Proxy for Mayor Dale Ross), Commissioner Brigid Shea (Proxy for Commissioner Jeffrey Travillion), Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: None

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell and Commissioner Edward Theriot

Video of this item can be viewed at <http://austintx.swagit.com/play/04102019-952/6/>.

7. Discussion and Approval of FY 2018 and 2019 Unified Planning Work Program Amendment #5

There were no public comments on the approval of FY 2018 and 2019 Unified Planning Work Program Amendment (UPWP) #5.

The Chair recognized Ms. Theresa Hernandez who presented UPWP Amendment #5 for Transportation Policy Board approval. Ms. Hernandez informed the Board that UPWP Amendment #5 includes Subtask 3.2 to carryover \$140,148 in Surface Transportation Block Grant Program (STBGP) funds and \$35,037 in local funds from FY 2018 to FY 2019 for Congestion Management; Subtask 4.5.16 to add \$600,000 in Federal Transit Administration (FTA) funds and \$150,000 in Capital Metropolitan Transportation Authority (CMTA) local funds for Green Line Transit Oriented Development (TOD); Subtask 5.2.10 to add \$280,000 in STBGP funds and \$70,000 in City of Austin local funds for the Bergstrom Spur Study; and Subtask 5.2.11 to add \$680,000 in STBGP funds and \$170,000 in City of San Marcos local funds for the San Marcos Sub-Regional Study.

The Chair entertained a motion for approval of FY 2018 and 2019 UPWP Amendment #5.

Commissioner Gerald Daugherty recommended that the Board take action on the subtasks individually.

Chair Adler concurred and entertained a motion for approval of Subtask 3.2 to carryover \$140,148 in STBGP funds and \$35,037 in local funds from FY 2018 to FY 2019 for Congestion Management.

Commissioner Gerald Daugherty moved for approval.

Council Member Jimmy Flannigan seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Council Member Alison Alter, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Ann Kitchen, Commissioner Cynthia Long (Proxy for Judge James Oakley), Mr. Terry McCoy,

Judge Paul Pape (Proxy for Commissioner Clara Beckett), Council Member Kevin Pitts (Proxy for Mayor Dale Ross), Commissioner Brigid Shea (Proxy for Commissioner Jeffrey Travillion), Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: None

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell and Commissioner Edward Theriot

Chair Adler entertained a motion for approval of Subtask 4.5.16 to add \$600,000 in FTA funds and \$150,000 in CMTA local funds for Green Line TOD.

Council Member Alter moved for approval.

Council Member Ann Kitchen seconded the motion.

The motion prevailed.

Ayes: Mayor Steve Adler, Council Member Alison Alter, Judge Sarah Eckhardt, Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Ann Kitchen, Commissioner Cynthia Long (Proxy for Judge James Oakley), Mr. Terry McCoy, Judge Paul Pape (Proxy for Commissioner Clara Beckett), Council Member Kevin Pitts (Proxy for Mayor Dale Ross), Commissioner Brigid Shea (Proxy for Commissioner Jeffrey Travillion), Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: Commissioner Gerald Daugherty

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell and Commissioner Edward Theriot

Chair Adler entertained a motion for approval of Subtask 5.2.10 to add \$280,000 in STBGP funds and \$70,000 in City of Austin local funds for the Bergstrom Spur Study.

Council Member Ann Kitchen moved for approval.

Council Member Alison Alter seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Council Member Alison Alter, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Ann Kitchen, Commissioner Cynthia Long (Proxy for Judge James Oakley), Mr. Terry McCoy, Judge Paul Pape (Proxy for Commissioner Clara Beckett), Council Member Kevin Pitts (Proxy for Mayor Dale Ross), Commissioner Brigid Shea (Proxy for Commissioner Jeffrey Travillion), Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: None

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell and Commissioner Edward Theriot

Chair Adler entertained a motion for approval of Subtask 5.2.11 to add \$680,000 in STBGP funds and \$170,000 in City of San Marcos local funds for the San Marcos Sub-Regional Study.

Mayor Jane Hughson moved for approval.

Commissioner Cynthia Long seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Council Member Alison Alter, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Ann Kitchen, Commissioner Cynthia Long (Proxy for Judge James Oakley), Mr. Terry McCoy, Judge Paul Pape (Proxy for Commissioner Clara Beckett), Council Member Kevin Pitts (Proxy for Mayor Dale Ross), Commissioner Brigid Shea (Proxy for Commissioner Jeffrey Travillion), Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: None

Abstain: None

Absent and Not Voting: Mr. Terry Mitchell and Commissioner Edward Theriot

Video of this item can be viewed at <http://austintx.swagit.com/play/04102019-952/7/>.

8. Presentation of Air Quality Status in CAMPO Region

The Chair provided ground rules for the presentation and discussion on the Air Quality Status in the CAMPO Region by the Texas Commission on Environmental Quality (TCEQ) and comments by the Capital Area Council of Governments (CAPCOG). The Chair recognized Mr. Walker Williamson and Ms. Jamie Zech, of TCEQ who provided an overview which included the Austin area ozone history, Austin area monitoring and design values, revised designation process, and Transportation Conformity.

Mr. Andrew Hoekzema of CAPCOG offered comments on the history of ozone action days and ozone levels for the Austin area. Mr. Hoekzema noted the CAMPO region's long standing efforts in mitigating the risks of violating the ozone standard through air quality planning and the collection of local air quality data to supplement TCEQ's data. Mr. Hoekzema discussed some of the consequences of a non-attainment designation for the CAMPO region's economic development.

Video of this item can be viewed at <http://austintx.swagit.com/play/04102019-952/8/>.

9. Presentation of State of Safety in CAMPO Region

The Chair recognized Mr. Jeff Kaufman of the Texas Transportation Institute who provided an overview of the state of safety in the CAMPO region. Mr. Kaufman informed the Board that TxDOT's crash data from 2010-2017 was analyzed and a total of 14 different areas of safety were assessed for development of a State of Safety Report for the CAMPO region. Mr. Kaufman noted that the State of Safety Report will be updated annually and used to plan safety-related projects. The State of Safety Report will also address federally required performance measures.

Video of this item can be viewed at <http://austintx.swagit.com/play/04102019-952/9/>.

10. Presentation of City of Austin's Draft Hazardous Materials Route

The Chair recognized Mr. Rob Spillar who provided background information for the City of Austin's Draft Hazardous Materials Route Study. Mr. Spillar introduced Mr. Jim Harvey of the Alliance Transportation Group as the presenter of the findings for the study.

Mr. Jim Harvey discussed the purpose, objectives, responsibilities, public involvement, and outreach for the study. Mr. Harvey identified and discussed the draft recommended route for the draft hazardous materials route. Mr. Harvey noted that the draft recommended route has not been adopted by the City of Austin because public outreach efforts are still in progress. Mr. Spillar later highlighted the next steps in moving forward.

Video of this item can be viewed at <http://austintx.swagit.com/play/04102019-952/10/>.

11. Executive Director's Report on the Transportation Planning Activities

a. Call for FY 2020 & 2021 Unified Planning Work Program Planning Studies

Mr. Johnson reported that CAMPO is in the process of developing the next UPWP which covers a two (2) year period. Mr. Johnson further reported that the TAC was asked to submit any studies for inclusion into the document. The draft document was noted to be presented for Transportation Policy Board approval in June of this year.

b. Amendment Cycle and Project Call Schedule

Mr. Ryan Collins reported that CAMPO is accepting requests for amendments to the TIP and STIP. The deadline for those requests was noted to be April 19, 2019. Mr. Collins also highlighted a timeline for the Spring Amendment Cycle.

c. Quarterly Project Progress Reports

Mr. Collins also reported that Quarterly Project Progress Reports are available online for review. Mr. Collins reported that the Quarterly Project Progress Reports contain schedules and project summaries for projects awarded to local sponsors by the Transportation Policy Board.

Video of this item can be viewed at <http://austintx.swagit.com/play/04102019-952/11/>.

12. Announcements

Mr. Ashby Johnson announced that the next Transportation Policy Board Meeting is scheduled for May 6, 2019. Mr. Johnson also identified proposed agenda items for that meeting.

Video of this item can be viewed at <http://austintx.swagit.com/play/04102019-952/12/>.

13. Adjournment

The Transportation Policy Board Meeting adjourned at 7:50 p.m.



Date: May 6, 2019
Continued From: May 2, 2016
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 7
Subject: Discussion and Approval of CAMPO Appointment to Capital Metro Board

RECOMMENDATION

Approval of the reappointment of Austin City Council Member Ann Kitchen to continue serving as the CAMPO elected official appointee to the Capital Metro Board, in accordance with Section 451.5021 of the Texas Transportation Code. This term will expire on June 1, 2022.

PURPOSE AND EXECUTIVE SUMMARY

Section 451.5021 of the Texas Transportation Code states, in part, that CAMPO will appoint three (3) individuals to the Board of Directors of Capital Metro:

- one appointee who is an elected official (Subsection (b)(1));
- one appointee must have at least 10 years of experience as a financial or accounting professional (Subsection (b)(6)); and
- one appointee must have at least ten (10) years of experience in an executive level position (Subsection (b)-(7)).

According to Texas Transportation Code Section 451.5021(c) only a member of a metropolitan planning organization who is an elected officer of a political subdivision in which a tax of the authority is collected is entitled to vote on an appointment under Subsection (b)(1). Therefore, only those Transportation Policy Board members whose jurisdictions collect the sales tax (City of Austin: Mayor Steve Adler, Council Members Alison Alter, Ann Kitchen, and Jimmy Flannigan; Travis County: Judge Sarah Eckhardt, Commissioners Brigid Shea, Gerald Daugherty, and Jeffrey Travillion; and Williamson County Commissioner Cynthia Long) are eligible to vote on the elected official appointee.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Council Member Kitchen was first appointed to the Capital Metro Board on April 6, 2015 to fill the remainder of the term for Council Member Mike Martinez, whose term expired on June 1, 2016. Council Member Kitchen was later reappointed to the Capital Metro Board on May 6, 2016 and has completed a full term.

SUPPORTING DOCUMENTS

None.

Resolution 2019-5-7

Reappointment to the Capital Metropolitan Transportation Authority Board of Directors

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, Section 451.5021 of the Texas Transportation Code outlines the composition of the Board of Directors of the Capital Metropolitan Transportation Authority; and

WHEREAS, Section 451.5021 further stipulates that the Transportation Policy Board is charged with appointing three members to the Board of Directors of the Capital Metropolitan Transportation Authority; and

WHEREAS, Section 451.5021 (b)(1) specifies that one appointee must be an elected official; (b)(6) specifies that one appointee must have at least 10 years of experience as a financial or accounting professional; and (b)(7) specifies that one appointee must have at least 10 years of experience in an executive level position in a public or private organization; and

WHEREAS, on May 6, 2019, the CAMPO Transportation Policy Board reappointed Austin City Council Member Ann Kitchen to the Capital Metro Board of Directors as the CAMPO elected official appointee to the Capital Metro Board for another term;

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board members who meet the criteria of Texas Transportation Code 451.5021(c) hereby vote to reappoint Austin City Council Member Ann Kitchen; 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, the CAMPO Transportation Policy Board made a motion to reappoint Austin City Council Member Ann Kitchen to the Capital Metropolitan Transportation Board of Directors. The motion was made on May 6, 2019 by _____, duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 6th day of May 2019.

Chair, CAMPO Board

Attest:

Director, CAMPO

DRAFT



Date: May 6, 2019
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Ms. Marisabel Ramthun, P.E., TxDOT Austin District
Agenda Item: 8
Subject: Discussion and Action on Mobility35 Capital Express, RM 620 & Anderson Mill, and 183A Frontage Roads Projects

RECOMMENDATION

TxDOT Austin District and CAMPO staff recommend the Transportation Policy Board consider and adopt a resolution conditionally committing an additional \$400 million of Category 2 and Category 7 (a portion of the region's currently unobligated total allocation) funding toward the construction of IH 35 from SH 45N to SH 45 SE, also known as the Mobility35 Capital Express Project, reaffirming IH 35 as the highest priority of the CAMPO Region. As part of this commitment, the TxDOT Austin District and CAMPO staff also recommend two other much-needed projects – completing frontage roads along 183A in Cedar Park, and a grade-separated intersection at RM 620 and Anderson Mill. \$75 million is needed to construct frontage roads on 183A from RM 1431 to Avery Ranch Boulevard, and \$25 million to construct a grade separation at the intersection of RM 620 and Anderson Mill Road bringing the total for all three activities to \$500 million.

PURPOSE AND EXECUTIVE SUMMARY

TxDOT submits the Mobility35 Capital Express project to the Transportation Policy Board for Category 2 and 7 funding before submittal to the Texas Transportation Commission (TTC) for funding to be allocated between FY 2020 and FY 2029.

This resolution will serve as the reaffirmation that IH 35 is the top priority program in the CAMPO Region as evidenced through the additional financial commitment of CAMPO-directed funds toward the construction of the proposed improvement project(s). The Transportation Policy Board committed Proposition 1 funding to IH 35 improvements in 2014. CAMPO recognizes and acknowledges that there are numerous and competing demands for limited funding exist across the state. However, CAMPO is asking the TTC to consider funding the balance of the costs as required to address the congestion on IH 35 that directly impacts mobility, safety, and the quality of life in this region and the State of Texas.

FINANCIAL IMPACT

The 2020-2029 Unified Transportation Program (UTP) allocates \$1,057,150,000.00 in funding for Category 2M projects over the 10-year UTP time-period between 2020 and 2029, of which \$346,590,000 remains available for the current project selection.

According to the draft 2020 UTP, the CAMPO region is estimated to receive \$378,330,000 in Category 7 funding over the 10-year period from 2020 to 2029. Additionally, the CAMPO region has \$75,410,000 carryover from 2018, for a total of \$453,740,000 in Category 7 funding. With current committed projects totaling \$292,471,489 taken into account, the CAMPO region has \$161,268,511 available for allocation in the 10-year period.

Previous obligations made through the project selection process, approved by the Transportation Policy Board, and confirmed through the most recent CAMPO Transportation Improvement Program (TIP) and the TxDOT Statewide Transportation Improvement (STIP) programming processes remain unaltered with this recommendation.

Should the Transportation Policy Board approve the commitment of \$500 million to the three (3) projects, it is likely that CAMPO will not have another Call for TIP Projects for an estimated two years. However, it should be noted that the last allocation of funding by the TPB was \$450 million, on average eight (8) times more than CAMPO has ever had to allocate in the past. The estimated two-year suspension of TIP calls for projects would provide time for the local governments and regional transportation agencies to absorb the funding that is protected and implement projects that will be needed and will be complementary to the three projects under consideration.

BACKGROUND AND DISCUSSION

The CAMPO Transportation Policy Board identified IH 35 through Hays, Williamson, and Travis counties as a top priority for the region in 2014. The Transportation Policy Board approved funds to various projects in the region and pledged to dedicate its portion of Proposition One funds to various IH 35 projects in the region. The Transportation Policy Board's previous commitment has allowed TxDOT to develop several standalone projects along the corridor setting a footprint for the larger regional improvement.

The IH 35 in Travis County was vetted through the Technical Advisory Committee and approved by Transportation Policy Board as a part of the CAMPO 2040 Plan. The CAMPO 2040 Plan went through extensive public outreach before approval in the Spring of 2015.

IH 35 serves as the backbone of the local, regional, and national transportation network. IH 35 through the heart of Austin ranks third on the Texas Top 100 Most Congested Corridors List. Four of the top 100 Most Congested Corridors are directly impacted by the Mobility35 Capital Express project along with eight that are indirectly impacted. IH 35 from US 290E to US 290W/SH 71 is the most congested corridor for truck traffic in the state.

The purpose and need of the Capital Express Project is to improve safety and mobility for all users of IH 35, minimize community and environmental impacts, and to provide reliable travel time for cars, transit, and emergency vehicles. TxDOT is conducting an environmental study to evaluate adding non-tolled lanes in each direction of IH 35 as well as mainlane, frontage road, ramp, and bicycle and pedestrian improvements. Specific examples include intersection bypass lanes, extended entrance/exit lanes, and traffic management system upgrades. The project operates as a 1x1 from SH 45N to US 290E, and as a full 2x2 from US 290E to SH 45SE.

The Mobility35 Capital Express Project will be fully vetted through a robust stakeholder outreach and public involvement component of TxDOT's environmental documentation and coordination process as well as CAMPO's public outreach process related to the Transportation Improvement Program (TIP) and the Long-Range Transportation Plan.

Currently, CAMPO and TxDOT collectively have committed \$805 million dollars toward the construction costs of the program known as the Mobility35 Capital Express Project. Construction costs are currently estimated at \$5.6 billion with total project costs including engineering, right-of-way acquisition and utility relocations throughout Travis County possibly reaching near \$8 billion.

RM 620 from SH 71 to US 183 has serious safety and congestion concerns which TxDOT has been addressing with a series of projects. Anderson Mill Road is a key connection between areas north of RM 620 and US 183. TxDOT is proposing a grade separation where the RM 620 mainlanes will pass under a reconstructed Anderson Mill Rd. The underpass will eventually be part of a much larger project that will expand RM 620 from US 183 to RM 2222. While TxDOT in coordination with local partners determines the scope for this larger project, it is imperative that the worst remaining intersection, Anderson Mill Road, is addressed.

The 183A Frontage Road project includes the construction of two-lane grade separated frontage roads on each side of the 183A toll road between Whitestone Blvd and RM 1431 and a proposal to redesignate the US 183 corridor in the Cities of Leander and Cedar Park to the frontage roads adjacent to the 183A toll road. The population growth and development in the area of the CTRMA toll road is increasing. The addition of the proposed frontage roads closes the gap of frontage roads parallel to the mainlanes. The frontage roads will also provide a relief route when the need arises for the toll facility to be closed for maintenance or accidents.

The conditionality of the CAMPO funding is based on the balance of funding coming from TTC-directed sources and that pending legislation to authorize non-traditional development and funding through CDA is not enacted.

SUPPORTING DOCUMENTS

Attachment A – *Draft Resolution*

Attachment B – *2013 Resolution*

Attachment C – *CAMPO 2040 Plan Listings of Mobility35 Capital Express Projects*



Resolution 2019-5-8

Acknowledging the Transportation Policy Board's Approval of Allocation of Funding for Congestion Relief Projects

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 mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, every two years, CAMPO allocates Category 2, 7 and 9 funding to implement transportation improvements in the six-county region; and

WHEREAS, the Texas Department of Transportation maintains and operates the most travelled corridors in the CAMPO region including IH 35, US 183-A and RM 620; and

WHEREAS, US 183-A lacks frontage roads from RM 1431 to Avery Ranch Boulevard and is one of the most congested corridors in the CAMPO region; and

WHEREAS, RM 620 from RM 2222 to SH 45 is one of the most congested corridors in the CAMPO region; and

WHEREAS, IH 35 is the central artery of Texas, carries goods and people from Mexico to Canada, is the third most congested roadway in Texas, and the top mobility priority for the CAMPO region; and

WHEREAS, approximately \$500 million in Category 2 and 7 funding remains unallocated;

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to commit the allocation of \$500 million in Category 2 and 7 funding to the Texas Department of Transportation to construct congestion relief projects and deployed in the following manner: \$400 million to construct non-tolled managed lanes on IH 35, \$75 million to construct frontage roads on US 183-A from RM 1431 to Avery Ranch Boulevard, and \$25 million to construct a grade separation at the intersection of RM 620 and Anderson Mill Road; 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 approve the Allocation of Funding for Congestion Relief Projects as reflected was made on May 6, 2019 by _____ duly seconded by _____.

Ayes:

Nays: None

Abstain: None

Absent and Not Voting:

SIGNED this 6th day of May 2019.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



RESOLUTION

Relating to Improvements to the IH 35 Corridor through the CAMPO Region and Requesting that TxDOT coordinates Improvement Efforts

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 in 2010 CAMPO's boundary was expanded to include Bastrop, Caldwell, Hays, Travis and Williamson Counties; and

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

WHEREAS, a portion of IH 35 through the CAMPO region has been identified as the fourth most congested corridor in the State of Texas; and

WHEREAS, the vitality of the CAMPO region, the state and the nation is dependent upon this backbone corridor; and

WHEREAS, CAMPO and its member jurisdictions have invested over \$ 90 million in improvements and conceptual studies in the IH 35 corridor over the last several years; and

WHEREAS, it is time to undertake a large scale, comprehensive corridor solution along IH 35 spanning our region; and

WHEREAS, the Texas Department of Transportation (TxDOT) is the logical agency to spearhead the multi-jurisdictional improvement initiative in the IH 35 corridor with active involvement of regional partners.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Board hereby votes in support of TxDOT leading the effort for a multimodal corridor solution and Implementation Plan for IH 35 through the CAMPO region and bringing resources to bear for such; and

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

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

The above resolution being read, a motion to convey the importance of the IH 35 corridor to the CAMPO region and the desire to have TxDOT coordinate improvement efforts in the corridor of the was made on January 14, 2013 by Commissioner Long, duly seconded by Judge Biscoe.

