



TRANSPORTATION POLICY BOARD MEETING

Monday, June 10, 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, June 10, 2019.
3. Chair AnnouncementsChair Steve Adler
 - A. CAMPO Primer Package
 - B. [Strategic Planning](#)
 - C. Performance Evaluation for CAMPO Executive Director
4. Report from the Technical Advisory Committee (TAC) Chair..... Mr. Mike Hodge
Mr. Hodge 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 6-13 IN THE SECTION BELOW.

6. [Discussion and Approval of May 6, 2019 Meeting Summary](#)
.....Mr. Ashby Johnson, CAMPO
Mr. Johnson will present the May 6, 2019 meeting summary and request Transportation Policy Board approval.

- 7. [Discussion and Adoption of 2020-2021 Unified Planning Work Program \(UPWP\)](#)
 Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will present the final 2020-2021 UPWP and request adoption by the Transportation Policy Board with accompanying Resolution 2019-6-7.
- 8. [Discussion and Approval of Transportation Development Credit \(TDC\) Applications for FY 2018 Federal Transit Administration \(FTA\) 5310 Funding Awards](#).....Mr. Ryan Collins, CAMPO
Mr. Collins will request approval of the TDC Applications by the Transportation Policy Board with accompanying Resolution 2019-6-8.
- 9. [Discussion and Approval of Allocation of Transportation Set-Aside Funding to TxDOT for Shared Use Path at US 290 and SH 130](#).....Mr. Ryan Collins, CAMPO
Mr. Collins will request approval of the allocation of Transportation Set-Aside funding for a Shared Use Path at US 290 and SH 130 by the Transportation Policy Board with accompanying Resolution 2019-6-9.
- 10. [Discussion and Acceptance of Luling Transportation Study](#)
Mr. Nirav Ved, CAMPO
Mr. Ved will request acceptance of the Luling Transportation Study by the Transportation Policy Board with accompanying Resolution 2019-6-10.
- 11. [Discussion and Concurrence on Recommendations for Draft Regional Transportation Demand Management \(TDM\) Plan](#).....Mr. Nirav Ved, CAMPO
Mr. Ved will request concurrence on the recommendations for the draft final Regional TDM Plan.
- 12. [Discussion and Approval of Proposed Transportation Demand Management \(TDM\) Policy, Amendment of the 2040 Plan, and Allocation of Remaining Funds in Transportation Demand Management Category](#).....Mr. Ashby Johnson, CAMPO
Mr. Johnson will initiate a discussion for potential Transportation Policy Board approval of a proposed TDM Policy, Amendment of the 2040 Plan, and request potential allocation of \$498,720 in the TDM Transportation Improvement Program (TIP) category.
- 13. [Discussion and Approval of Platinum Planning Interlocal Agreements](#)
 A. [San Marcos Platinum Planning Study](#)
 B. [Austin-Bergstrom Spur Platinum Planning Study](#)
Mr. Kelly Porter, CAMPO
Mr. Porter will request that the Transportation Policy Board authorize CAMPO to enter into an Interlocal Agreement with local partners with accompanying Resolutions 2019-6-13A and 2019-6-13B.

INFORMATION:



- 14. [Discussion on Preliminary Results of Regional Arterials Study](#)
 Mr. Kelly Porter, CAMPO
Mr. Porter will provide an overview of the preliminary results of the Regional Arterials Study.
- 15. [Discussion on Preliminary Results of MoKan Northeast/Subregional Plan](#)
Mr. Kelly Porter, CAMPO
Mr. Porter will provide an overview of the preliminary results of the MoKan/Northeast Subregional Plan.

16. [Executive Director's Report on Transportation Planning Activities](#)
 - A. [Quarterly Project Progress Report](#)
17. Announcements
 - a. Next Technical Advisory Committee Meeting – June 24, 2019
 - b. Next Transportation Policy Board Meeting – August 12, 2019
18. Adjournment

Potential CAMPO Strategic Planning Session(s)/Workshop Issues/Options for Scope and Process

Purpose

Engage the CAMPO Transportation Policy Board and Staff in a strategic conversation about the future role of CAMPO in the region. A strategic planning process could help guide long term decision-making and setting CAMPO priorities. It could also serve to align policy board members or, at least, to surface different perspectives on the future role and function of CAMPO

Potential Strategic Planning Discussion Topics

1. How should CAMPO execute its responsibility to apportion funding?
 - a. Is this better or only handled as part of 2045 Plan process?
 - b. How does CAMPO address regional outcomes vs. local needs?
 - c. Ways to leverage discretionary roadway funding?
2. Should CAMPO assume a more significant transportation and land use planning role in the region? I
 - a. What could that mean?
 - b. If so, how would that be done?
3. Should CAMPO shift investments toward:
 - a. alternative transportation choices? If so, how?
 - b. Environment? If so, how?
 - c. Safety? If so, how?
4. Should CAMPO seek to position itself as a national leader in regional transportation planning?
 - a. If so, how would that be done?
5. What should be the role of the Transportation Policy Board in achieving CAMPO strategic goals and objectives?
 - a. Meetings?
 - b. Committees
 - c. Diversity
 - d. What does the anticipated expansion look like and when anticipated?
6. What is the role of the Technical Advisory Committee?
 - a. Function/Duties
 - b. Should the membership be changed?
 - c. Committees?
7. Should CAMPO be taking a larger role:
 - a. Federal policy?
 - b. State policy?