Those voting "AYE":

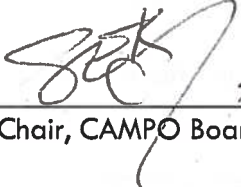
Commissioner Conley	Mayor Leffingwell
Judge Biscoe	Commissioner Long
Mayor Blackmore-Hlista	Mr. Mills
Commissioner Beckett	Council Member Moman
Mayor Pro-Tem Cole	Mayor Powell
Commissioner Cyrier	Council Member Riley
Mayor Garver	Council Member Spelman
Mayor Pro-Tem Gonzales	

Those "Opposed":

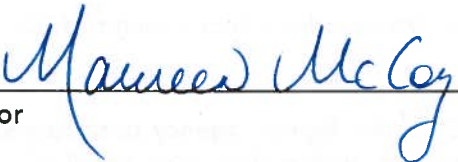
Abstaining: Greg Malatek

Absent and Not Voting: Commissioner Eckhardt, Mayor Guerrero

SIGNED this 25th day of January, 2013


SARAH ECKHARDT on behalf of Will Conley
Chair, CAMPO Board

Attest:



Director

Roadway Projects

MPO ID	Sponsor(s)	County	Roadway	Limits (From)	Limits (To)	Description	Let Year	Total Cost
51-00033-00	City of Pflugerville	Travis	Weiss Lane	Cele Road	Cameron Road	Reconstruct from MUD2 to MAD4 from Cele Road to Wilbarger Creek. South of Wilbarger Creek will be improved MUD2.	2017	\$542,000.00
51-00034-00	Travis County	Travis	FM 2304	FM 1626	Ravencroft Drive	Construct four-lane, divided arterial with bicycle lanes and sidewalks.	2018	\$12,000,000.00
51-00035-00	CTRMA	Travis	US 290	At SH 130		Develop and construct two tolled direct connectors at the US 290/SH 130 interchange	2018	\$88,900,000.00
51-00035-01	TxDOT	Travis	US 290	At SH 130		Develop and construct one Central Texas Turnpike System direct connector at the US 290/SH 130 Interchange	2018	\$41,100,000.00
51-00036-00	TxDOT	Travis	IH-35 - Travis County	SH 45 N	SH 45 SE	IH-35 Improvement Projects	2020	\$1,940,000,000.00

Roadway Projects

MPO ID	Sponsor(s)	County	Roadway	Limits (From)	Limits (To)	Description	Let Year	Total Cost
61-00022-00	Williamson County	Williamson	SH 130	US 79	Limmer Loop	New northbound frontage road and bridge.	2019	\$2,612,000.00
61-00023-00	Williamson County	Williamson	SH 130	US 79	Limmer Loop	New southbound two-lane frontage road.	2019	\$3,200,000.00
61-00024-00	TxDOT	Williamson	IH-35 - Williamson County	SH 45 N	SH 195 N	IH-35 Improvement Projects	2020	\$815,000,000.00
61-00025-00	Round Rock	Williamson	US 79	IH-35	A. W. Grimes Boulevard	Reconstruct to a 6 lane divided roadway with sidewalks	2030	\$14,400,000.00
61-00026-00	Williamson	Williamson	US 183 N	FM 970	FM 3405.	Widen from 4 lanes to 4 lanes with median (future frontage roads)	2018	\$17,100,000.00

Roadway Projects

MPO ID	Sponsor(s)	County	Roadway	Limits (From)	Limits (To)	Description	Let Year	Total Cost
41-00016-00	City of San Marcos	Hays	CS	Hopkins Street from CM Allen Pkwy	Thorpe Road	Design and construct multi-use bike/ped facility that connects existing Crosstown hike and bike trails to existing facility.	2020	\$2,800,000.00
41-00017-00	City of Kyle	Hays	Dorman Lane	At FM 1626		Feasibility study for proposed improvements at the intersection.	2017	\$150,000.00
41-00018-00	TxDOT	Hays	IH-35 - Hays County	SH 45 SE	Posey Rd.	IH-35 Improvement Projects	2020	\$1,500,000,000.00
41-00019-00	Buda	Hays	IH-35 / OSR Connector	Old San Antonio Rd	IH-35	New 2-lane undivided	2018	\$100,000.00
41-00020-00	Hays	Hays	US 290 W	Blanco County Line	RM 165	MAD-4	2030	\$25,900,000.00



Date: May 6, 2019
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Randy Clarke, President and CEO, Capital Metro
Agenda Item: 9
Subject: Status Update on Capital Metro’s Project Connect

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

This presentation is a follow up to Policy Board members requests for information on Project Connect and the ongoing efforts of the program. This presentation will provide information on the latest updates to Project Connect.

FINANCIAL IMPACT

Not Applicable.

BACKGROUND AND DISCUSSION

Project Connect is a plan designed to create a system of high-capacity transit (HCT) options that will connect people, places, and opportunities in an affordable, efficient and sustainable way. Through Project Connect, the Capital Metropolitan Transportation Authority (Cap Metro)—partnering with other transportation agencies (City of Austin, TxDOT, CTRMA, and CAMPO)—has been working closely with residents, workers, and community groups to develop a transit plan that addresses the region’s short- and long-term needs. Project Connect has developed specifically targeted solutions that address deficiencies in existing services and identified HCT investments that add mobility options for the Central Texas region.

SUPPORTING DOCUMENTS

None.



Date: May 6, 2019
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item: 10
Subject: Presentation of Draft 2020-2021 Unified Planning Work Program (UPWP)

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

This item is to allow comments on the Draft 2020-2021 UPWP (**Attachment A**).

FINANCIAL IMPACT

The budget for the FYs 2020-2021 UPWP is based on anticipated FHWA PL 112 and 5303 funds. In FY 2019, CAMPO received a total of \$2,567,931 of Section 5303 and PL 112 funds. CAMPO has programmed these funds, along with other funds among the five main tasks.

BACKGROUND AND DISCUSSION

The UPWP is the federally-required document that identifies work tasks to be completed in the CAMPO region.

The document is divided into five main task areas:

- Task 1 - Administration
- Task 2 - Data Development and Maintenance
- Task 3 - Short Range Planning
- Task 4 - Metropolitan Transportation Plan and
- Task 5 - Special Studies

Funding Proposed in FYs 2020 and 2021 UPWP

FUNDING SOURCE	FY 2020	FY 2021	TOTAL
FHWA PL112 & 5303	2,563,298	2,563,298	5,126,596
FTA 5304	25,000	25,000	50,000
STBG	11,342,745	-	11,342,745
STATE	19,882,414		19,882,414
*LOCAL	16,115,686	-	16,115,686
GRAND TOTAL	49,929,143	2,588,298	52,517,441
*CAMPO and other agencies combined local funds			

SUPPORTING DOCUMENTS

Attachment A – Draft FYs 2020 & 2021 Unified Planning Work Program

FY 2020 & 2021

UNIFIED PLANNING WORK PROGRAM

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Approved by the Transportation Policy Board: Xx

Credit and Disclaimer Statement

Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

DRAFT

I. **INTRODUCTION** - The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis.

A. **PURPOSE** - The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Area Metropolitan Planning Organization (CAMPO) planning process for FYs 2020- 2021. This activity is required under federal law defining the responsibilities of Metropolitan Planning Organizations (MPO). The UPWP serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process in the six-county Capital Area in Central Texas. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, CAMPO prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the CAMPO region.

The appendices contain the following:

- Appendix A: Transportation Policy Board Membership
- Appendix B: Metropolitan Area Boundary Map
- Appendix C: Debarment Certification
- Appendix D: Lobbying Certification
- Appendix E: Certification of Compliance
- Appendix F: Certification of Internal Ethics and Compliance

FAST Act Planning Factors

FAST Act contains ten broad planning areas that should be considered when developing plans and programs. The work tasks contained in the FYs 2018 - 2019 UPWP have considered the following ten areas, some more directly than others:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

Further, the work tasks consider the federal performance goals in the following seven areas:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

- B. DEFINITION OF AREA** - The CAMPO planning area includes all of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties (**Appendix B**) and the cities and villages in each of the six counties (a comprehensive list of these jurisdictions can be found at www.campotexas.org). By federal definition, CAMPO's planning area must at least include the urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years.

During the 2010 census, a very small portion of Guadalupe County was included as a part of the newly urbanized area of San Marcos. San Marcos intends to remain part of CAMPO. Therefore, an agreement was developed between CAMPO and the Alamo Area MPO (AAMPO) regarding the roles and responsibilities of each MPO concerning this portion of Guadalupe County. CAMPO agrees that staff will meet as needed to review progress of planning efforts to discuss key findings from program activities and to discuss the scope, plans, and implementation of activities. To help ensure continuity of federal and state funds, CAMPO agrees to abide by the methodology and process used to allocate funds to the respective MPOs. CAMPO agrees to abide by the methodology and process currently used to allocate federal transportation planning funds to the respective MPOs. CAMPO agrees to work with the AAMPO to identify the need for corridor projects that cross the CAMPO and AAMPO planning area boundary.

- C. ORGANIZATION** – The Transportation Policy Board (**Appendix A**), provides policy direction for CAMPO. The Policy Board consists of 20 elected and appointed county, city, Texas Department of Transportation (TxDOT) and Capital Metropolitan Transportation Authority (CMTA) officials.

The Policy Board also has several committees for which the CAMPO staff provides administrative support and technical assistance. Some of these committees have members who do not currently serve on the Policy Board but who represent stakeholders in the community:

- The Technical Advisory Committee (TAC) the committee's purpose is to advise the Transportation Policy Board in its development of the long-range metropolitan transportation plan; the Transportation Improvement Program, including review of and recommendations on candidate projects for the TIP; the Unified Planning Work Program; and other transportation planning activities, as directed by the Transportation Policy Board or CAMPO's Executive Director.
- The Executive Committee are members of the Transportation Policy Board who make recommendations on transportation planning issues, projects and the process as directed by the Transportation Policy Board.
- The Finance Committee was formed to become fully educated and explore long-term financing options for potential modal components of a comprehensive transportation system.
- The Transit Working Group (TWG) was formed to analyze and evaluate the potential for high capacity transit in Central Texas, and the optimal role for transit as part of the comprehensive regional transportation plan.
- The Budget, Audit and Finance Committee was formed to review and make recommendations to the Transportation Policy Board for the CAMPO annual planning budget.
- The SH 45 (SW) Committee was formed to analyze options for the future development of SH 45(SW) and address issues surrounding the further planning of the corridor.

Other committees, task forces or study groups may be formed from time-to-time throughout the year as necessary.

CAMPO currently operates with various professional staff positions. The professional staff covers the tasks listed in the UPWP. Depending on the budget and/or work tasks to be completed, CAMPO may employ a varying number of consultants, interns, permanent, or temporary personnel.

Functional Responsibilities of Planning Agencies

For the transportation planning process to function properly, the agencies involved must work together cooperatively. The Transportation Policy Board (TPB), the Transportation Department of Transportation (TxDOT), Central Texas Regional Mobility Authority (CTRMA), Capital Metro, Capital Area Rural Transportation System (CARTS) and the local governments within the planning area are responsible for carrying out the urban transportation planning process consistent with local agreements. This process includes planning for roadways, bicycling facilities,

pedestrian facilities, freight movement, passenger rail, and transit.

The following descriptions of functional responsibilities for each agency are not intended to limit the participation of any agency or local government in the study. Rather, they are brief descriptions of primary responsibilities.

Metropolitan Planning Organization - The MPO, in cooperation with the TxDOT, CTRMA, mass transit operators, planning agencies and local governments:

- 1) Is responsible for carrying out and maintaining the urban transportation planning process to include:
 - a. Cooperative decision-making, principally, by elected officials of local governments.
 - b. Unified Planning Work Program (UPWP),
 - c. Transportation Improvement Program (TIP),
 - d. Metropolitan Transportation Plan (MTP), and
 - e. Congestion Management Process (CMP).
- 2) Executes contracts and/or agreements necessary to carry out the work outlined in the UPWP.
- 3) Develops and maintains transportation databases and analytical tools.

MPO staff has the following general responsibilities:

- 1) Provide staff support to the Transportation Policy Board (TPB), the Technical Advisory Committee (TAC), and committees of the Policy Board and TAC;
- 2) Review and report on items on the agenda(s) for the TPB, TAC, and appropriate committees;
- 3) Coordinate and perform the planning and data collection activities contained in the UPWP;
- 4) Prepare and submit an annual budget outlined in the UPWP for approval;
- 5) Receive and review all bills from consultants that the MPO has contracted with to perform work outlined in the UPWP;
- 6) Submit requests for reimbursement to the appropriate federal and/or state agencies for work performed according to the UPWP;
- 7) Prepare and submit grant applications for federal/other assistance in transportation planning, and related fields, as appropriate;
- 8) Prepare and submit the annual performance and expenditure report and annual project listing;
- 9) Coordinate the activities for the development and maintenance of the Unified Planning Work Program, the long-range metropolitan transportation plan and the Transportation Improvement Program;
- 10) Refine and maintain a process for engaging the public in the transportation planning process; and
- 11) Perform any other administrative duties as required by the

- Transportation Policy Board; and,
- 12) Ensure compliance with Title VI Civil Rights, Environmental Justice and other federal requirements related to CAMPO's operations, activities and programs.

Texas Department of Transportation - The Texas Department of Transportation (TxDOT), within the realm of transportation planning, has the following varied responsibilities for the CAMPO planning area:

- Highway planning;
- Participating and lead agency in appropriate transportation studies and environmental documents;
- Review of all FTA Section 5307, 5310 and Section 5311 capital grant applications that may involve state funding; and

In addition, TxDOT maintains certain transportation database files and forecasting models, and coordinates its planning efforts with the MPO through the UPWP.

Capital Area Rural Transportation System (CARTS)

CARTS is the rural public transportation provider for this region and has primary responsibility for rural transit planning and operations in the study area.

Capital Metropolitan Transportation Authority (Capital Metro)

Capital Metro is a provider of public transportation in the region. Capital Metro has primary responsibility for conducting various short and long-range transit studies, maintaining all transit data, and is responsible for transit planning and operation in the urban portion of the study area.

Counties

Williamson County acts as our fiscal agent and provides support for human resources, benefits, accounting, and information technology.

The Counties of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson have the primary responsibility for the planning of all roads outside incorporated areas that are not on the State system. This is done cooperatively with the State. The County coordinates its planning with TxDOT and incorporated areas in extraterritorial jurisdictional areas.

Cities

All jurisdiction cities in our planning area have the responsibility for the planning of all roads within their incorporated area or extraterritorial jurisdiction not on the state

system, and some have negotiated agreements with TxDOT to plan for roads on the state system as well in cooperation with TxDOT.

Public/Public and Public/Private Partnerships

Over the last few years, the CAMPO region continues partnerships with TxDOT, CARTS, CMTA, CAPCOG and its member jurisdictions and has actively pursued various partnerships with entities established to advance planning for and improve the area's transportation infrastructure. This includes partnerships with the area's Regional Mobility Authority (Central Texas Regional Mobility Authority).

- D. PRIVATE SECTOR INVOLVEMENT** – Consultants have been and will continue to be used on an as-needed basis in CAMPO's transportation programs and planning processes. In the past, CAMPO has used private sector consultants for a variety of services ranging from legal services to improvements to the regional travel demand model. These efforts will continue as well.
- E. PLANNING ISSUES AND EMPHASIS** – The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks for FY 2020 and 2021. The Planning Emphasis Areas are:
1. **MAP-21 Implementation - Transition to Performance Planning and Programming:** although performance measures have not yet been adopted at the federal and state levels, the MPO identified performance indicators in the 2040 Metropolitan Transportation Plan Update and continues to monitor federal and state efforts. Updated requirements as outlined in the FAST Act will move towards implementation.
 2. **Regional Models of Cooperation - Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO and state boundaries:**
CAMPO will continue to strive to improve the effectiveness of transportation decision making by working with regional partners to think beyond traditional borders and adopt a coordinated approach to transportation planning that supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination promises to reduce project delivery time and enhance the efficient use of resources. Enhanced cross-jurisdictional communication will improve collaboration, policy implementation, technology usage, and performance management.
 3. **Ladders of Opportunity – Access to essential services:**
Through the transportation planning process, CAMPO will work with regional partners to identify connectivity gaps in accessing essential services, including

employment, health care, schools/education, and recreation. Staff will research analytical methods to identify gaps in the connectivity of the transportation system and identify infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Potential tasks include: evaluating the effectiveness of public transportation plans for engaging transportation disadvantaged communities in the transportation decision making process; updating the Section 5310 Coordinated Human Services Public Transportation Plan; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with the Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical and transit facilities.

CAMPO will work cooperatively with TxDOT, CARTS and Capital Metropolitan Transportation Authority (CMTA) to define performance measures that emphasize these seven federal goals:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

- **OBJECTIVE**

To accomplish, on a continuing basis, the plans and programs necessary to administer federal transportation planning requirements and maintain the transportation planning process in and for the Capital Area Metropolitan Planning Organization's planning area.

- **EXPECTED PRODUCTS**

Certified transportation planning process;
Updated or new documents and reports including Public Participation Plan, Limited English Proficiency Plan, and Title VI Plan;
FY 2019 & FY 2020 Single Audit;
Unified Planning Work Program (FYs 2020 & 2021) and amendments;
Unified Planning Work Program (FYs 2022 & 2023);
FY 2019 & 2020 Annual Project Listing;
FY 2019 & 2020 Annual Performance and Expenditure Report;
New equipment and computer hardware/software

- **PREVIOUS WORK**

Performed general administrative functions;
FY 2018 & 2019 Unified Planning Work Program and amendments;
FY 2017 & 2018 Annual Project Listing;
FY 2017 & 2018 Annual Performance and Expenditure Report;
FY 2017 & 2018 Single Audit;
Updated Public Participation Plan;
Updated Limited English Proficiency Plan;
Updated Title VI Plan
Coordinated transportation planning and implementation activities with other agencies and organizations;
Conducted a public involvement process compliant with federal and state regulations;
Provided support for all meetings of the transportation planning process;
Implemented policies to maintain the transportation planning process;
Provided staff access to courses, conferences, workshops and seminars

- **SUBTASKS**

Subtask 1.1 MPO Staff Work for Task 1.0

The primary activities which will take place under MPO Staff Work include the following:

1.1.1 Program Administration: This activity includes development and implementation of those policies and guidelines necessary to carry out and maintain the transportation planning process; maintenance of the FY 2020 & 2021

Unified Planning Work Program, development of the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL), development of the FY 2022 & 2023 Unified Planning Work Program, sponsoring and conducting meetings including providing support to policy and advisory bodies; coordinating and working with other agencies and organizations involved in planning, programming and implementation of transportation projects.

1.1.2 Public Participation: This activity supports the implementation of the MPO's Public Participation Plan to include the conduct of community outreach and public meetings/hearings as needed with emphasis on Environmental Justice populations and the development/review processes of the Transportation Improvement Program, Metropolitan Transportation Plan and other planning products; develop and use of questionnaires, online surveys, newsletters and other participation techniques; and provide bilingual materials and translations as appropriate.

1.1.3 Title VI Civil Rights/Environmental Justice (EJ): This activity supports monitoring and evaluating Title VI/EJ guidance and requirements, developing and implementing documents and procedures to ensure CAMPO's plans, programs and activities comply with Title VI/EJ guidance and requirements, collecting and analyzing data related to minority, low income, limited English proficiency and other populations vulnerable to potential disproportional adverse impacts from the planned transportation system and transportation projects, identifying possible strategies to minimize, avoid or mitigate potential disproportional adverse impacts on the EJ populations, maintaining, coordinating efforts to develop the Regional Toll Network Analysis that evaluates the impacts of the regional toll network on the EJ and non-EJ populations (see Task 2.0), implementing the CAMPO Limited English Proficiency Plan and updating that plan as needed.

1.1.4 Travel and Training: This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops (AMPO, APA, ESRI, TransCad, TxDOT, TRB, UT at Austin, CNU, etc). CAMPO will seek prior approval from TxDOT for Out-of-State travel.

1.1.5 Equipment & Computer Hardware/Software : This activity is for the upgrade/addition of equipment and computer hardware or software to ensure program efficiency. A description of equipment purchases in excess of \$5,000 will be submitted to the Texas Department of Transportation for approval prior to acquisition. The MPO understands that split costs are not allowed.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	\$3,152,432 PL
Product(s):	Certified transportation planning process; Updated or new documents and reports including Public

Participation Plan, Limited English Proficiency Plan, etc.;
New equipment and computer hardware/software

Subtask 1.2 Legal Services – Consultant Work

1.2.1 Legal Services: This activity is for legal services that are necessary for planning purposes.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$60,000 PL
Product(s): Legal opinion(s) and counsel, as necessary and appropriate, with prior approval from TxDOT and FHWA

Subtask 1.3 Audit Costs – Consultant Work

1.3.1 Audit Services: This activity is for audit services that are necessary to comply with the Single Audit Act.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$50,000 PL
Product(s): Single Audit Report, financial statements

Subtask 1.4 General Planning Consultant – Consultant Work

1.4.1 General Planning Consultant

Consultant to assist in the overall activities related to regional transportation planning in the CAMPO planning boundary that includes the counties of Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson.

Responsible Agency: CAMPO
Funding Requirement: \$240,000 STP MM and \$60,000 Local

- **FUNDING SUMMARY**

Task 1.0 - FY 2020 & FY 2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	2020&2021
1.1	CAMPO	1,576,216	1,576,216					1,576,216	1,576,216	3,152,432
1.2	CAMPO	30,000	30,000					30,000	30,000	60,000
1.3	CAMPO	25,000	25,000					25,000	25,000	50,000
1.4	CAMPO			240,000	-	60,000	-	300,000	-	300,000
TOTAL		1,631,216	1,631,216	240,000	-	60,000	-	1,931,216	1,631,216	3,562,432

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

DRAFT

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

- **OBJECTIVE**

Provide updated information, demographic data and analysis to support the Metropolitan Planning Organization's planning efforts.

- **EXPECTED PRODUCTS**

Series of technical reports documenting the ongoing GIS data updates on traffic counts and mapping

Transportation related air quality data collection and analysis, air quality planning and outreach products;

2045 Plan related performance measures

Demographic forecasts and travel demand model for the 2045 Plan updates;

Interactive Web Viewer updates

UrbanSim (Demographic Allocation Tool)

Development 2050 Travel Demand Model

- **PREVIOUS WORK**

Updated demographic forecasts and travel demand model for the 2045 Plan;

2040 Plan related performance measures

Development 2045 Travel Demand Model

Regional Arterial Plan Modeling

UrbanSim (Demographic Allocation Tool)

Interactive Web Viewer – Regional Arterial Plan

- **SUBTASKS**

Subtask 2.1 MPO Staff Work for Task 2.0

2.1.1 General Administration: This subtask allows for administrative activities related to data development and maintenance including procurement, contract management and appropriate review/processing of monthly billings for work related to Task 2, as well as conducting the activities in subtasks 2.1.2, 2.1.3, 2.1.4, and 2.1.5 and developing related performance measures.

2.1.2 General GIS: Specific activities will include reviewing and providing direction on the development and dissemination of geospatial databases on residential and commercial growth and transportation data; mapping databases supporting CAMPO programs; maintenance of the demographic and modeling databases of the 2045 Plan and 2019-2022 TIP amendments; develop and maintain the interactive web viewer for sharing GIS data on growth and projects; develop maps and materials for work group and public meetings; develop technical memoranda documenting work completed.

2.1.3 Demographic Forecasting: Run UrbanSim for producing demographic

forecasts for 2050 Plan and TIP amendments. Specific activities will include production and review of demographic forecasts to be used for required 2045 Plan. Develop the datasets for running the Allocation Tool for the 2045 Plan.

2.1.4 Travel Demand Modeling: Run CAMPO's FTA-compliant and time-of-day model. Specific activities will include coordination with TxDOT on development of the new 2020 base year model, performing model runs for the amendments of the 2045 Plan, 2019-2022 TIP and the development of the 2050 Plan; refinements of in-house modeling capabilities; and regular updates of computer hardware, software, and necessary peripherals for supporting the demographic forecasting and travel demand modeling activities.

2.1.5 Environmental Analysis: This subtask includes facilitating planning and environmental linkages by participating in NEPA related studies and Planning and Environmental Linkages (PEL) studies, monitoring and evaluating the effect of CAMPO plans and programs on the environment, identifying potential mitigation activities and locations where they might occur, coordinating outreach with resource agencies and working groups, developing and updating GIS analyses using GISST, and other relevant data. CAMPO is participating in NEPA related studies to facilitate the proper integration of planning outcomes in the environmental process.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$320,176 PL
Product(s): Technical memoranda, final reports, PEL and NEPA related reports and analyses.

Subtask 2.2 GIS, Demographic Forecast, & Travel Demand – Consultant Work

2.2.1 Demographic Forecast and Travel Demand Modeling Projects for 2045 Plan

Conduct activities related to the travel demand model in support of development of the 2045 Plan. It is noted that the demographic forecasting and travel demand modeling procedures applied in the CAMPO area are integrated. Conduct activities related to the production of the regional employment and population profiles for inclusion in the CAMPO travel demand model and the 2045 toll analysis.

Responsible Agency: Capital Area Metropolitan Planning Organization
Product(s): Interactive Web Viewer, UrbanSim, Development 2045 Travel Demand Model, Model files for development of the 2045 RTA, draft and final 2045 RTA document.

- **FUNDING SUMMARY**

Task 2.0 - FY 2020 & FY 2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5304		Local		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	2020&2021
2.1	CAMPO	160,088	160,088					160,088	160,088	320,176
2.2	CAMPO	-	-					-	-	-
2.3	CAMPO	-	-					-	-	-
TOTAL		160,088	160,088					160,088	160,088	320,176

¹TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

DRAFT

IV. TASK 3.0 - SHORT RANGE PLANNING

- **OBJECTIVE**

Conduct short-range transportation and transportation-related planning activities with short-term planning and implementation focus, including the development and administration of the Transportation Improvement Program.

- **EXPECTED PRODUCTS**

2019-2022 TIP Amendments
Intelligent Transportation Systems (ITS)
2021-2024 TIP
Project Selection/Readiness Criteria
HB20 10 Year Plan
Performance Measure Development
Project Tracking
2021-2024 Project Call

- **PREVIOUS WORK**

Transportation Improvement Program (TIP) FYs 2019 – 2022
Project Tracking
Ongoing development of related performance measures
Congestion Management Process (CMP) Plan
2019-2022 Project Call

- **SUBTASKS**

Subtask 3.1 MPO Staff Work for Task 3.0

3.1.1 General Administration: This subtask allows for MPO staff support for administrative activities related to short range planning, including the development and management of agency contracts; procurement, development and management of consultant contracts for projects in Task 3; and the review and processing of monthly billings for work related to Task 3.

3.1.2 General Activities: Specific activities will include, but are not limited to, maintenance of the FY 2019-2022 Transportation Improvement Program, development of the FY 2021-2024 Transportation Improvement Program, along with related performance measures.

3.1.3 Public Participation: This subtask includes MPO staff participation in public outreach activities including video production, developing website information, writing newsletter articles, developing other printed materials, and public meeting facilitation as needed.

3.1.4 Congestion Management Process (CMP), Intelligent Transportation

Systems (ITS) and Operations Planning: This subtask covers activities related to conducting the CMP, ITS and Operations Planning. Specific activities include, but are not limited to, developing, updating, refining and implementing the CMP, incorporating congestion analysis results into the regional planning process, and incorporating ITS, systems management and operations into the planning process

3.1.5 Transportation Improvement Program: The four-year Transportation Improvement Program (TIP) lists surface transportation projects that are funded with federal dollars and are consistent with the long-range plan developed for the area. The TIP may also include non-federally funded projects that are regionally significant. The TIP development process includes public involvement activities and opportunities for public review and comment on all aspects of the program.

Responsible Agency: Capital Area Metropolitan Planning Organization
 Funding Requirement: \$417,382 PL
 Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos

- FUNDING SUMMARY**

Task 3.0 - FY 2020 & FY 2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Local		Total		Grand Total
		2020	2021	2020	2021	2020	2021	
3.1	CAMPO	208,691	208,691			208,691	208,691	417,382
3.2	CAMPO	-	-			-	-	-
3.3	CAMPO	-	-			-	-	-
TOTAL		208,691	208,691			208,691	208,691	417,382

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

V. TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN

- **OBJECTIVE**

To develop, maintain and update a multi-modal Regional Transportation Plan for the CAMPO planning area for a 25-year horizon that meets federal requirements and regional goals.

- **EXPECTED PRODUCTS**

Maintenance and amendments of the 2040 Plan

Development of the 2045 Plan

Maintenance of the Coordinated Public Transit – Health and Human Services

Transportation Plan

Performance Measures

- **PREVIOUS WORK**

2040 Regional Transportation Plan Amendments

2040 Regional Transportation Plan implementation products initial work products related to the development of the 2045 Regional Transportation Plan

Develop a regional bicycle and pedestrian plan

Regional Active Transportation Plan

Walkability Action Plan

- **SUBTASKS**

Subtask 4.1 MPO Staff Work for Task 4.0

4.1.1 General Administration: This subtask allows for MPO staff support for administrative activities related to long range planning including procurement, development, management of consultant contracts for projects in Tasks 4.1, 4.2, 4.3, and 4.4, review and processing of monthly billings for work related to Tasks 4.1, 4.2, 4.3, and 4.4, conduct access management, safety, sub-regional traffic management, and other related corridor studies, participation in study oversight committee meetings, amending and maintaining the CAMPO 2040 Regional Transportation Plan, developing the CAMPO 2045 Regional Transportation Plan and supporting materials and cooperatively developing related performance measures.

4.1.2 Public Participation: This subtask includes MPO staff participation in public outreach activities including video production, developing website information, newsletter articles, other printed materials, and public meeting facilitation as needed.

4.1.3 Regional Public Transportation Coordination: This subtask allows for MPO staff support for regional public transportation coordination including coordinating the Regional Transit Coordination Committee (RTCC) and associated activities, and implementing, maintaining and updating the Capital Area Coordinated Transit –

Health and Human Services Transportation Plan.

4.1.4 Bicycle and Pedestrian Planning: This subtask includes coordinating the Active Transportation Advisory Committee, conducting planning activities related to bicycle and pedestrian facilities, developing a regional active transportation plan, and updating the regional bicycle and pedestrian facility inventory.

4.1.5 Safety Planning: This subtask includes access management and corridor studies for the region, crash data hot spot analyses for regional and local governments, coordinating the regional safety coalition and its safety emphasis area team's associated activities, including, but not limited to, regional workshops, Safety Summits, data analyses, and updating and maintaining the safety analysis tool.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$967,616 PL
Product(s): Planning documents, data sets, contract procurement materials and billing packages, and networks

Subtask 4.2 2045 Metropolitan Transportation Plan

4.2.1 2045 Metropolitan Transportation Plan Development - Consultant Work

CAMPO contracted a General Planning consultant to assist with the development of the CAMPO 2045 Regional Transportation Plan, including the public involvement and outreach, corridor and project prioritization, and draft plan documents. (see Task 1.4).

Responsible Agency: Capital Area Metropolitan Planning Organization
Product(s): Public participation plan, meeting materials, technical report(s), draft plan documents

Subtask 4.3 Regional Transit Coordination - Related MPO and Consultant Work

4.3.1 Regional Transit Coordination

This subtask provides support for regional public transportation coordination including the Regional Transit Coordination Committee and associated activities, implementing, maintaining and updating the Capital Area Coordinated Transit-Health and Human Services Transportation Plan.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$50,000 FTA 5304
Product(s): Reports, memos, agendas

Subtask 4.4 Planning Studies – Other agencies in the CAMPO region (MPO Staff Work is not applicable)

4.4.1 RM 2243 Corridor Study

Feasibility study.

Responsible Agency: TxDOT
Funding Requirement: \$575,282 State Funds

4.4.2 Central Texas Turnpike (CTTS) Capital Improvement

Feasibility study – Central Texas Turnpike System Capital Improvement Plan.

Responsible Agency: TxDOT
Funding Requirement: \$9,858,734 State Funds

4.4.3 US 77 Feasibility Study

Fayette CL to N. of Industrial Park Rd./S. of CR 327 to Milam CL.

Responsible Agency: TxDOT
Funding Requirement: \$2,251,866 State Funds

4.4.4 SH 21 Feasibility Study

Paint Creek to Burleson CL.

Responsible Agency: TxDOT
Funding Requirement: \$2,914,780 State Funds

4.4.5 RM 620 Corridor Study

Colorado River to US 183 N.

Responsible Agency: TxDOT
Funding Requirement: \$4,281,752 State Funds

4.4.6 FM 685 at Kelly Lane Intersection Preliminary Engineering Study

Analyze near-term and long-range intersection improvement options; including O/D study, geometric possibilities, and cost/benefit concerns.

Responsible Agency: City of Pflugerville
Funding Requirement: \$140,000 Local Funds

4.4.7 FM 685/Dessau Corridor Engineering Study

SH130 to Southern City limits or beyond - Analyze innovative intersection/widening improvement options; including traffic analysis, ROW & geometric possibilities, and cost/benefit concerns.

Responsible Agency: City of Pflugerville
Funding Requirement: \$140,000 Local Funds

4.4.8 Rowe Lane Overpass/Rowe Lane Corridor Study

Heatherwilde to Eastern City Limits - Overpass preliminary engineering study in conjunction with corridor/alignment study from Heatherwilde to SH130 and east of Hodde.

Responsible Agency: City of Pflugerville
Funding Requirement: \$200,000 Local Funds

4.4.9 Pecan Street Preliminary Engineering Study

Impact Way to FM 973 - Overpass preliminary engineering study in conjunction with corridor/alignment study through high-growth areas of our ETJ.

Responsible Agency: City of Pflugerville
Funding Requirement: \$100,000 Local Funds

4.4.10 Pecan Street Preliminary Engineering Study

Central Commerce to FM 973 - Preliminary engineering study for urbanizing a high-speed 5-lane rural section highway – pedestrian/adjacent schools/downtown.

Responsible Agency: City of Pflugerville
Funding Requirement: \$100,000 Local Funds

4.4.11 Cele Road Corridor Study

Weiss Lane to FM 973 - Corridor/alignment study through high-growth areas of our ETJ.

Responsible Agency: City of Pflugerville
Funding Requirement: \$100,000 Local Funds

4.4.12 Project Connect System Plan Project Development

Determine modes and alignments and define locally preferred alternatives (LPA) for several high-capacity transit corridors.

Responsible Agency: Capital Metro
Funding Requirement: \$11,000,000 Local Funds

4.4.13 Public Transportation Origin and Destination Study 2020

An origin and destination study every five years to collect comprehensive, statistically valid information about public transportation usage in Central Texas to collect more than 10,000 on-board surveys regarding rider's travel patterns.

Responsible Agency: Capital Metro
Funding Requirement: \$500,000 Local Funds

4.4.14 North Lamar / Airport Blvd Grade Separation Design and Environmental

Conduct the environmental process and develop preliminary and final design for a grade separation of the Capital Metro Red Line at the point where it crosses North Lamar Blvd. The purpose of the project is to develop a feasible design to mitigate the existing rail crossing of North Lamar Blvd. as MetroRail service levels increase over time, requiring additional delays to vehicular traffic including Capital Metro buses.

Responsible Agency: Capital Metro
Funding Requirement: \$4,697,745 STBG Funds \$1,174,436 Local Funds

4.4.15 Corridor Mobility Development Program

Assess a specific corridor's mobility and safety deficiencies, and identify a vision for the long-term modernization of the corridor based on anticipated growth and City of Austin transportation policy.

Responsible Agency: City of Austin
Funding Requirement: \$1,000,000 Local Funds

4.4.16 Austin Core Transportation Plan

An update to the 2002 Downtown Access and Mobility Plan. It will serve as a decision-making tool for transportation planning, project development, operations, and demand management, with the goal of making decisions more transparent and predictable for all stakeholders. Outcomes include the identification of TDM strategies, multimodal projects, priority segments, and spatial needs to support mobility to, from, and within downtown for all users.

Responsible Agency: City of Austin
Funding Requirement: \$350,000 Local Funds

- FUNDING SUMMARY

Task 4.0 - FY 2020 & FY 2021

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5304		STBG		STATE		LOCAL		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	
4.1	CAMPO	483,808	483,808									483,808	483,808	967,616
4.2	CAMPO	-	-									-	-	-
4.3	CAMPO			25,000	25,000							25,000	25,000	50,000
4.4	CAMPO	-				4,697,745	-	19,882,414	-	14,804,436	-	39,384,595	-	39,384,595
4.5	OTHER AGENCIES	-	-			-				-	-	-	-	-
TOTAL		483,808	483,808	25,000	25,000	4,697,745	-	19,882,414	-	14,804,436	-	39,893,403	508,808	40,402,211

¹TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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VI. TASK 5.0 - SPECIAL STUDIES

- **OBJECTIVE**

To conduct special studies of transportation facilities and/or corridors and transportation-related topics and to implement specialized studies. Includes the assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

- **EXPECTED PRODUCTS**

Continued analysis of corridors in the region
Regional Transit Plan
FM 150 /Yarrington Road Corridor Study and Schematic Development
Bergstrom Spur
San Marcos Platinum Planning Study
FM 1626/RM 957 Intersection
Garlic Creek Parkway
US 290/RM 12 & Mercer District

- **PREVIOUS WORK**

Regional Arterial and MoKan/Northeast Subregional
US 183 Luling Relief Route Alternative Analysis
Regional Incident Management Plan
Regional Transportation Demand Management (TDM) Study

- **SUBTASKS**

Subtask 5.1 MPO Staff Work for Task 5.0

5.1.1 General Activities: This subtask allows for MPO staff support for activities related to special transportation planning studies in Subtask 5.1 and 5.2. Specific activities will include participating in special studies. MOU/MOA or other similar documents will be developed to address specific written provision for cooperatively developing and sharing information related to transportation performance data; selection of performance targets; reporting performance targets; reporting and tracking progress.

Responsible Agency: CAMPO
Funding Requirement: \$158,990 PL
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos

Subtask 5.2 Special Studies (undertaken by CAMPO and/or Consultant(s))

5.2.1 Regional Transit Study

Develop a long-range planning strategy for a network of potential regional high capacity transit services and supporting infrastructure for the CAMPO six-county region.

Responsible Agency: CAMPO
Funding Requirement: \$500,000 STBG \$150,000 Local Funds

5.2.2 FM 1626/RM 957 Intersection

Lane use and transportation nodal analysis.

Responsible Agency: CAMPO and City of Buda
Funding Requirement: \$160,000 STBG and \$40,000 Local Funds

5.2.3 Garlic Creek Parkway

Corridor and connectivity analysis.

Responsible Agency: CAMPO and City of Buda
Funding Requirement: \$280,000 STBG and \$70,000 Local Funds

5.2.4 Bergstrom Spur

Feasibility analysis of an abandoned rail corridor.

Responsible Agency: CAMPO and City of Austin
Funding Requirement: \$280,000 STBG \$70,000 Local Funds

5.2.5 US 290/RM 12 & Mercer District

Land use, corridor and node analysis.

Responsible Agency: CAMPO and City of Dripping Springs
Funding Requirement: \$360,000 STBG \$90,000 Local Funds

5.2.6 San Marcos Platinum Planning Study

Land use, corridor and node analysis.

Responsible Agency: CAMPO and City of San Marcos
Funding Requirement: \$800,000 STBG \$200,000 Local Funds

5.2.7 FM 150/Yarrington Road Corridor Study and Schematic Development

SH 21 to FM 142/SH 130, conduct feasibility study for new location roadway

Responsible Agency: CAMPO and Caldwell County
Funding Requirement: \$1,725,000 STBG and 431,250 Local Funds

Subtask 5.3 Corridor and Feasibility Studies (undertaken by agencies other than CAMPO in the CAMPO region)

5.3.1 MoKan Transportation Corridor Feasibility Study – Segment 2

Study is to assist in the mission of corridor preservation and to identify future operations for this segment of the regionally significant transportation corridor.

Responsible Agency: City of Round Rock
 Funding Requirement: \$2,000,000 STBG 500,000 TDCs

5.3.2 DFW to Monterrey High Speed Rail Study

The effort to build high-speed trains connecting Dallas, Arlington, and Forth Worth – and eventually Waco, Austin, Laredo and possibly Monterrey, Mexico.

Responsible Agency: NCTCOG
 Funding Requirement: \$300,000 STBG 200,000 Local

• **FUNDING SUMMARY**

Task 5.0 - FY 2020 & 2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	
5.1	CAMPO	79,495	79,495	-		-		79,495	79,495	158,990
5.2	CAMPO	-	-	4,105,000		1,051,250		5,156,250	-	5,156,250
5.3	OTHER Agencies	-	-	2,300,000		200,000		2,500,000	-	2,500,000
TOTAL		79,495	79,495	6,405,000	-	1,251,250	-	7,735,745	79,495	7,815,240

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

VII. **BUDGET SUMMARY** - Include the following table which provides a summary of all funding requirements for this UPWP by task and source. Include sources of funding (including carryovers).

BUDGET SUMMARY - FY 2020 & 2021

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5304	STBG	Local Funds	STATE	Total Funds
1.0	Administration-Management	3,262,432		240,000	60,000		3,562,432
2.0	Data Development and Maintenance	320,176	-	-	-		320,176
3.0	Short Range Planning	417,382	-	-	-		417,382
4.0	Metropolitan Transportation Plan	967,616	50,000	4,697,745	14,804,436	19,882,414	40,402,211
4.5	MTP (other agencies)			-	-		-
5.0	Special Studies	158,990	-	6,405,000	1,251,250		7,815,240
TOTAL		5,126,596	50,000	11,342,745	16,115,686	19,882,414	52,517,441

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds ²	\$5,126,596
Estimated Unexpended Carryover	\$ 9,266
TOTAL TPF	\$5,135,862

² Estimate based on prior years' authorizations

APPENDIX A

POLICY COMMITTEE MEMBERSHIP

DRAFT

APPENDIX B

METROPOLITAN AREA BOUNDARY MAP
(GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED)

DRAFT

APPENDIX C

DEBARMENT CERTIFICATION
(Negotiated Contracts)

- (1) The _____ MPO as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*

Signature – Chairman, MPO Policy Committee

Title

Date

APPENDIX D

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS,
LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signature – Chairman, MPO Policy Committee

Title

Agency

Date

APPENDIX E
CERTIFICATION OF COMPLIANCE

I, _____,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of _____

(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Date

Signature - Chairman, MPO Policy Committee

Attest:

Name

Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, _____,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of _____

(MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

Date

Signature - Chairman, MPO Policy Committee

Attest:

Name

Title



Date: May 6, 2019
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Nirav Ved, Special Assistant to the Executive Director
Agenda Item: 11
Subject: Presentation of Luling Transportation Study

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

This item provides a presentation to the Transportation Policy Board on the Luling Transportation Study. Created to address increased traffic congestion in the downtown area, the study addresses current and future transportation needs within Luling, including the potential viability of a relief route.

The study recommends near term improvements mainly focused on intersection improvements and increased pedestrian connectivity. Proposed longer term improvements include the development of a new connector which includes a rail overpass and creates more efficient travel movements through, instead of around, Luling.

FINANCIAL IMPACT

Not applicable.

BACKGROUND AND DISCUSSION

Downtown Luling resides at the intersection of three major roadways, US 183, SH 80 and US 90 and serves as a crossroads for access to and from Austin, San Marcos, San Antonio and Houston. As activity in the Eagle Ford Shale has expanded, so has the presence of heavy trucks that must navigate tight turns and a Union Pacific rail line that bisects Luling. When a train is passing through during peak travel times, the resulting backup of heavy trucks and passenger vehicles can extend several miles in all directions.

The goals of the study were to identify needed safety improvements, enhance mobility in downtown for local and through traffic, evaluate the feasibility of a relief route, and promote the unique character of downtown.