Potential CAMPO Strategic Planning Session(s)/Workshop Issues/Options for Scope and Process

Process

- If we want to engage in this kind of strategic conversation, in what form?
 - o Professionally facilitated or not?
 - o A day-long work session?
 - o Multiple, shorter sessions over the course of 6 to 12 months, to be held at times separate from the TPB meetings?
 - o A single, couple hours prior to a TPB meeting?

- Do we want presentations from experts on:
 - o the role of MPOs in other regions,
 - o the pros and cons of different models,
 - o a discussion of the findings of the study produced by AARO

- Do we want development a of a draft strategic plan document by staff, informed by the TPB discussion?



**Capital Area Metropolitan Planning Organization
 Transportation Policy Board
 Meeting Summary
 May 6, 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 6:05 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	Council Member Ann Kitchen
4	Clara Beckett	Commissioner, Bastrop County	Y	
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	N	Council Member Rudy Metayer
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	Y	
14	Craig Morgan	Mayor, City of Round Rock	Y	
15	James Oakley	Judge, Burnet County	Y	
16	Dale Ross	Mayor, City of Georgetown	Y	
17	Brigid Shea	Commissioner, Travis County	Y	
18	Edward Theriot	Commissioner, Caldwell County	N	Commissioner Mark Jones
19	Jeffrey Travillion	Commissioner, Travis County	Y	
20	Corbin Van Arsdale	Mayor, City of Cedar Park	Y	

2. Public Comments

There were no public comments.

3. Chair Announcements Chair Steve Adler

There were no public comments.

4. Report from the Technical Advisory Committee ChairMr. Mike Hodge

Mr. Hodge provided an overview of the discussions from the April 22, 2019 meeting. Mr. Hodge highlighted the discussion regarding the Regional Transportation Demand Management (TDM) Plan with requested amendments as discussed by the Committee. Mr. Hodge also highlighted the discussion regarding the proposed TDM policy and proposed amendment of the 2045 Plan, as recommended by Travis County.

Video of this item can be viewed at <http://austintx.swagit.com/play/05072019-1202/3/>.

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

An Executive Session was not convened.

6. Discussion and Approval of April 8, 2019 Meeting Summary

There were no public comments on the April 8, 2019 meeting summary.

The Chair recognized Mr. Ashby Johnson who presented the April 8, 2019 meeting summary .

The Chair entertained a motion for approval of April 8, 2019 meeting summary.

Commissioner Gerald Daugherty moved for approval of the meeting summary.

Council Member Alison Alter seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed at <http://austintx.swagit.com/play/05072019-1202/4/>.

7. Discussion and Approval of CAMPO Appointment to Capital Metro Board

There were no public comments on the approval of CAMPO's appointment to the Capital Metro Board.

Chair Adler entertained a motion for approval of the reappointment of Council Member Ann Kitchen to the Capital Metro Board.

Council Member Alison Alter moved for approval.

Judge Sarah Eckhardt seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: None

The motion prevailed unanimously.

Video of this item can be viewed at <http://austintx.swagit.com/play/05072019-1202/5/>.

8. Discussion and Action on Mobility35 Capital Express, RM 620 & Anderson Mill, and 183A Frontage Roads Projects

Mr. Ashby Johnson introduced Ms. Marisabel Ramthun, P.E. of the TxDOT Austin District who provided an overview on the proposed Mobility35 Capital Express, RM 620 & Anderson Mill, and 183A Frontage Roads Projects to address congestion.

Ms. Ramthun reported a total investment of \$3.3 billion on funded corridors and projects under construction. The Oakhill Parkway Project, US 290 and SH 71 Intersection, SH 71 Corridor between Austin and Bastrop were included in the current regional funding commitment. Ms. Ramthun noted that IH 35 currently includes four (4) of the most congested roadways in Texas and is top priority in the CAMPO region.

Ms. Ramthun later provided an overview of the Mobility35 Capital Express, 183A Frontage Roads, and RM 620 at Anderson Mill Road Projects construction sequences. Ms. Ramthun noted that the concepts as discussed have not been presented for public comment and collaborative efforts between stakeholders and local agencies, and environmental studies will be required. A visual of the completed projects was also presented to the Board for review.

Ms. Ramthun concluded the presentation with a request for Transportation Policy Board approval of a funding commitment of \$500 million in available Category 2 and Category 7 funding for the proposed Mobility35 Capital Express, RM 620 & Anderson Mill, and 183A Frontage Roads Projects to address congestion along IH 35.