SUPPORTING DOCUMENTS

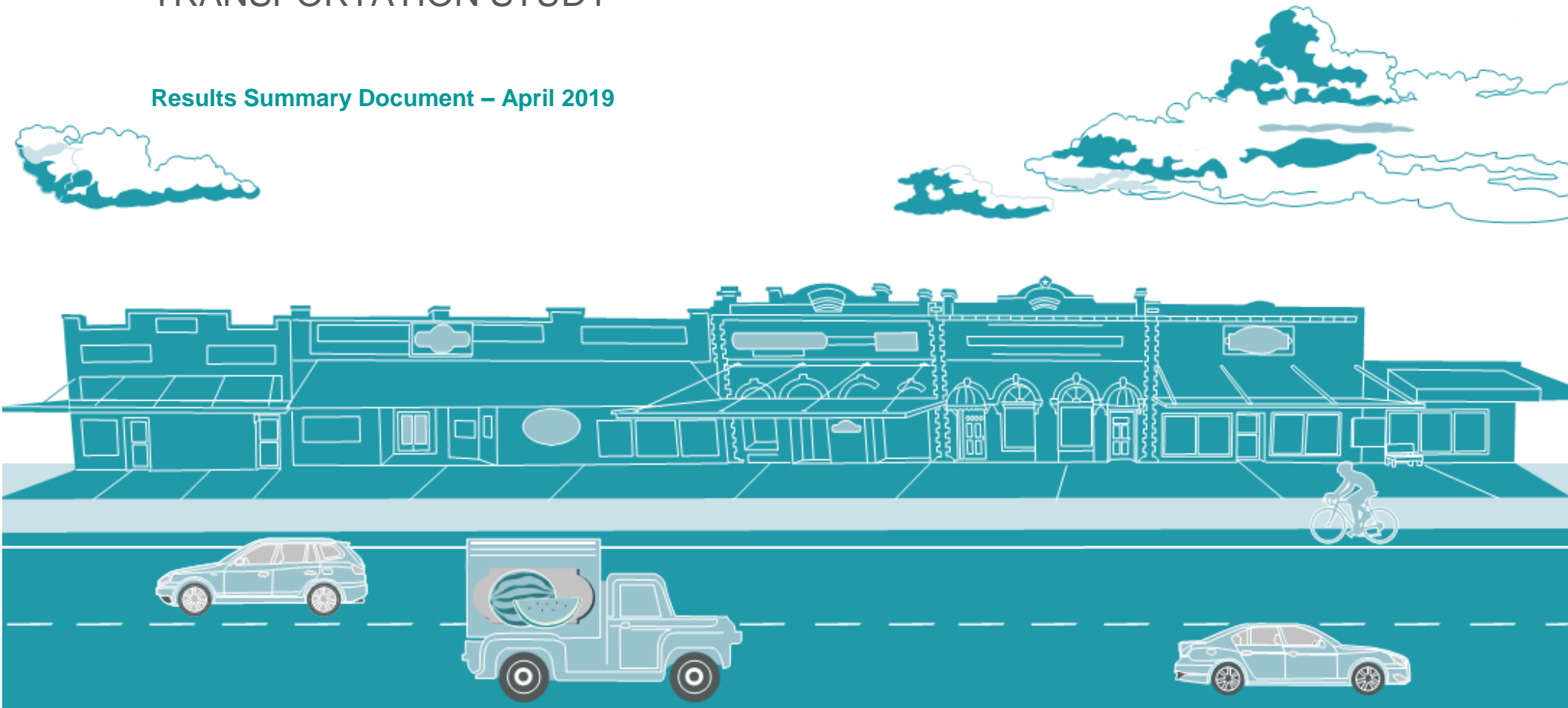
Attachment A – *Results Summary*

Attachment B – *Survey Summary*

LULING

TRANSPORTATION STUDY

Results Summary Document – April 2019



Study Goals and Objectives

The purpose of the Luling Transportation Study is to evaluate conditions and transportation needs in Luling, to identify needed improvements, and to set an implementation plan for those improvements. Four project goals and associated objectives were established through coordination with the project steering committee.

Goal 1: Identify needed safety improvements

Objectives: Evaluate and consider

- Crash traffic data
- Bicycle and pedestrian travel
- Union Pacific Railroad and crossings
- Local EMS travel and evacuation routes

Goal 2: Enhance mobility in downtown for local and through traffic

Objectives: Evaluate and consider

- Local travel, freight travel, and recreational through travel
- Near, mid, and long-term improvements
- Ease of travelling public and emergency response to cross railroad tracks

Goal 3: Evaluate feasibility of an alternate route for through traffic (relief route/bypass)

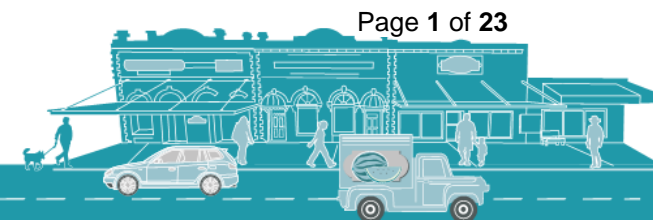
Objectives: Evaluate and consider

- Future impacts with and without an alternate route
- Various future growth scenarios for Luling

Goal 4: Identify and incorporate tools to promote the unique character of downtown and economic development opportunities

Objectives: Evaluate and consider

- Effects on businesses
- Types and ranges of visitors to downtown Luling



Transportation Issues/Needs

Several issues were identified through site observations and conversation with the steering committee, local business owners, emergency responders, and members of the general public, as shown in **Table 1**.

Table 1 - Transportation Issues

#	Issue	Analysis	Needs and Potential Solutions
1	Queuing at southbound and westbound approaches to US 183 / US 90 / SH 80 intersection during peak periods.	<ul style="list-style-type: none"> Insufficient capacity of two-lane approaches compared to traffic volume. Signal timing scheme provides equal green time to through, right, and left turn movements though peak demand is from southbound left and westbound right movements. 	<ul style="list-style-type: none"> Add capacity at US 183 / US 90 / SH 80 intersection. Improve signal timing and lane utilization scheme. Provide relief route around northeast quadrant.
2	Diversion of traffic onto local streets during periods of peak congestion. Some local streets were not built to accommodate high volumes or heavy vehicles.	<ul style="list-style-type: none"> Eastbound traffic on SH 80 diverts to parallel streets ahead of US 183 intersection if increased queuing is perceived. Westbound traffic on US 183 / US 90 diverts to parallel streets (Cedar Avenue, Oak Avenue) ahead of US 183 / US 90 / SH 80 intersection if increased queuing is perceived. Degradation of pavement quality due to unanticipated heavy vehicle use. 	<ul style="list-style-type: none"> Add capacity at US 183 / SH 80 / E Austin Street and US 183 / US 90 / SH 80 intersections. Traffic calming countermeasures on local streets. Improve wayfinding and route signage. Provide relief route around northwest and northeast quadrants. Improve Hackberry Avenue so that some heavy truck and vehicle traffic reroutes from US 183 between US 90 and SH 80 Provide direct grade-separated connection between SH 80 and US 90 (west of Hackberry Avenue)



#	Issue	Analysis	Needs and Potential Solutions
3	Trains crossings delay traffic approaching and departing north leg of 183 / US 90 / SH 80 intersection by several minutes	<ul style="list-style-type: none"> Several closures of at-grade crossing near 183 / US 90 / SH 80 intersection each hour and upwards of 50 closures every day, lasting around two to three minutes each. 	<ul style="list-style-type: none"> Grade separation of alternate route. Provide relief route around northwest and northeast quadrants; provide dynamic display signs to influence route choice for drivers.
4	Occasionally, trains stall within downtown, blocking multiple crossing locations and limiting vehicle and emergency service	<ul style="list-style-type: none"> Feedback from Steering Committee and stakeholder outreach During these events, options for crossing the railroad are often limited to the Davis Street crossing (west) and Elm Avenue (east) 	<ul style="list-style-type: none"> Grade separation of existing or alternate route. New at-grade crossing and auxiliary route outside of downtown; UPRR typically request closures of at least two at-grade crossing to approve a new at-grade crossing.
5	Unsafe conditions for pedestrians on US 183 between US 90 and SH 80. Frequent vehicle collisions on this stretch of road can exacerbate traffic congestion.	<ul style="list-style-type: none"> Feedback from Steering Committee and stakeholder outreach No marked crosswalk currently exists at Davis Street / US 183 and no continuous sidewalks link to the nearest protected crossings Crash data from 2012 – 2017 shows high concentration of rear-end, left-turn, and right-angle crashes. Two crashes involving a pedestrian at US 183 / Davis occurred during this time span 	<ul style="list-style-type: none"> Improve Hackberry Avenue so that some heavy truck and vehicle traffic reroutes from US 183 between US 90 and SH 80 Provide relief route around northwest and/or northeast quadrants. Provide direct grade-separated connection between SH 80 and US 90 (west of Hackberry Avenue) Pedestrian crossing treatment at US 183 / Davis Street. Extend sidewalks along US 183.
6	Heavy freight traffic headed east-west via SH 80 and US 183, encounters bottleneck at US 183 / SH 80 / Austin Street and US 183 / US 90 / SH 80 intersections	<ul style="list-style-type: none"> StreetLight data indicates that this is movement with the heaviest daily and peak hour freight demand 	<ul style="list-style-type: none"> Improve Hackberry Avenue so that some heavy truck and vehicle traffic reroutes from US 183 between US 90 and SH 80 Provide direct grade-separated connection between SH 80 and US 90 (west of Hackberry Avenue) Reconfigure lane assignment and signal timing at US 183 / US 90 / SH 80 intersection



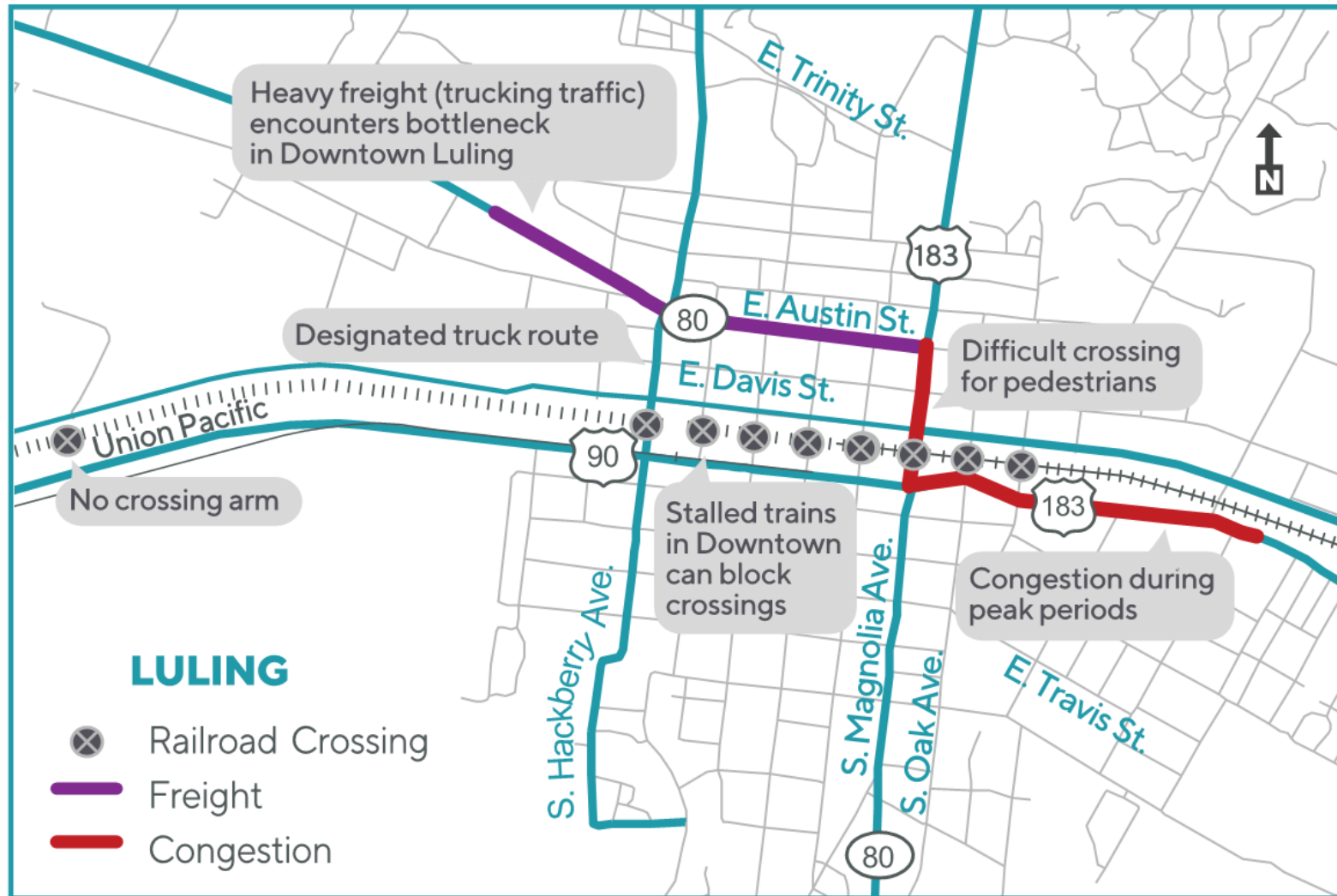


Figure 1 – Luling Issues Map



Traffic Data and Analysis

The following tables and figures display traffic counts and travel pattern information from several data sources. These counts were collected for the Luling study area to better understand traffic volume levels, truck activity, peaking characteristics, and directional distribution. Average annual daily traffic (AADT) counts from the TxDOT Traffic County Database System (TCDS) were compiled and summarized for approaching/departing study area roadways. Peak Period turning movement counts (TMCs) were collected for the five study area intersections in September 2018. Additionally, aggregated cell phone and GPS travel pattern data from StreetLight was extracted and analyzed to better understand peak Friday travel conditions and the most common routes of travel through the City.

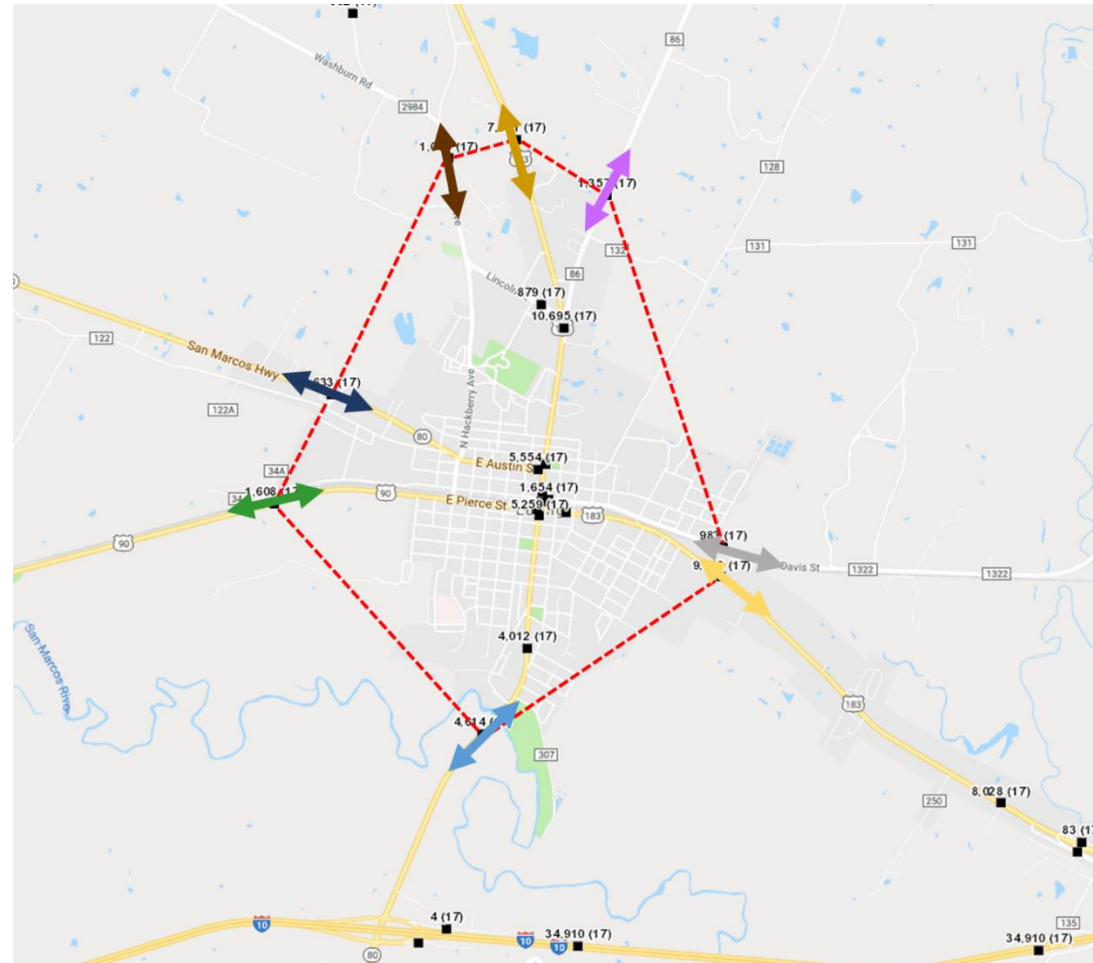


Figure 2 - 2017 Luling Study Area AADT (use with Figure 3)



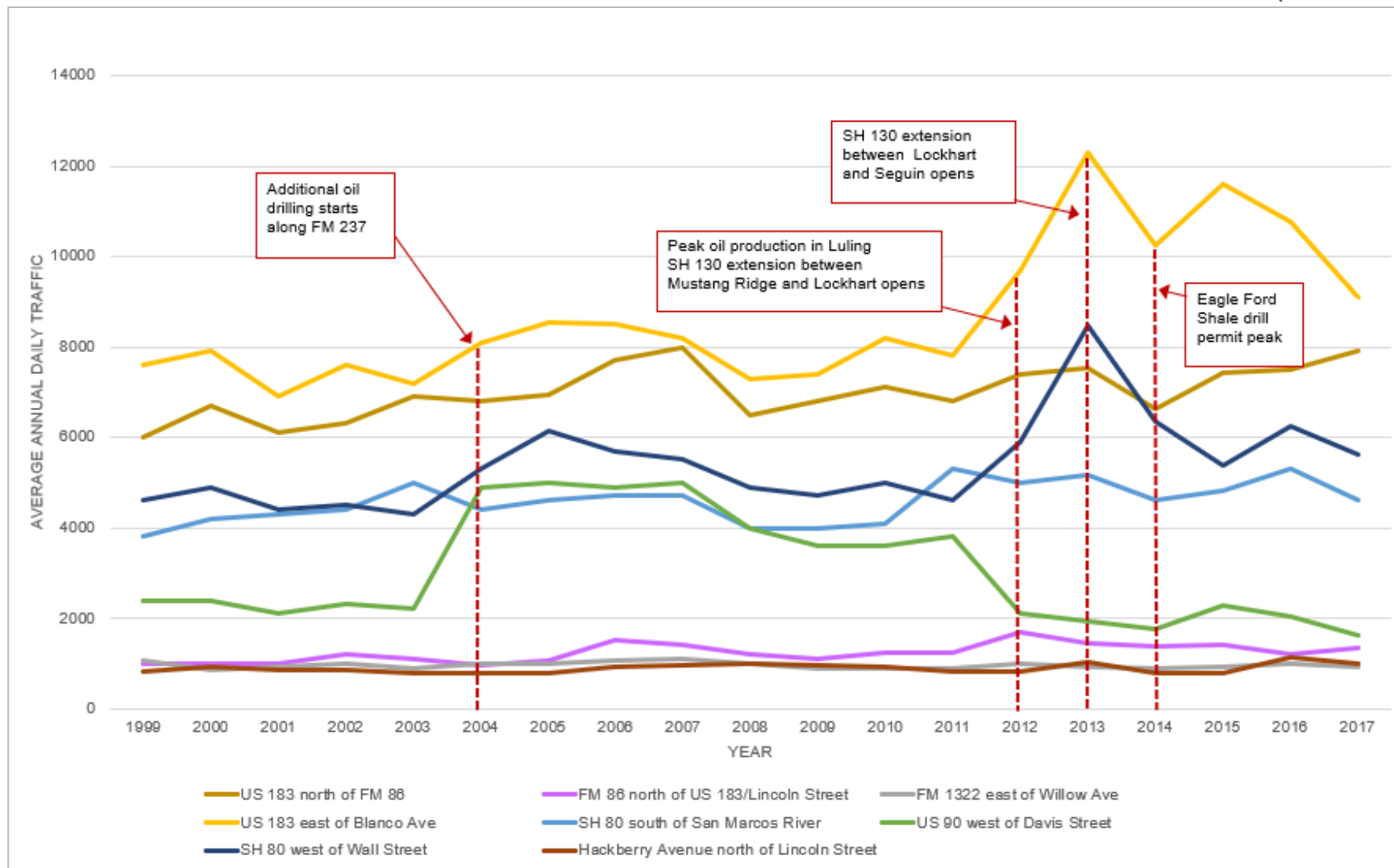


Figure 3 - Historic Counts Entering/Exiting Luling (use with Figure 2)



Table 2 - Thursday/Friday PM Peak Hour Volumes

Period Start	Thursday, September 27th						Friday, September 28th					
	SH 80 at Hackberry Avenue	US 183 & SH 80 & US 90	US 183 & SH 80	US 183 & SH 86	US 90 at Hackberry Avenue	Total (15-minutes)	SH 80 at Hackberry Avenue	US 183 & SH 80 & US 90	US 183 & SH 80	US 183 & SH 86	US 90 at Hackberry Avenue	Total (15-minutes)
16:00	241	381	346	236	179	1383	277	472	425	291	197	1662
16:15	217	351	347	254	108	1277	247	462	424	299	111	1543
16:30	189	383	348	259	98	1277	261	456	444	314	104	1579
16:45	205	368	348	253	102	1276	199	442	385	289	117	1432
17:00	178	382	333	243	108	1244	253	446	415	310	111	1535
17:15	190	378	349	266	111	1294	249	420	426	301	98	1494
17:30	191	379	345	241	104	1260	245	459	422	266	79	1471
17:45	201	344	310	200	108	1163	240	421	428	309	120	1518

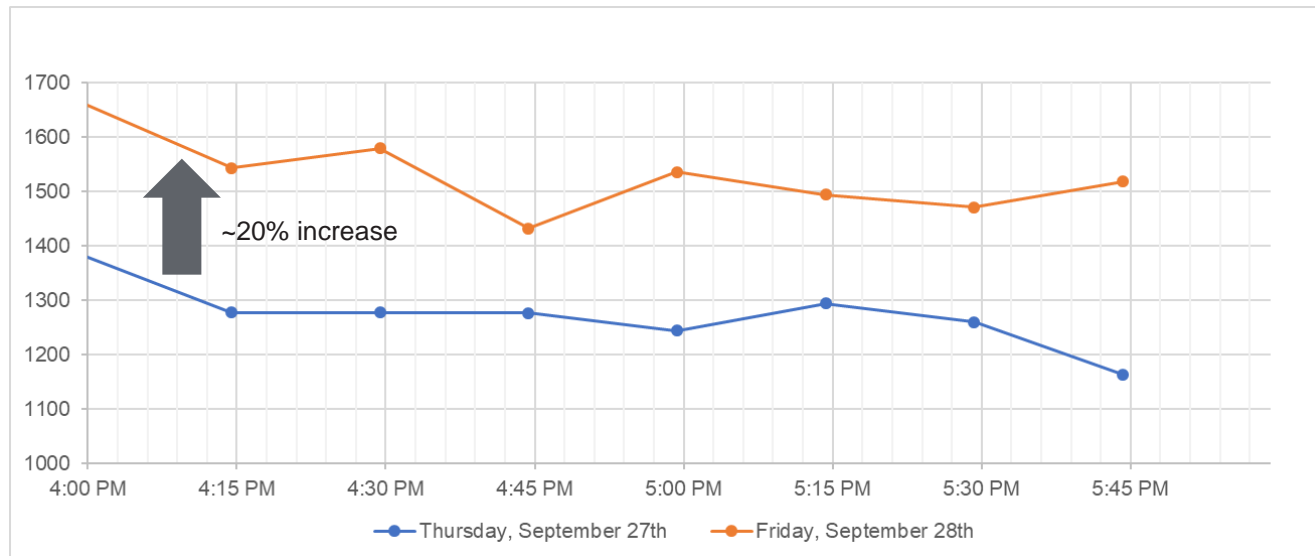


Figure 4 - Study Intersection 15-Minute Count Comparison



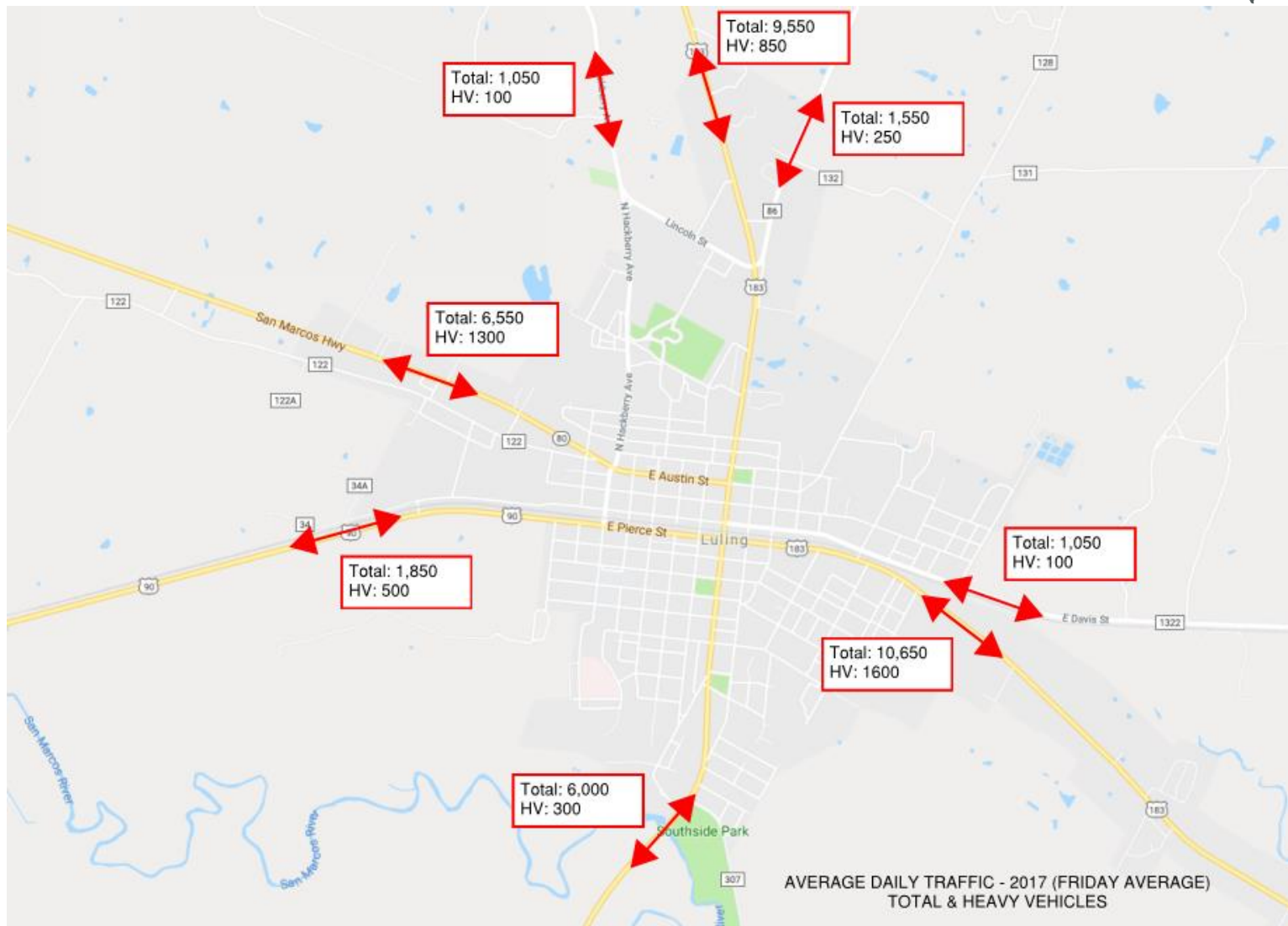


Figure 5 - Average Daily Traffic - 2017 (Friday Average) Total & Heavy Vehicles



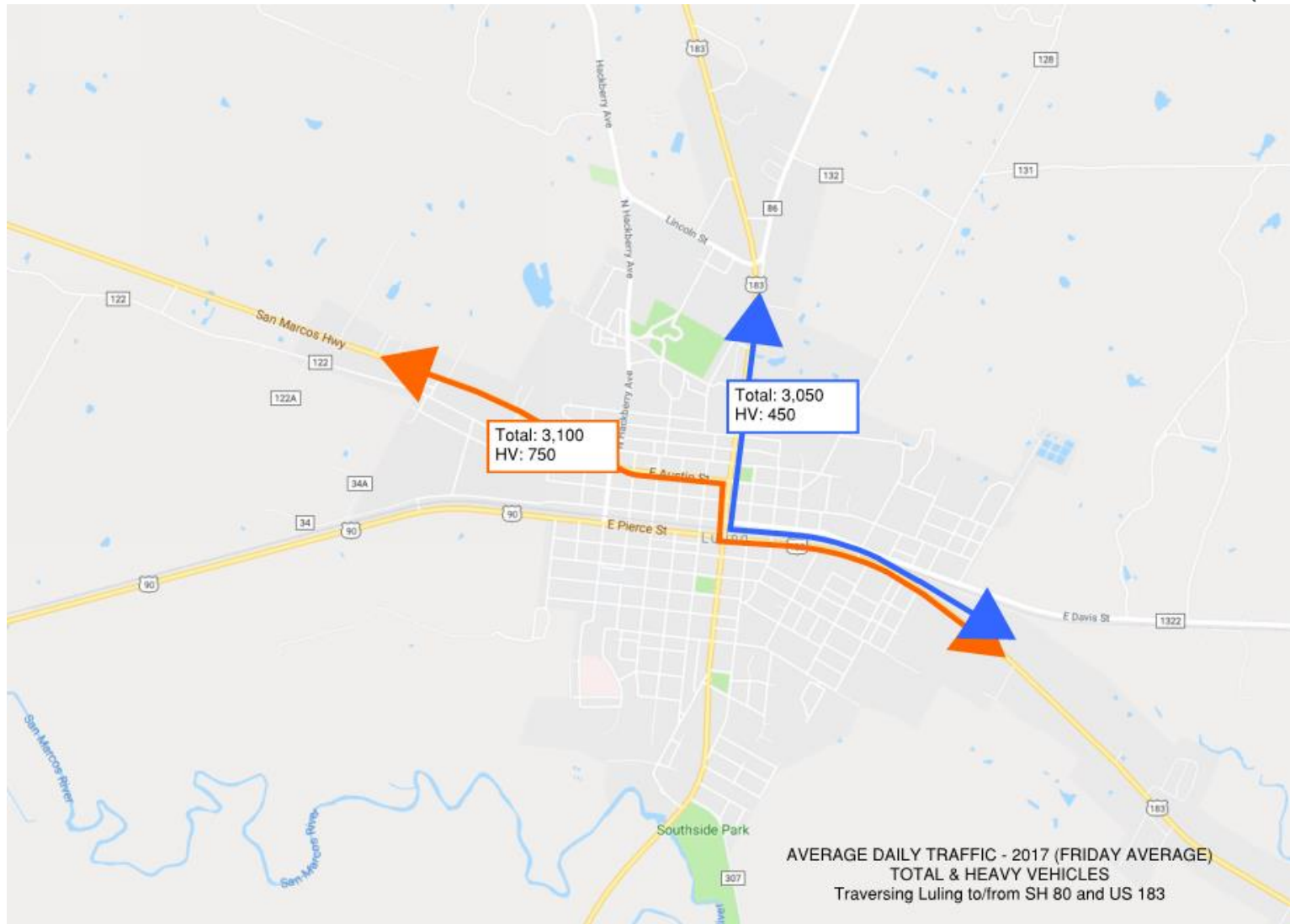


Figure 6 - Average Daily Traffic - 2017 (Friday Average) Total & Heavy Vehicles Traversing Luling to/from SH 80 and US 183



Environmental Constraints Mapping

Environmental constraints mapping is the process of identifying features related to land use, ecology, and geography that need to be considered during conceptual design and feasibility of a transportation project. Watersheds and floodplains were obtained from the Federal Emergency Management Agency (FEMA), and other sites were obtained from the Environmental Protection Agency's NEPAassist Tool. Parcel data was obtained from the Caldwell County Appraisal District. The list below provides definitions for special features contained on the map:

- Historic Sites – sites contained on the National Register of Historic Places.
- National Pollutant Discharge Elimination System – sites with federal permit to discharge pollutants into waters of the United States.
- Hazardous Waste Resource Conservation and Recovery Act Information – sites registered as having generators, transporters, treaters, storers, and disposers of hazardous waste.
- Toxic Releases Inventory – sites with toxic chemical releases and waste management activities reported annually by certain industries as well as federal facilities.
- Threatened and Endangered Species Occurrence – potential habitat of species classified as threatened or endangered by the Environmental Protection Agency.
- 100 year floodplain – land with a 1% annual chance of flood hazard.
- 500 year floodplain – land with a 0.2% annual chance of flood hazard.
- Parcels – division of property boundaries.



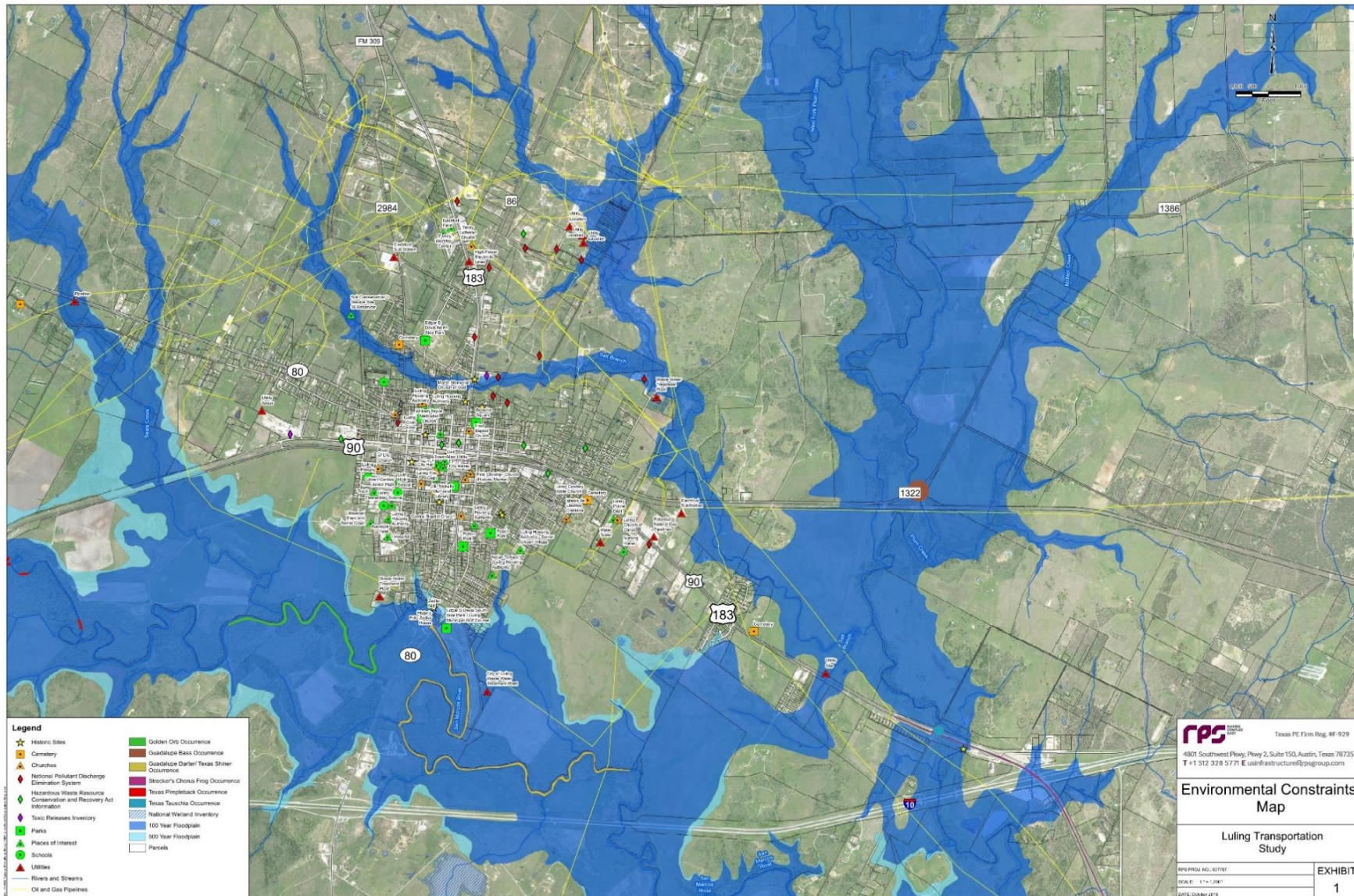


Figure 7 - Environmental Constraints Map



Performance Measures

A set of performance measures to assess potential options was developed in coordination with the project steering committee. The following table lists the four goals of the Luling Transportation Study, their associated performance measures, and the methods of calculation and data source for each measure.

Table 3 - Recommended Performance Measures

Goal	Performance Measure	Unit/Ranking	Method of Calculation	Data Source
Goal 1: Identify needed safety improvements	Predicted annual crash rates by severity	crashes/year	Highway Safety Manual (HSM) Predictive Method	<ul style="list-style-type: none"> ○ TxDOT Crash Records Information System ○ HSM crash modification factors clearinghouse ○ TxDOT Highway Safety Improvement Manual
	Presence of new or improved street crossing or walking path for pedestrians	<ul style="list-style-type: none"> ○ Number of protected crossings added in central Luling ○ Miles of sidewalk/walking paths added 	Geographic Information Systems	<ul style="list-style-type: none"> ○ City, County, and TxDOT shapefiles ○ Available aerial imagery
	Number of grade-separated (bridge) railroad crossings provided by improvements	Number of grade-separated crossings added	Geographic Information Systems	<ul style="list-style-type: none"> ○ City, County, and TxDOT shapefiles ○ Available aerial imagery
	Improvement to travel time and reliability for evacuation and emergency response travel (5-minute travel shed area)	Acres of coverage	Geographic Information Systems	<ul style="list-style-type: none"> ○ StreetLight GPS and cell phone data ○ Google maps travel time estimates ○ Turning movement counts collected in September 2018



Goal	Performance Measure	Unit/Ranking	Method of Calculation	Data Source
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Goal 2: Enhance mobility in downtown for local and through traffic</p>	<p>Estimated daily entering traffic at US 183 / SH 80 / US 90 intersection</p>	<ul style="list-style-type: none"> ○ Total entering daily traffic ○ Total entering daily traffic 	<p>Apply growth rates from CAMPO Travel Demand Model to AADT collected by TxDOT</p>	<ul style="list-style-type: none"> ○ TxDOT Traffic Count Database System ○ CAMPO Travel Demand Model
	<p>Estimated average travel time for typical Friday PM peak hour conditions</p>	<p>minutes</p>	<p>Use StreetLight data to set existing baseline for travel time. Use Synchro outputs to determine increase/decrease.</p>	<ul style="list-style-type: none"> ○ StreetLight GPS and cell phone data ○ Turning movement counts collected in September 2018
	<p>Intersection level of service (LOS) for typical weekday and typical Friday PM peak hour conditions</p>	<ul style="list-style-type: none"> ○ LOS (A – F) ○ Average delay/vehicle 	<ul style="list-style-type: none"> ○ Synchro ○ Highway Capacity Manual 	<ul style="list-style-type: none"> ○ Turning movement counts collected in September 2018
	<p>Average railroad crossing delay for typical weekday and typical Friday PM peak hour conditions</p>	<ul style="list-style-type: none"> ○ Daily Vehicle hours of delay at US 183 and Hackberry crossings ○ Friday PM peak vehicle hours of delay at US 183 and Hackberry crossings 	<p>Use StreetLight data to set existing baseline for railroad delay. Use Synchro outputs to determine increase/decrease.</p>	<ul style="list-style-type: none"> ○ StreetLight GPS and cell phone data ○ Turning movement counts collected in September 2018



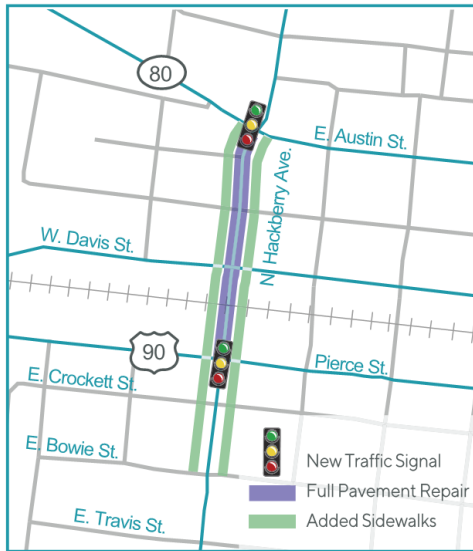
Goal	Performance Measure	Unit/Ranking	Method of Calculation	Data Source
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Goal 3: Evaluate feasibility of an alternate route for through traffic</p>	<p>Estimated cost of each alternative including design, environmental compliance, right-of-way, and construction</p>	<p>Million \$</p>	<p>Generalized unit cost and quantities</p>	<p>Recent unit costs for Caldwell County, City of Luling, or TxDOT Austin District</p>
	<p>Environmental impacts in terms of network fuel consumption and greenhouse gas emissions (PM peak hour)</p>	<ul style="list-style-type: none"> ○ Gallons fuel consumed ○ Kilograms carbon monoxide emitted 	<ul style="list-style-type: none"> ○ Synchro ○ Highway Capacity Manual 	<ul style="list-style-type: none"> ○ Turning movement counts collected in September 2018 ○ EPA Greenhouse Gas Equivalencies Calculator
	<p>Overall environmental suitability of improvements (floodplains, land use, cultural resources, etc.)</p>	<p>Level of suitability 1 = low, many conflicts 2 = medium, some conflicts 3 = high, few conflicts</p>	<p>Qualitative, with Geographic Information Systems mapping</p>	<p>Shapefiles from City, County, TxDOT, FEMA, and Texas Parks and Wildlife Department (TPWD) shapefiles</p>



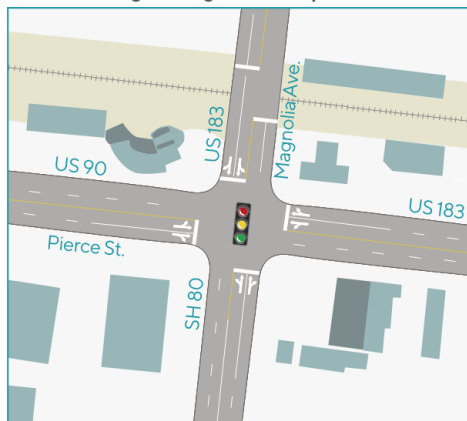
Goal	Performance Measure	Unit/Ranking	Method of Calculation	Data Source
<p>Goal 4: Promote the unique character of downtown and economic development opportunities</p>	<p>Increase or decrease in number of automobiles and trucks passing downtown through US 183 / SH 80 / US 90 intersection; distinguish trips that stop in downtown from pass-through trips</p>	<ul style="list-style-type: none"> ○ Total AADT <ul style="list-style-type: none"> ○ Local to Luling ○ Pass-through Luling ○ Daily heavy truck traffic <ul style="list-style-type: none"> ○ Local to Luling ○ Pass-through Luling 	<p>Apply growth rates from CAMPO Travel Demand Model to AADT collected by TxDOT. Estimate likely traffic diversion with consideration to pass-through activity levels in StreetLight data.</p>	<ul style="list-style-type: none"> ○ TxDOT Traffic Count Database System ○ CAMPO Travel Demand Model ○ StreetLight GPS and cell phone data
	<p>Improvement to main street connectivity along US 183 / Davis Street and US 183 / SH 80 / US 90 intersection</p>	<ul style="list-style-type: none"> ○ Number of protected crossings added in central Luling ○ Miles of sidewalk/walking paths added 	<p>Qualitative</p>	<p>Qualitative</p>



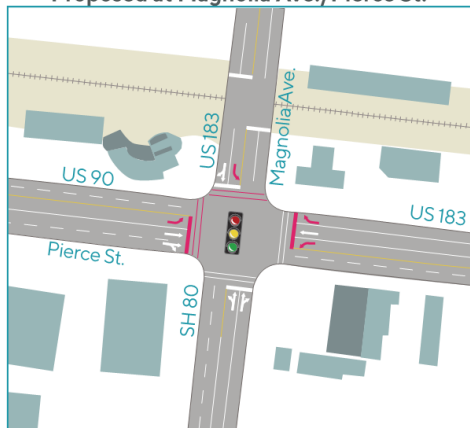
Short-Term Improvement Options – Elements and Rough Order of Magnitude



Existing at Magnolia Ave./Pierce St.



Proposed at Magnolia Ave./Pierce St.



**Table 4 – Short-Term Improvements
Rough Order of Magnitude**

#	Item	Cost Range (thousand \$)
Hackberry Improvements		
1	Two new signals at SH 80 and US 90 with controller, mast arms, striping, and curb ramps. TxDOT standards.	500
2	Repave 50 ksf of street (1000' long x 50' wide)- mill & overlay	125 - 250
3	Striping for centerline and intersection approaches	50
4	Construct 15 ksf of sidewalks (3000' long x 5' wide) within existing ROW	150
5	Advance warning and truck route signage on SH 80 EB and US 90 / US 183 WB	25
	Subtotal	\$850 - 975
Magnolia / Pierce (US 183 / SH 80 / US 90) Improvements		
6	Restripe dedicated turn pockets and crosswalks	30
7	Signal head modifications (EB and WB approaches, only) and added crosswalk countdown timers	20 - 70
8	250 sf ROW on NW corner to improve WBR turn radii for large trucks (land values estimated from Caldwell CAD)	5 - 10
9	Reconstruct 4 curb ramps with widened WBR turn radii	40 - 60
10	Construct 2.5 ksf of sidewalks (500' long x 5' wide) within existing ROW	25
11	Relocate signal mast arm and gas station sign (NE corner)	5
	Subtotal	\$125 - 200
Additional Studies		
12	Neighborhood traffic calming study	50
13	Safe routes to school plan	50
14	Four-way stop-sign evaluation at Walnut Avenue / Pierce Street intersection	5 - 15
	Subtotal	\$105 - 115
	TOTAL	\$1,180 - 1,290



Long-Term Improvement Options – Elements and Rough Order of Magnitude

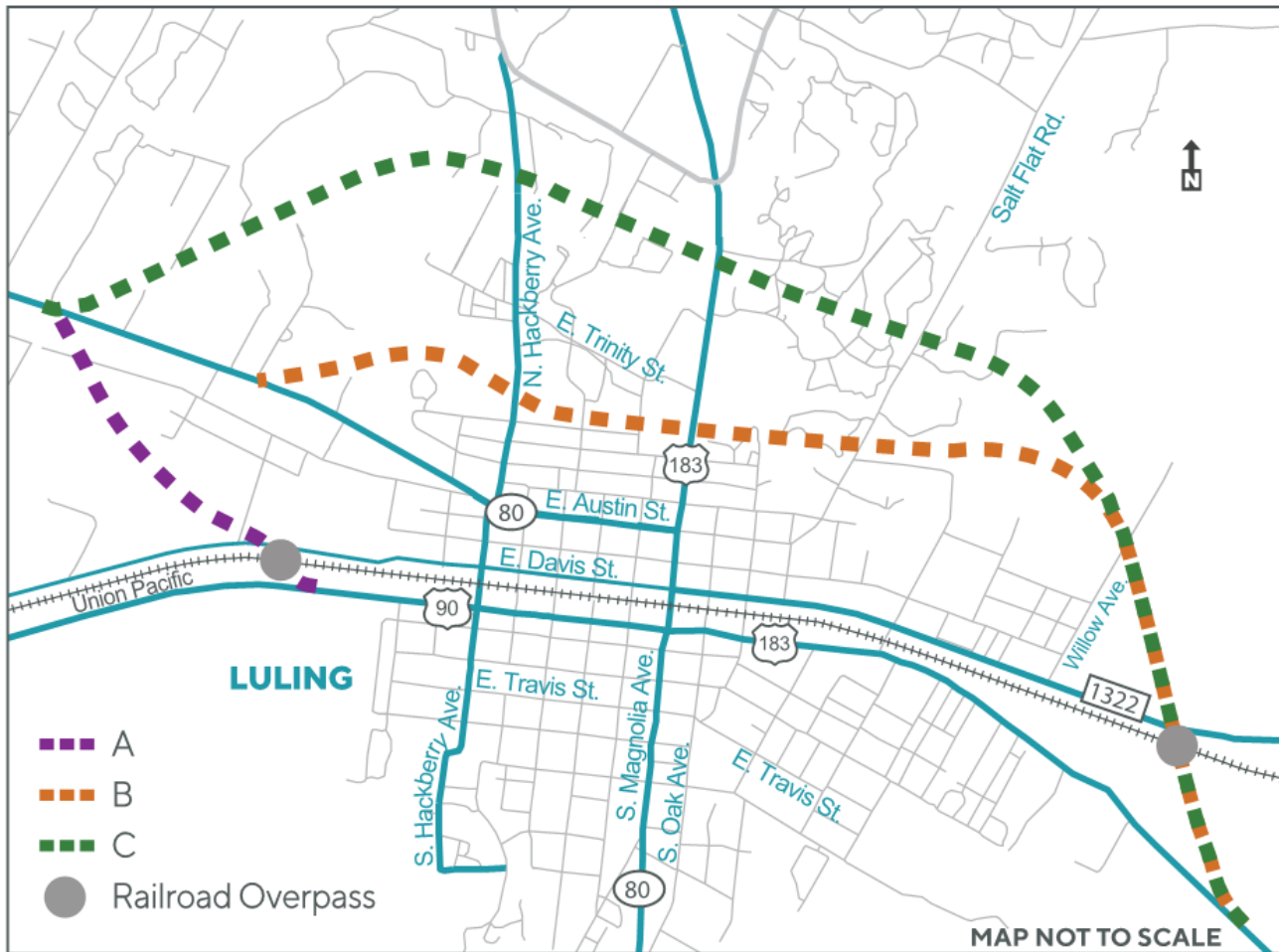


Table 5 – Option A – Rough Order of Magnitude

#	Item	Cost Range (thousand \$)
1	New two-lane roadway with approximately 100' cross-section (12' lanes, 10' shoulders, 28' clear zone/drainage each direction) – variable alignments 0.8 – 1.2 miles	3,500 – 5,200
2	ROW, 12 – 15 acres (land values estimated from Caldwell CAD)	850 – 1,050
3	Side-street stop-controlled intersection at new alignment intersection with SH 80, with channelized EBR turn	200
4	500' span bridge over Davis Street, UPRR, and US 90 (eastbound connector)	2,000 – 3,000
5	500' add lane on US 90 westbound for WB to NB connection; 500' drop lane on US 90 eastbound for SB to EB connection	200 - 400
6	Advance warning and truck route signage on SH 80 EB and US 90 / US 183 WB	50
TOTAL		\$6,800 – 9,900



Table 6 – Option B – Rough Order of Magnitude		
#	Item	Cost Range (thousand \$)
1	New two-lane roadway with approximately 100' cross-section (12' lanes, 10' shoulders, 28' clear zone/drainage each direction) – variable alignments 3.5 – 4.0 miles	15,000 – 17,500
2	ROW, 35 – 40 acres (land values estimated from Caldwell CAD)	2,500 – 2,800
3	Side-street stop-controlled intersection at new alignment intersection with SH 80, with channelized EBR turn. Includes advance warning and truck route signage.	200
4	Side-street stop-controlled intersection at new alignment intersection with Hackberry. Includes advance warning and truck route signage.	200
5	New signalized intersection at new alignment intersection with US 183 north of Austin Street. TxDOT standards. Includes advance warning and truck route signage.	500 - 1000
6	500' span bridge over FM 1322 and UPRR	2,000 – 3,000
7	New signalized intersection at new alignment intersection with US 183 east of Blanco Avenue. TxDOT standards. Includes advance warning and truck route signage.	500
TOTAL		\$20,900 – 25,200

Table 7 – Option C – Rough Order of Magnitude		
#	Item	Cost Range (thousand \$)
1	New two-lane roadway with approximately 100' cross-section (12' lanes, 10' shoulders, 28' clear zone/drainage each direction) – variable alignments 4.0 – 4.5 miles	17,500 – 20,000
2	ROW, 40 – 45 acres (land values estimated from Caldwell CAD)	2,800 – 3,150
3	Side-street stop-controlled intersection at new alignment intersection with SH 80, with channelized EBR turn. Includes advance warning and truck route signage.	200
4	Side-street stop-controlled intersection at new alignment intersection with Hackberry. Includes advance warning and truck route signage.	200
5	New signalized intersection at new alignment intersection with US 183 north of Austin Street. TxDOT standards. Includes advance warning and truck route signage.	500 – 1000
6	500' span bridge over FM 1322 and UPRR	2,000 – 3,000
7	New signalized intersection at new alignment intersection with US 183 east of Blanco Avenue. TxDOT standards. Includes advance warning and truck route signage.	500
8	Two bridges over Salt Branch (assume each 500' span)	4,000 – 6,000
TOTAL		\$27,700 – 34,050



Improvement Options – Performance Measurement

A performance measures matrix was created to visually convey how each option compares to the existing conditions and 2045 no build conditions, as well as to each other. The performance measures were calculated using the methods and data sources described in **Table 8** the data for each measure based on the condition of the study area. “High” and “low” traffic growth scenario were analyzed to account for uncertainty and to create a range of performance.

Generating “High” and “Low” Traffic Forecasts

The project team recognizes that there is not a clear indication of how transportation conditions will change through Luling over the next 25 years. The oil boom ended several years ago, so some of the historical data indicates that traffic and truck growth will proceed at the moderate rates observed during much of the last 20 years. However, it could be argued that the oil market is cyclical, and new production technologies or increase in domestic/global demand could result in more booms like the one experienced between 2011 and 2014.

Several data sources and traffic models were reviewed to determine a potential range of growth rates (low and high):

- *Historical traffic counts from TxDOT Traffic Count Database System (TCDS)*– for locations with two or more years of available AADT data, a logarithmic (trendline) growth rate was calculated. All study location had data spanning 1999 – 2019.
- *CAMPO 2040 Regional Transportation Plan (RTP) Model* – CAMPO maintains a regional transportation plan model for long range traffic forecasting. CAMPO provided directional ADT and peak hour volume outputs for the City of Luling for years 2010 and 2040. Growth rates between these two years were calculated for each approaching/departing roadway.

Growth rates were averaged for eight approach/departure roadways. The average growth rate for the TCDS historical data is 1%, and the average growth rate for the CAMPO RTP model outputs is 2.7%. The TCDS growth rate accounts for nearly 20 years of variation in traffic volumes, including the emergence and dissipation of the oil boom between 2011 and 2014. The CAMPO RTP model may have somewhat higher growth rates than the TCDS counts due to the expectation that population and employment growth in Caldwell County will begin to pick up as the areas surrounding Austin continue to develop. To capture a range of potential traffic growth scenarios, the 1% annual growth rate from the TCDS was assumed as a “low” scenario and the 2.7% CAMPO RTP rate as a “high” scenario.



Table 8 - Performance Measures Matrix

Goal	Measure	Unit	Existing	No Build		Near-Term Improvements		Option A		Option B/C	
				Low	High	Low	High	Low	High	Low	High
1	Predicted annual crash rates by severity	crash/yr	22	30	41	27	39	26	36	27	36
	Presence of new or improved street crossing or walking path for pedestrians	Number of protected crossings added in Central Luling	0	0	10	0	0	0	0		
		Miles of sidewalk/walking paths added	0	0	0.6	0	0	0			
		Number of at-grade and grade separated railroad crossings provided by improvements	Number of grade-separated crossings (bridges over rail) added	0	0	0	1	1			
	Improvement to travel time and reliability for evacuation and emergency response travel (5-minute travel shed area)	Acres of coverage	1892	823	2068	2169	2194				
2	Estimated daily entering traffic at US 183/ SH 80 /US 90 intersection	Total entering daily traffic	18500	23500	32100	23500	32100	23500	32100	18550	25300
		Total entering daily trucks	1600	2100	2850	2100	2850	2100	2850	700	900
	Estimated Friday PM travel time for automobiles (seconds)	SH 80 EB from Scenic View Drive to US 183 EB at Oakview Rd	9	11	17	6	7	4	5	6	6
		US 183 SB at FM 309 to US 183 EB at Oakview Rd	9	10	14	9	9	9	9	6	6
		US 183 WB at Oakview Rd to SH 80 WB at Scenic View Drive	9	13	21	7	8	6	6	6	6
		US 183 NB at Oakview Rd to US 183 NB at FM 309	8	12	20	6	7	6	7	6	6
	Intersection level of service (LOS) for typical Friday PM peak hour conditions	US 183 / SH 80	B	B	E	B	C	B	C	B	C
		US 183 / SH 80 / US 90	F	F	F	C	D	C	D	C	C
		Hackberry / SH 80	A	B	F	B	C	A	D	A	E
		Hackberry / US 90	A	B	F	A	B	A	A	B	F
	Intersection average delay for typical Friday PM peak hour conditions (seconds)	US 183 / SH 80	13	19	78	11	26	11	23	12	22
		US 183 / SH 80 / US 90	109	257	554	25	50	25	50	20	31
		Hackberry / SH 80	4	12	995	16	26	6	31	6	43
		Hackberry / US 90	8	13	145	9	13	7	9	13	145
	Total railroad crossing delay for typical weekday and typical Friday PM peak hour conditions	Daily vehicle hours of delay at US 183 crossing	104	135	193	131	185	110	156	99	138
		Friday PM peak vehicle hours of delay at US 183 crossing	16	21	32	21	32	18	26	16	24



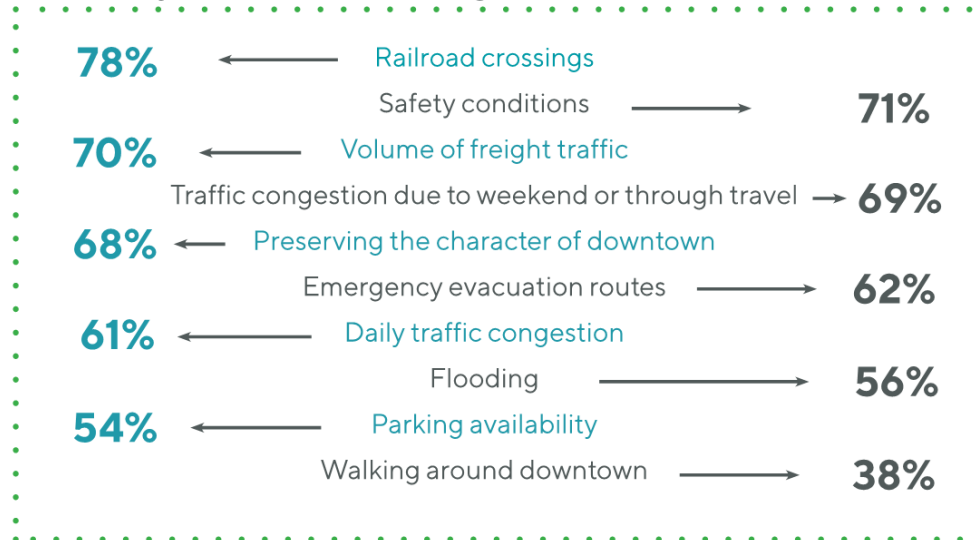
Goal	Measure	Unit	Existing	No Build		Near-Term Improvements		Option A		Option B/C		
				Low	High	Low	High	Low	High	Low	High	
3	Estimated cost of each alternative including design, environmental compliance, right-of-way, and construction	Million \$	n/a	n/a	n/a	1.2	1.3	7	10	21	34	
	Environmental impacts in terms of network fuel consumption and greenhouse gas emissions (Friday PM peak hour)	Gallons of fuel consumed	143	242	910	160	285	150	273	164	312	
		kg CO emissions	9.97	16.92	63.6	11.19	19.92	10.47	19.06	11.47	21.82	
3	Overall environmental suitability of improvements (floodplains, land use, cultural resources, etc.)	1= low, many conflicts, 2=medium some conflicts, 3 = high, few conflicts	-	-	-	High	High	Med	Med	Low	Low	
4	Total AADT		18500	23500	32100	23500	32100	23500	32100	18550	25300	
	AADT Local to Luling		10900	14400	16400	14400	16400	14400	16400	14400	16400	
	AADT Pass-through Luling		7600	9100	15700	9100	15700	9100	15700	4150	8900	
	Total AADT compared to No Build		n/a	n/a	n/a	0	0	0	0	-4950	-6800	
	Increase or decrease in number of automobiles and trucks passing downtown through US 183 / SH 80 / US 90 intersection; distinguish trips that stop in downtown from pass-through trips	Total Heavy Trucks		1600	2100	2850	2100	2850	2100	2850	900	1200
		Total Heavy Truck Local to Luling		150	350	450	350	450	350	450	350	450
		Total Heavy Truck Pass-through Luling		1450	1750	2400	1750	2400	1750	2400	550	750
		Heavy Truck volume compared to No Build		n/a	n/a	n/a	0	0	0	0	-1200	-1650
	Improvement to pedestrian connectivity between US 183 / Davis Street and US 183 / US 90 intersections	Number of protected crossings added	n/a	0		2		0		0		
		Miles of sidewalk/walking paths added	n/a	0		0.1		0		0		



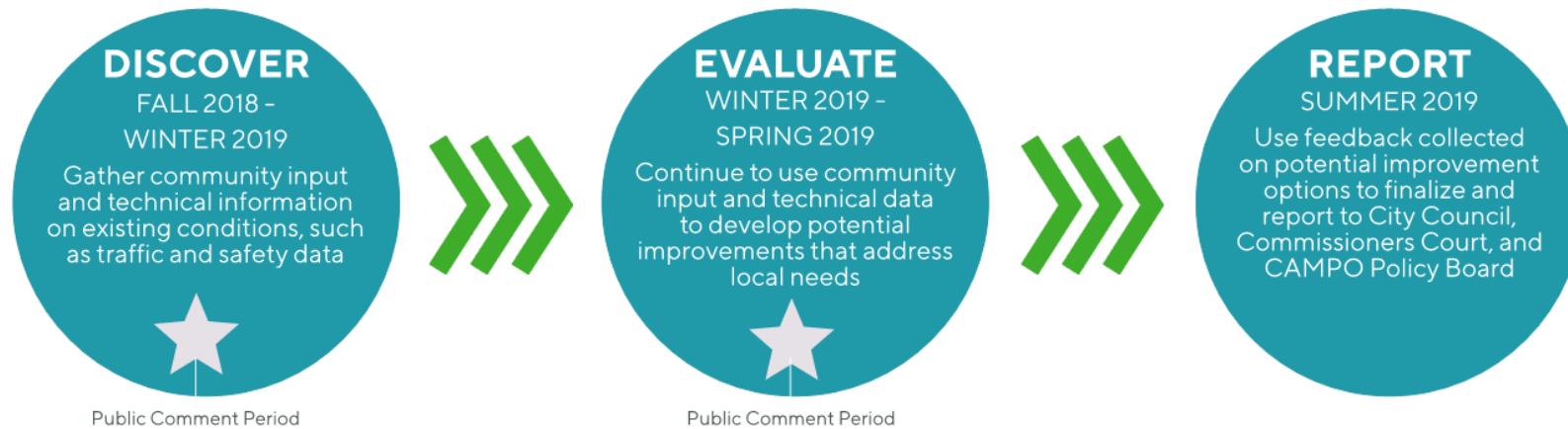
Public Survey – Results Summary

A community survey was developed in both English and Spanish and was administered between January 13, 2019 and February 24, 2019. The purpose of this survey was to determine people’s perception of transportation conditions and issues within Luling and gauge opinions of the Luling Transportation Study Goals. In total, 252 responses were completed. Detailed results are contained within the Community Summary Survey Document. Overall, more than 70% of respondent agreed with the goals of the study. Other major findings and a sampling of written comments from the survey are provided below.

Community Concerns as Percentages



Schedule and Next Steps



The project team is currently evaluating community input on the short- and long-term options. The public comment period is open now and will be closed on May 15, 2019. Those comments and the materials contained within this document will be used to determine the recommended short- and long-term solutions and to finalize the report in summer 2019.

Other steps remaining in the study process include:

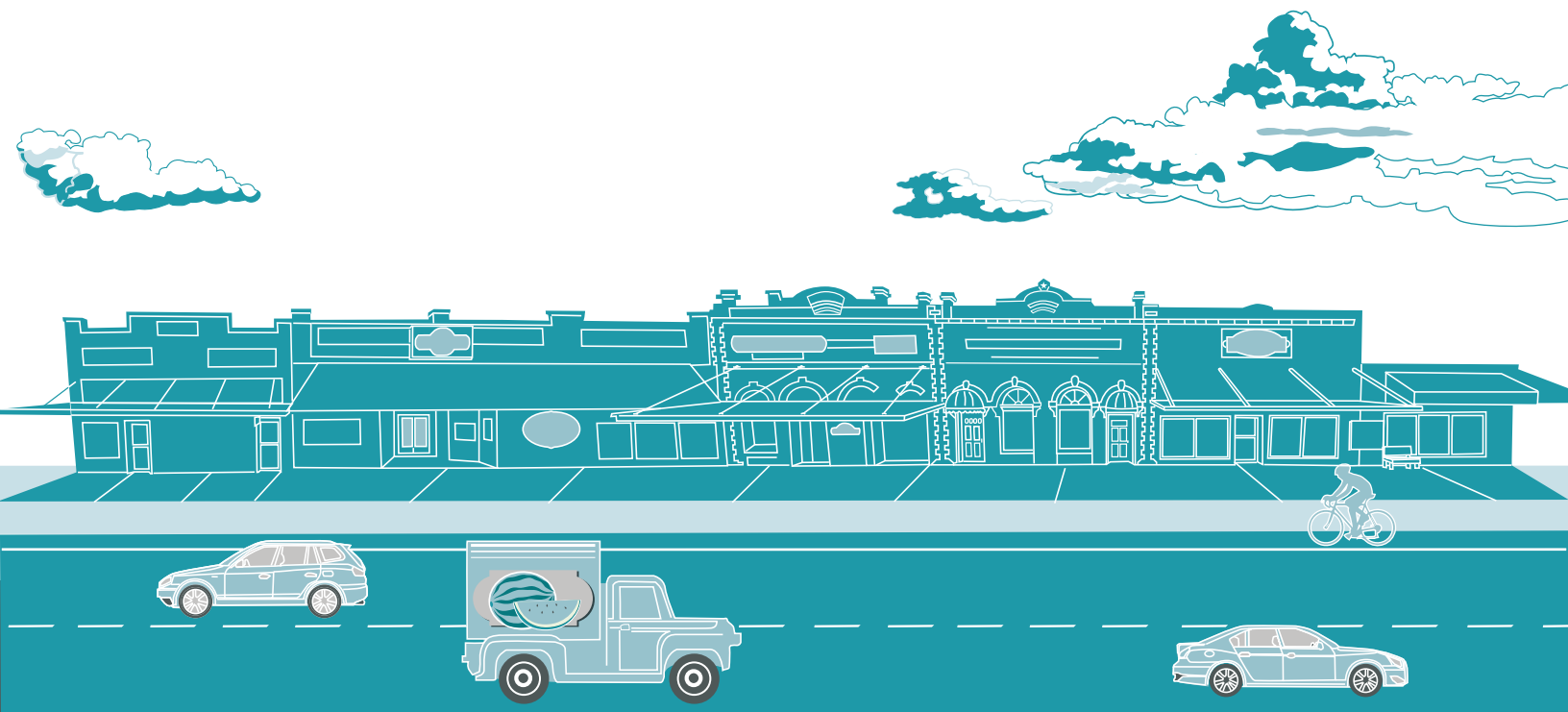
- Present recommendations to Luling City Council, Caldwell County Commissioners Court, and the CAMPO Transportation Policy Board
- Include recommended projects in CAMPO plans
- Secure funding for near-term improvements
- Complete the environmental study, design, and engineering for near-term improvements
- Evaluate travel and consider when long-term improvements are needed



LULING

TRANSPORTATION STUDY

Community Survey Summary



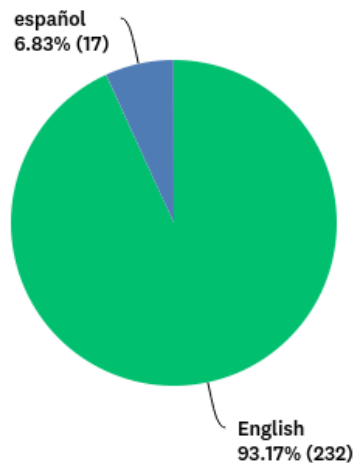
What We Heard

Community Survey

The community survey was developed in English and Spanish and was available online and in print from **January 13, 2019 to February 24, 2019**. Printed copies were available at several community events and distributed to community partners to share with postage-paid return envelopes. **243 English responses and 9 Spanish responses were completed.**

Survey Response Summary

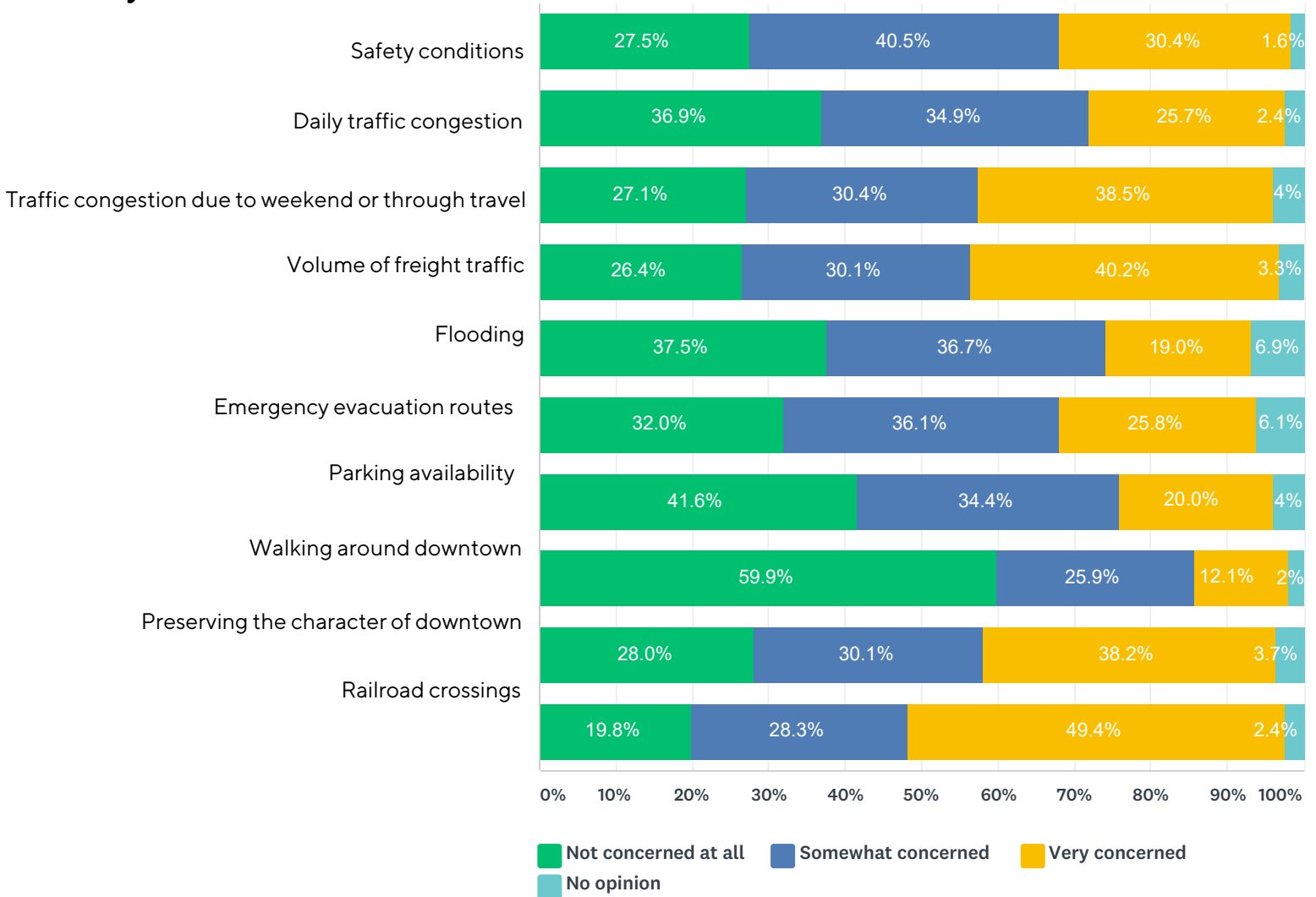
Do you prefer to respond to this survey in English or Spanish? (25 answered, 27 skipped)



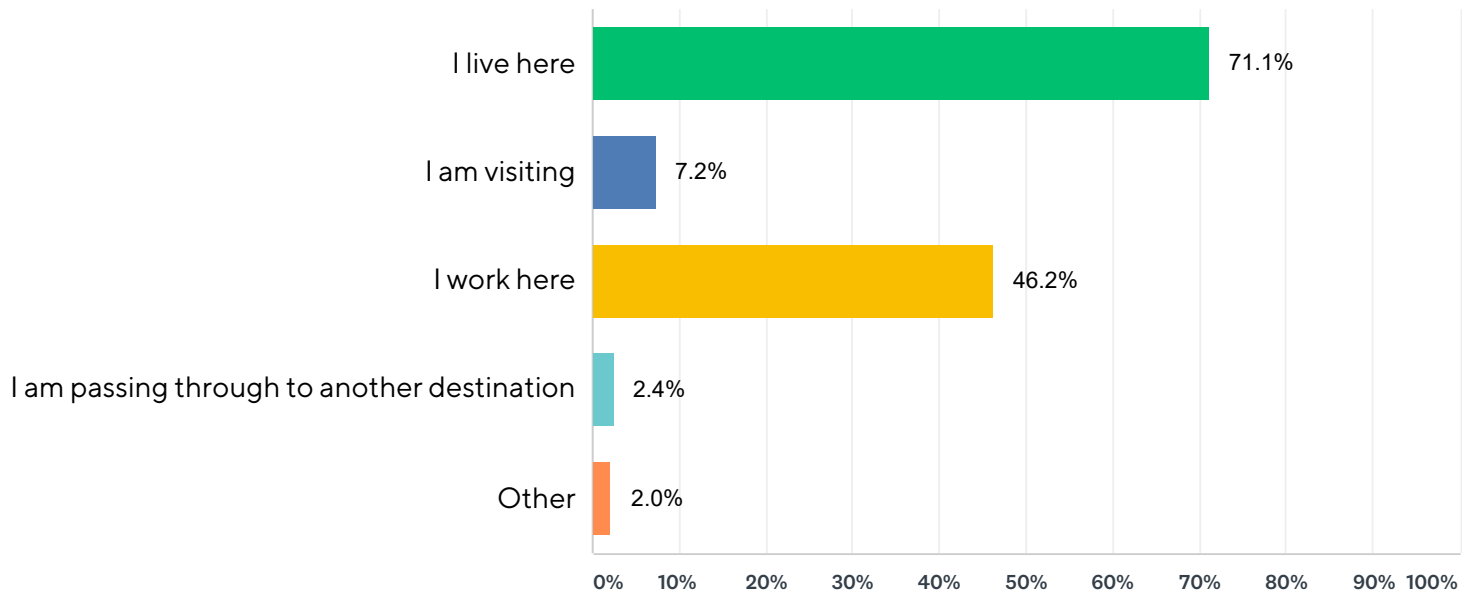
What We Heard

Survey Response Summary

Please share your input on transportation in Luling. How concerned are you with:



What brings you to Luling? (select all that apply)

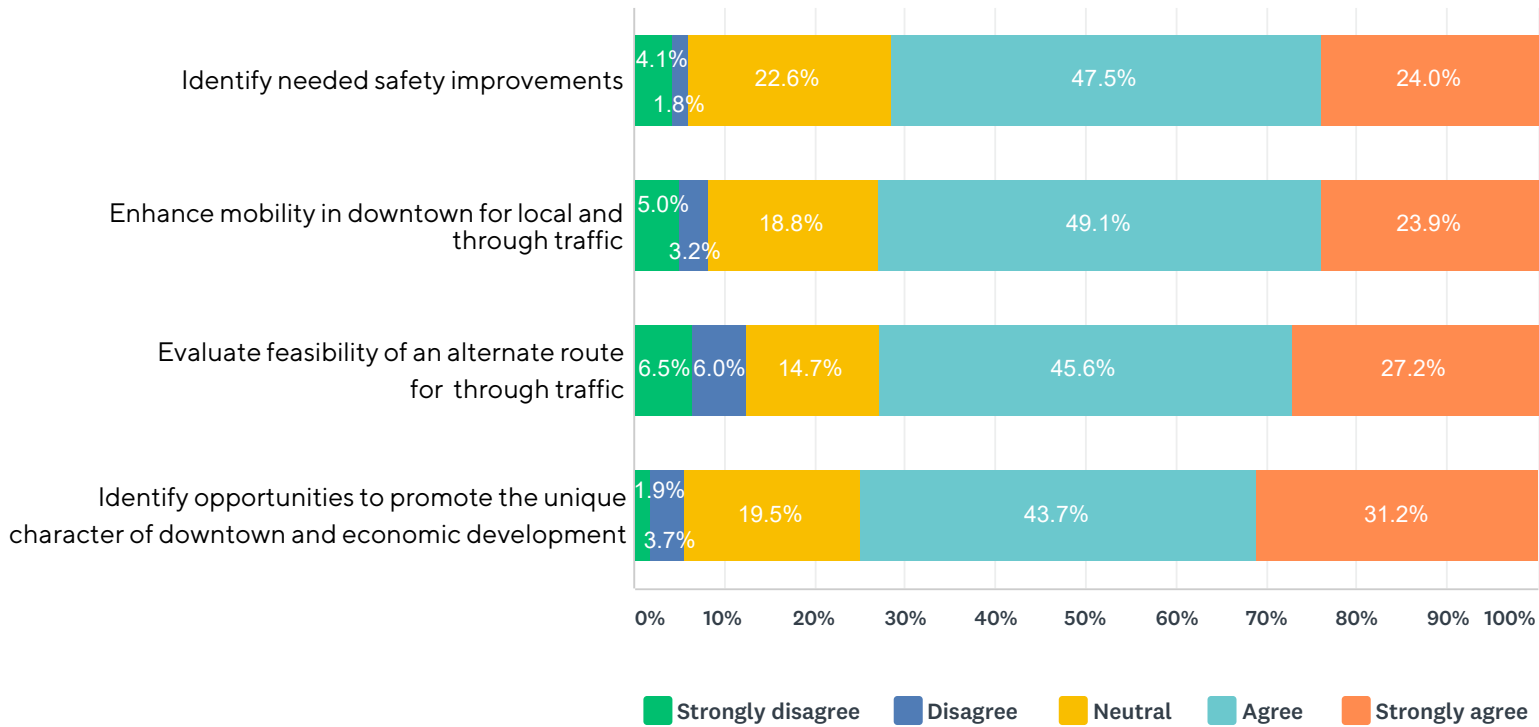


Zip Code	Responses
78648	8
78666	6
78629	6
78155	6
78644	4
78640	4
78130	4
78632	3
78616	3
78744	2
78731	2
78638	2
78622	2
78612	2
78239	2
78764	1
78759	1
78757	1
78660	1
78602	1
78244	1
78109	1
78102	1
77006	1
77539	1

Destination	Responses
Recreation, shopping, dining	5
School	4
Church	2
Austin	2
San Antonio	2
Gonzales	1
Wimberly	1

Frequency	Responses
Daily	10
4-6 times a week	22
1-3 times a week	7
3 times a month	4
1-2 times a month	6
1-2 times a year	4

Do you agree with the study goals?



Do you have any additional comments on transportation in Luling?

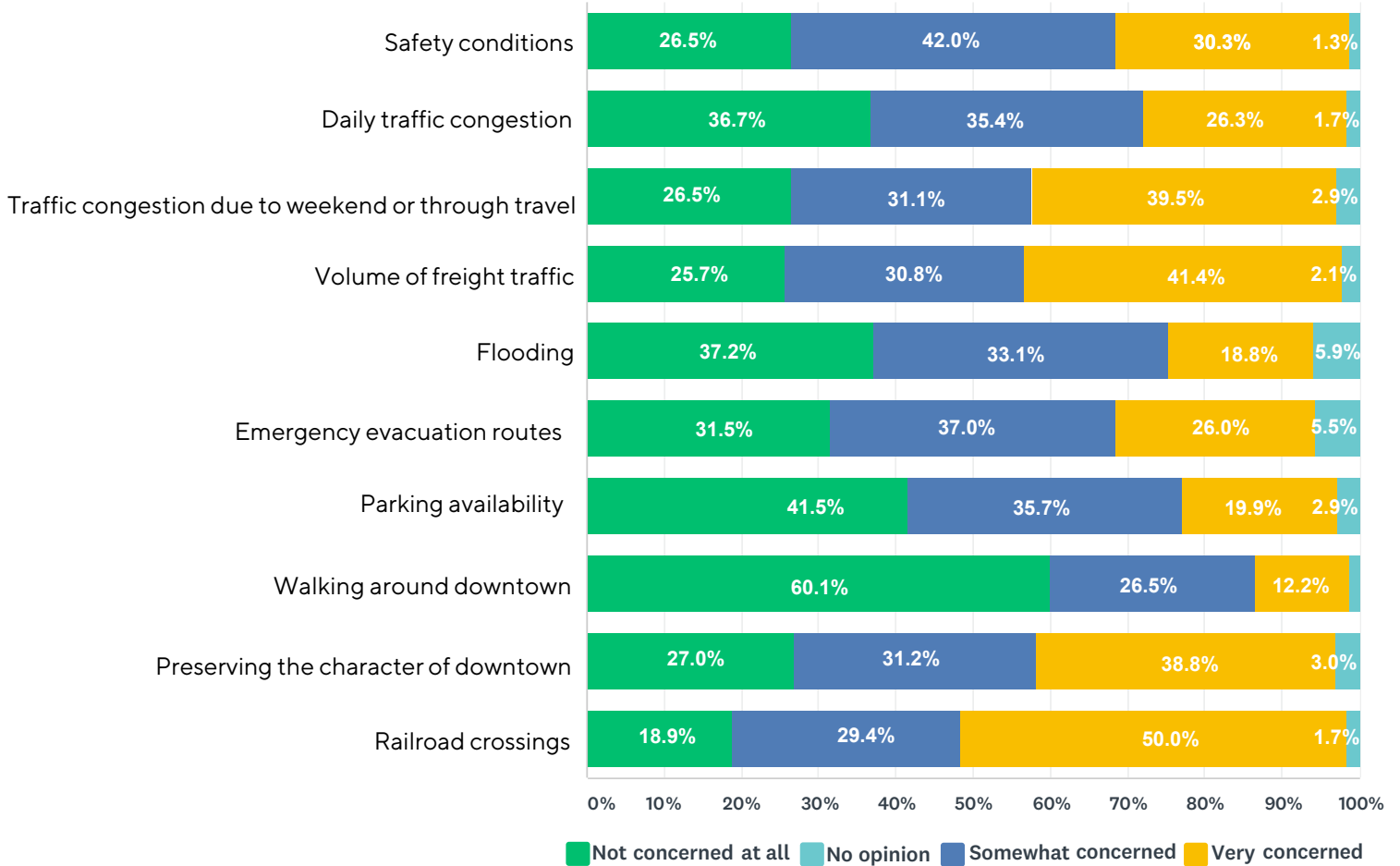
Common themes:

- Potholes and need for road maintenance
- Concern for freight traffic damaging roads
- Improved pedestrian safety and additional pedestrian crossings
- Improved access for emergency services
- Improved traffic signal timing
- Increased public transportation options
- Speeding concerns
- Opposition to building alternate route

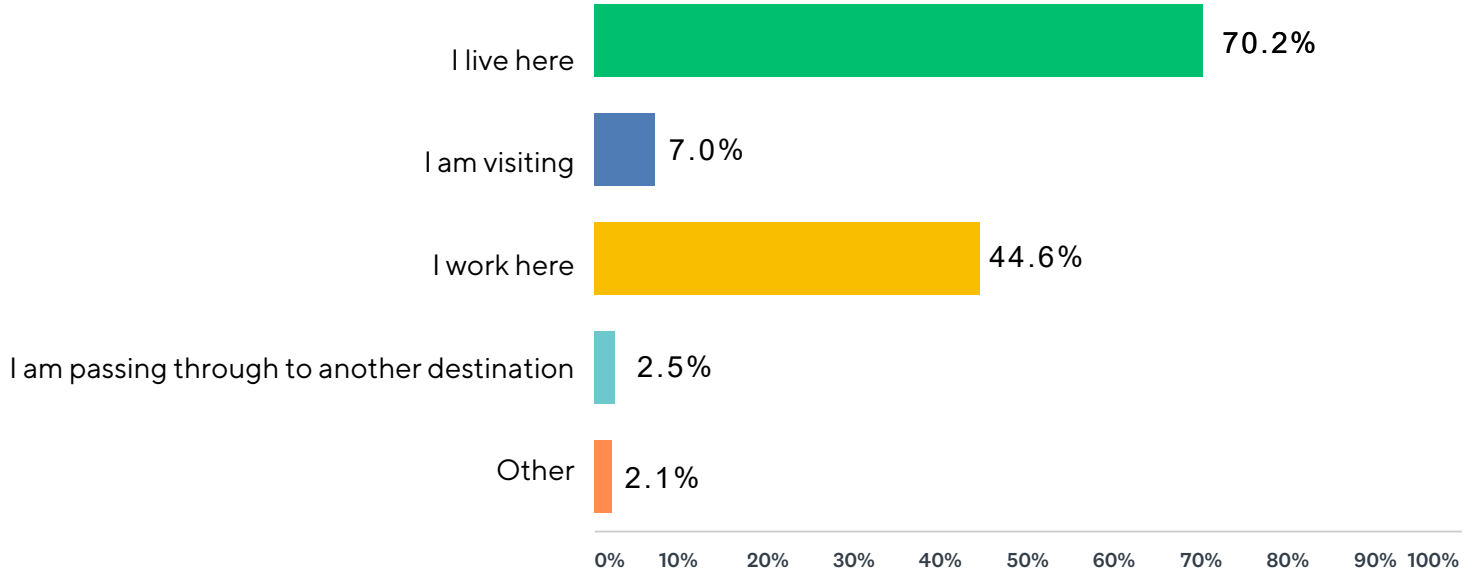
What We Heard

Survey Response Summary - English

Please share your input on transportation in Luling. How concerned are you with:



What brings you to Luling? (select all that apply)

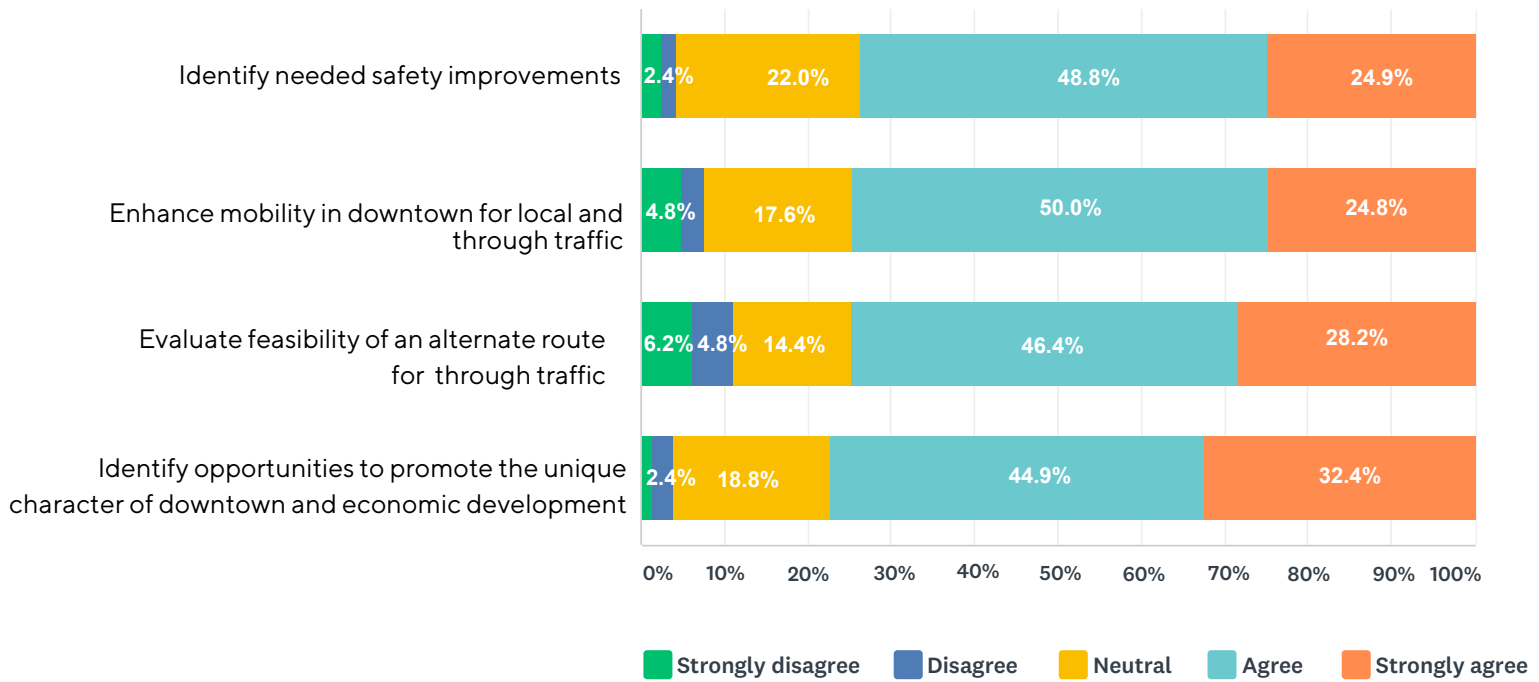


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Open-Ended Responses

road improvement needed

I feel that the students of Luling ISD need to be encouraged & controlled more in regards to the safety precautions of driving through the district. They speed. They do not get tickets and the administration does not do enough to hold them accountable.

Pedestrian crossings need push buttons

Traffic doesn't concern me. The many potholes do. Fix our streets. Traffic is good for business!!!

I believe that the road damage along where the railroad tracks are located should be fixed

It concerns me when our first responders can't get across tracks when there is a train

Specific areas of concern are on Hackberry Road between Hwy 80 & Hwy 90; it's in very poor condition and highly used by local and freight vehicles. Another area is pedestrians and traffic crossing at the intersection of Hwy 183 & Davis St. Big Positive- timed lights at 183/90 & 183/80 are excellent! Not pertaining to downtown Luling, but the 2 lane Hwy on 80 b/w Luling and San Marcos caused ridiculous and unnecessary backups. (needs to go back to 4 lanes!)

There needs to be a pedestrian crosswalk sign, markings, etc. On the intersection of Davis and Magnolia.

More school zones for kids going/leaving school- morning walker and afternoon walkers

It would be nice to have police officer watching the speed on bowie and walnut or put school zone signs. A lot of drivers speed thru and there are kids crossing or high school students driving crazy.

To have more security in school or police officers driving around so there won't be much speeding or kids fighting. Putting more school zone lights. Better streets and parking spaces.

Alternate truck route in school zone and Hackberry St. Reinforce school zone areas
Maintenance on truck route roads

Bus routes should have certain intersections for them. Hackberry roads need major fixing. Possibly widening the roads, bike lane is needed. We need more crosswalk guards or patrolling from local enforcement. Speed bumps in school zones. Bring back the safety gates they used to have in school areas.

Need more sidewalks and better roads.

I was born and raised here in Luling, Tx. I love this town! But threw commercial trucks such as 18 wheelers affect our roads a lot and my car is beat up from roads being ruined from big trucks.

The information center is a waste of our tax dollars, there is never a breathing human there. We need the streets with large pot holes and road cave in's properly fixed. The streets are causing vehicle issues and accidents

There should be at least one way for people on the opposite side of the tracks from the hospital to access the hospital in case of emergency.

More sidewalks. People have to walk in the street - more crosswalks.

While attempting to preserve the "small-town feel", Luling has hindered its residents with the minimal routes available in the town. I believe that additional routes, along w/ the businesses that accompany them (gas stations/stores) would enhance the quality of life & draw increased prospects of other people moving to Luling.

My car has been vandalized in the school parking lot :(

There needs to be a pedestrian/bicycle overpass to connect the neighborhood north of the railroad to the area of the Luling schools, hospital, community health clinic, post office, & main grocery store. My main concern is solely of students crossing the main streets & railroad to get to school or walk home from school.

I am concerned about the lack of pedestrian crosswalks, especially for students needing to cross the railroad tracks walking to & from school. Also, the crosswalks, or lack thereof, are an issue when the HS releases students for lunch.
Time the green lights longer
To many pot holes! Austin St., Hackberry, the alley beside the old laundry mat as if you are going to turn back onto Hackberry St. Rough railroad crossings.
Roads in the neighborhood could use a touch up. Rough around the railroad tracks.
It would be nice to have the potholes in the road patched up
Any way to get around RR
Luling needs a more reliable dedicated public transportation with longer hours.
more reliable public transportation - getting people to doctor, grocery, pharmacy, etc. The intersection @ Magnolia + 90 carries great volume, especially when commercial traffic is mixed in with the train! What can be done to relieve this congestion?
Free or cheap transportation for those without it. An over or underpass for emergency vehicles to cross railroad tracks (Northside)
Close RR crossing on Oak Street block.
I am very satisfied with Luling citizen 30 years. Thank you Luling
Signaled crosswalks @/to NW Corner E Pierce + Magnolia.
the pot holes down S. Hackberry St need help ASAP
Through traffic needs to be a primary focus. Local citizens have learned to navigate around the main streets, but there is no relief in downtown with traffic that is just trying to get through. Not much traffic is coming through to visit luling, but just to get around it. For those few that are trying to visit, our main street's congestion issues are overwhelming. Priority should be an alternate route for through traffic and adjustment of the intersection lights at the main intersection and flow of traffic.
Just highway traffic
Not that I can think of at this time
There is a serious lack of sidewalks in the town. This is not safe for children and it does not promote fitness and healthy which is imperative for the well being of residents.
1) There is a need for sidewalks and crosswalks for children headed to and from school. 2) There is a need for a truck route or enforcement of an existing truck route for the main intersection at hwy 183 and hwy 90 & hwy 80 - and then at red light heading to San Marcos
The train crossing create some problems
Back roads/potholes
Luling has no traffic problems, low taxes, and friendly people
I am concerned about the amount of trucks and trailers that travel hwy 80 and then turn south onto Hackberry or Magnolia to traverse through downtown Luling. The truck traffic seems to have increased in recent years. Also, these heavy trucks are damaging to the roads in our city. It would be great to have these trucks diverted to a route that bypasses our downtown area. This should relieve the congestion brought about by the trucks and pass-through traffic on weekends and holidays.
I would hate to see a loop around town as it would destroy the town we moved to 10 years ago!
We moved to Luling after many trips from Houston to Kyle and liked the small-town atmosphere. A loop around the town would harm Luling. All you have to do is look around at other small towns that have died once a loop was added.
No loops
No loop around town. It will kill us

The semi traffic through town is a huge problem. But I don't know of any good answer because Luling was built with zero growth in mind.
You will kill our town with a bypass. Look at any other small town that has implemented a bypass and it results in a loss of business.
Don't build by-pass Cross walk on Davis street across hwy 183/80
More signs for I-10 Coming to Luling from East trucks should use hwy 80 to go north
1230 River Park Road is a dirt road to my home. My neighbor and I always have to get our tires changed out. Would like to get it paved.
Better streets in Luling
Different routes for oversized loads and 18 wheelers
Roads are terrible in town and around town. The amount of truck traffic is concerning. Rail road crossings are constantly having maintenance issues
Upgrading street pavement. No other suggestions
Alternate route for oversized loads to travel on
Too many semi trucks running lights write some citations
Gravel trucks coming from San Marcos, through downtown are a hazard and general nuisance.
A bypass will not be beneficial for the town of Luling. Travelers through our town often stop in the stores. Our businesses need the income, and tax revenue benefits our town.
The place is old and needs an upgrade
Keep the traffic better than Austin, tx
Please install red lights at major busy intersections instead of way stops & stop lights
We need a bridge over the railroad tracks near the main 4-way stop. People are trapped when the train breaks down or just decides to stop in town. Can't get to schools or hospitals for anyone. Not the tracks. Heavy traffic on weekends and routed for I-10. Heavy equipment constantly driving through.
- Work on some type of second rail road system bridge) - Also all the large heavy equipment coming through town
Educate the town of the consequence of making right handed turns while an 18-wheeler is also trying to turn the same direction
Address trains and truck traffic
Move the 18 Wheeler's out of town
it's not the big city traffic jam, wait a few minutes and it clears up. If it is major I 10 wreck and traffic is diverted then its a problem but just for a day.
-Get them to use the existing truck route on Huckleberry; upgrade Huckleberry -Safety concerns for intersection of 80/183
Construct at least one underpass or overpass route with rail line for emergency services to utilize during train stoppages.
An overpass over the railroad track
If a bypass highway is constructed Luling will become a ghost town
Traffic on weekend is very heavy and when accidents on 10 and routed through Luling is a nightmare. We catch San Marcos to Port Aransas on Spring Break another nightmare. Along with Austin to the coast. One other problem is the stop sign on Milian St. to hospital. Should not have to stop at that extra stop sign when your in emergency.
The trains are horrible and traffic out by the Bucces light backs up bad in the summer
We don't need a. Bypass. We need all the business we can get. Luling people don't support businesses here
A loop to bypass Luling should not be an option. Stream line the truck traffic on Pierce St to the west end of town then to Hwy 80. Create a overpass over the railroad on the west end of

town. Separate the kids walking path north of the railroad from the hazardous truck route. I definitely want to be involved in any future discussions and planning to provide input. I have seen what Interstates 10 did to almost destroy the local economy, I don't want to see it happen again.

More traffic lights on Austin and 80

looking forward to a by-pass around town to help with congestion.

I would like to see crosswalks/crossing guards for the local school children. Some, if not most have to cross at least one-three major highways to get to school. We need to focus on the safety of our children in our community.

Connect Highway 80 with US 90 west of Luling

Improve walking traffic areas for safety. Main St & 183 Hwy there is no crosswalk or light. Hackberry & 90 Hwy A light for schoolchildren and crosswalk recommended. Study routes where seniors, handicap and children travel. Keep there stakeholder in-mind as you plan for change.

Train & trucking traffic creates safety concerns & traffic congestion. Can we consider a no noise ordinance for the train traffic and a reduction of the number of trains, and a possible bypass for truck traffic.

It's just very congested w/ all the 18 wheelers coming through from Hwy 80 to I-10

Consider what will happen with closing Oak Street railroad crossing. During Thump traffic is directed along Oak to 183 so people are familiar with the route.

Fix rough streets, such as Hackberry More police presence to decrease speeding vehicles!

Loss of traffic will KILL DOWNTOWN Without the traffic - our small business will die out - Due to flood zones there isn't any good place to relocate our downtown - & loss of the historic nature of our downtown would destroy attraction of tourists too! I suggest enforcing the existing truck route!

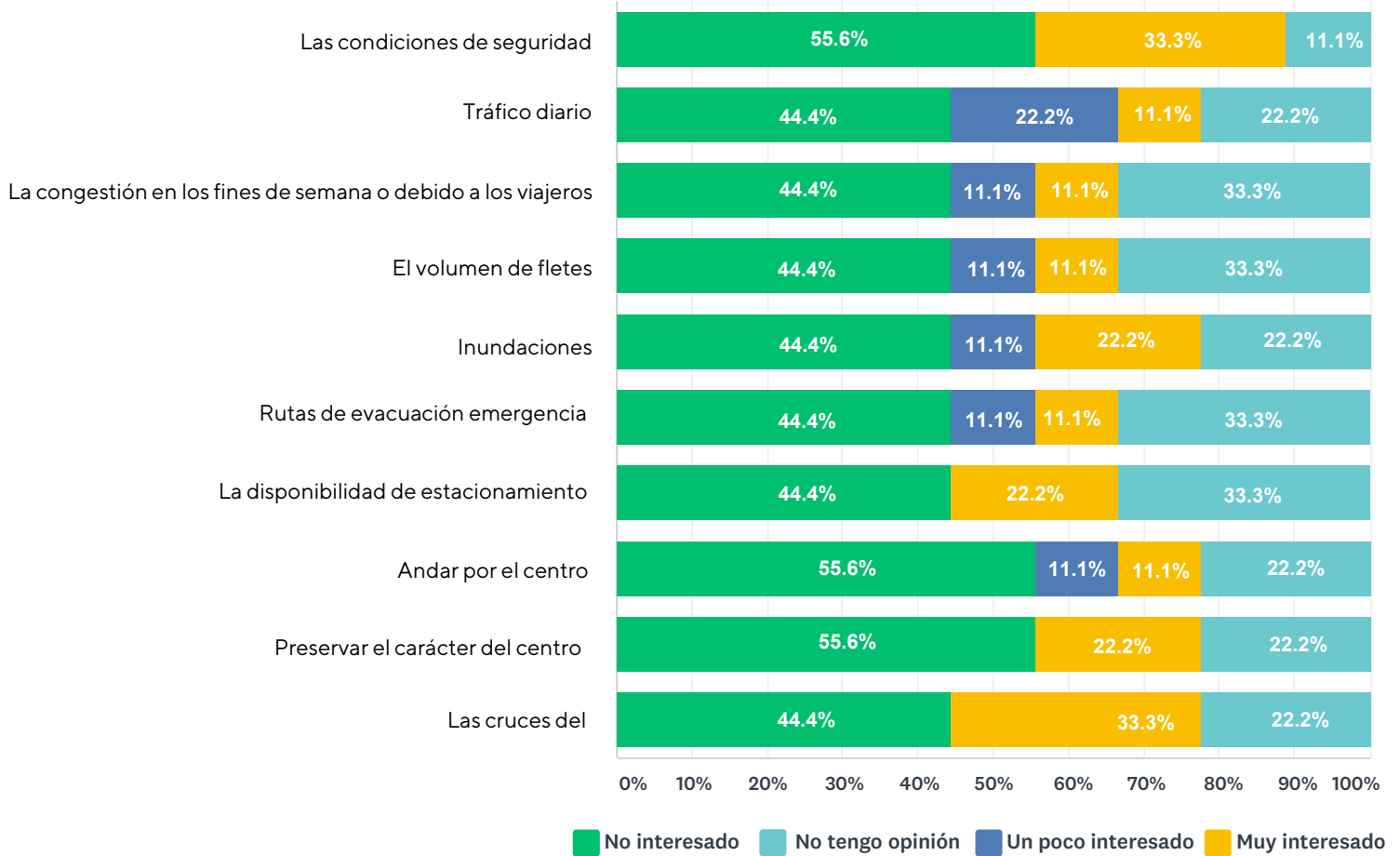
Hazmat on train 4 truck pedestrian, access from schools to 'north side' condition of R/R signals. Conditions of roads. Increased traffic due to 130. Funds being diverted to Lockhart. Overpass over railroad. I am concerned that we look at the overall needs of the area and not look at keeping city merchants busy.

Nothing, other than the fact that it gets crazy congested on Friday

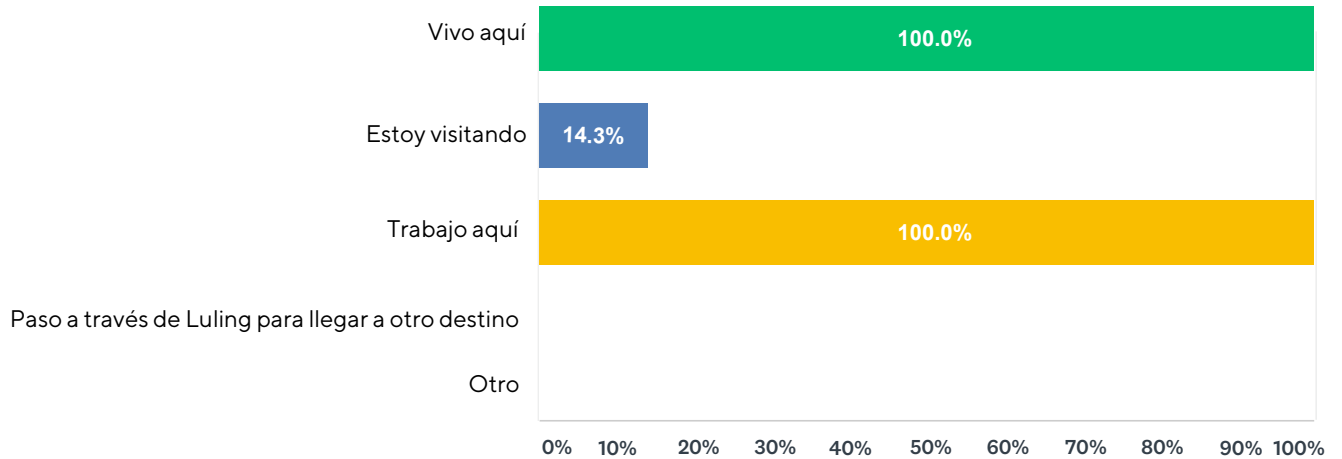
What We Heard

Survey Response Summary - Spanish

Favor de compartir sus opiniones sobre el transporte en Luling. Indique su nivel de interés con:



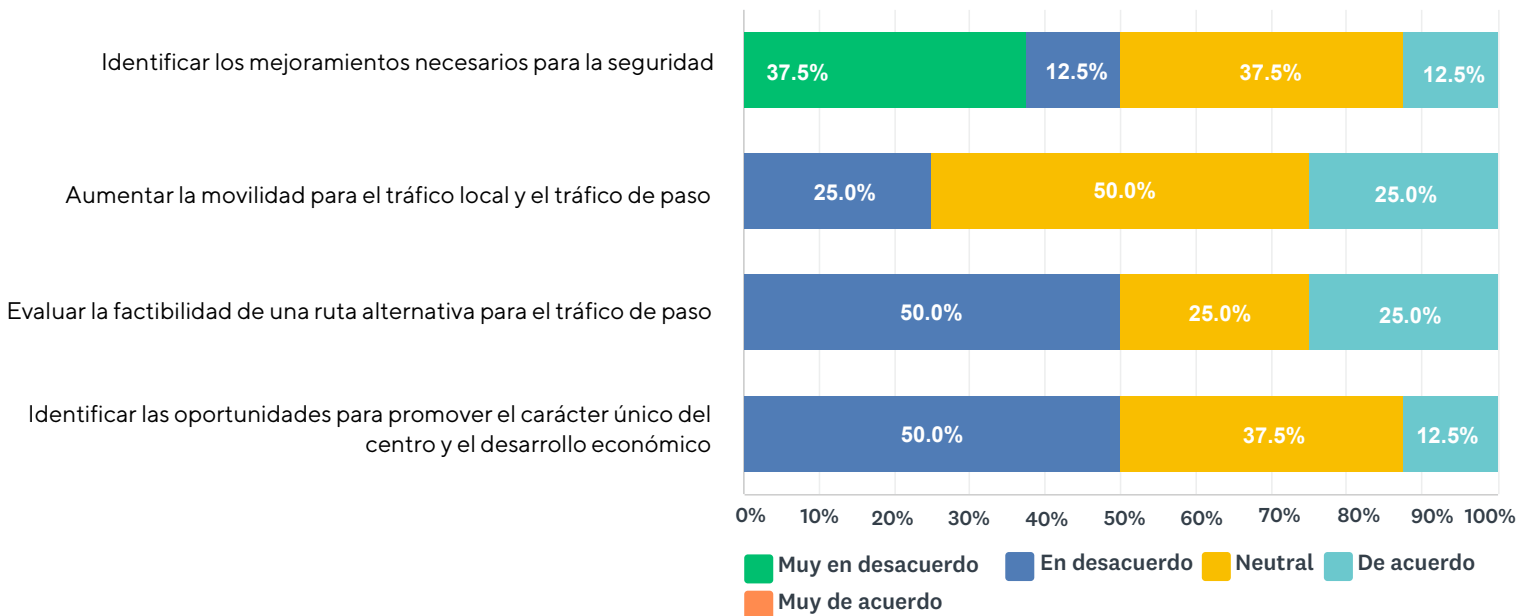
¿Qué le trae a Luling? (seleccione todas las que apliquen)



¿Qué le trae a Luling? (detalles adicionales)

No additional details

¿Está Usted de acuerdo con las metas del estudio?



¿Tiene algunos comentarios adicionales sobre el transporte en Luling?

No additional comments



Date: May 6, 2019
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 12
Subject: Discussion on Transportation Development Credit (TDC) Applications for FY 2018 Federal Transit Administration (FTA) 5310 Funding Awards

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

On January 14, 2019, the Transportation Policy Board (TPB) awarded \$842,252 in available FTA 5310 funding to local sponsors for FY 2018. As part of the call, sponsors interested in Transportation Development Credits (TDC) were encouraged to submit separate TDC applications in compliance with the updated CAMPO TDC Policy and Procedures. CAMPO received two TDC applications from sponsors, Drive a Senior Network and the Mary Lee Foundation. CAMPO staff is currently working with sponsors to ensure their applications accurately reflect the projects and the updated TDC policy. The details of their awards and match requirements are located in the table below:

FY 2018 FTA 5310 Award Information					
Sponsor	Traditional	Match (20%)	Operating	Match (50%)	Total
Drive a Senior Network	\$161,400	\$40,350	\$96,150	\$96,150	\$257,550
Mary Lee Foundation	\$50,880	\$12,720	\$73,804	\$73,804	\$124,684
Total Awarded	\$212,280	\$53,070	\$169,954	\$169,954	\$382,234

FINANCIAL IMPACT

This item would potentially award 223,024 in Transportation Development Credits to the project sponsors should the applications meet eligibility requirements and approved by the Transportation Policy Board. The project sponsors must also invest \$223,024.00 in eligible transportation activities in the same time period as the project in order to be eligible for TDCs.

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.

For additional information on the 5310 Program, please refer to the [FTA Circular](#).

SUPPORTING DOCUMENTS

None.