The Chair recognized Mr. Geoffrey Tahuahua of the Real Estate Council of Austin (RECA) who offered public comment on the action on the Mobility35 Capital Express, RM 620 & Anderson Mill, and 183A Frontage Roads Projects.

The Chair later entertained a motion for approval of a funding commitment for the proposed Mobility35 Capital Express, RM 620 & Anderson Mill, and 183A Frontage Roads Projects to address congestion along IH 35.

Commissioner Cynthia Long moved for approval.

Judge Sarah Eckhardt seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed at <http://austintx.swagit.com/play/05072019-1202/6/>.

9. Status Update on Capital Metro's Project Connect

The Chair recognized Mr. Randy Clarke, President & CEO of Capital Metro who provided a handout which included Capital Metro's regional planning activities. Mr. Clarke also provided a brief introduction of Capital Metro's Project Connect and its presenter for the status update, Mr. Dave Couch, Project Officer.

Mr. Couch briefly discussed the growing population challenge in the region and highlighted the guiding values, principals, and local partnerships required in moving forward with Project Connect. Mr. Couch also provided a brief overview of the Long-Term Vision Plan and a project development schedule for Project Connect.

Mr. Couch concluded with the presentation of a timeline for public outreach and community engagement.

Video of this item can be viewed at <http://austintx.swagit.com/play/05072019-1202/7/>.

10. Presentation of Draft 2020-2021 Unified Planning Work Program (UPWP)

The Chair recognized Ms. Theresa Hernandez who presented the draft 2020-2021 UPWP. Ms. Hernandez informed the Board that the UPWP is a federally required document that covers two (2) fiscal years and identifies work tasks which include Administration, Data Development and Maintenance, Short Range Planning, Metropolitan Transportation Planning, and Special Studies. Ms. Hernandez later concluded with next steps for the final document.

Video of this item can be viewed at <http://austintx.swagit.com/play/05072019-1202/8/>.

11. Presentation of Luling Transportation Study

The Chair recognized Mr. Nirav Ved who provided a brief overview of the Luling Transportation Study. Mr. Ved informed the Committee that CAMPO began the Luling Transportation Study in September 2018 to address identified issues for mobility improvements. Mr. Ved highlighted the population and location of the City of Luling and discussed the impact of the Union Pacific rail line on specific roads and intersections. Mr. Ved identified and discussed Short-, Near-, and Long-Term options and next steps for the Luling Transportation Study.

Mr. Ashby Johnson provided comments on CAMPO's recommendation for Option A as the better option in promoting the City of Luling's growth and downtown economic development and resolving traffic and safety issues. Mr. Johnson also discussed CAMPO's collaboration with Union Pacific Railroad on the proposed option.

Video of this item can be viewed at <http://austintx.swagit.com/play/05072019-1202/9/>.

12. Discussion on Transportation Development Credit (TDC) Applications for FY 2018 Federal Transit Administration (FTA) 5310 Funding Awards

The Chair recognized Mr. Ryan Collins who provided a brief overview of the FY 2018 FTA 5310 funding awards. Mr. Collins reported that two (2) applications were received. Mr. Collins further reported that staff is still working with the project sponsors for those applications to ensure that all information has been received in order to make a recommendation to the Transportation Policy Board next month.

Video of this item can be viewed at <http://austintx.swagit.com/play/05072019-1202/10/>.

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

Mr. Ashby Johnson reported that Union Pacific has expressed an interest in using CAMPO as a national model on how to engage MPOs across the country, as a result of timely engagement and collaboration with them in the Kyle Sidings Project and Luling Transportation Study. Mr. Johnson added that CAMPO will assist with coordinating a session at Union Pacific's annual meeting in Omaha, Nebraska for other major MPOs of rail hubs to discuss how to work together.

Mr. Johnson also reported that CAMPO received the Best Workplace Award and Rosa Parks Diversity Award from the Central Texas Chapter of the Women's Transportation Seminar (WTS).

Mr. Johnson introduced Mr. Chad McKeown as CAMPO's new Deputy Executive Director effective May 17, 2019.

Following the Executive Director's Report, the Chair requested that staff add "Strategic Planning for the Transportation Policy Board" as a discussion item for the next meeting agenda.

Video of this item can be viewed at <http://austintx.swagit.com/play/05072019-1202/11/>.

12. Announcements

The Chair announced that the next Transportation Policy Board Meeting is scheduled for June 10, 2019 and the next Technical Advisory Committee Meeting is scheduled for May 20, 2019.

The Chair also thanked TxDOT Austin District Engineer, Mr. Terry McCoy, P.E. for his service as a member of the Transportation Policy Board and upcoming retirement.

Video of this item can be viewed at <http://austintx.swagit.com/play/05072019-1202/12/>.

13. Adjournment

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



Date: June 10, 2019
Continued From: May 6, 2019
Action Requested: Adoption

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item: 7
Subject: Discussion and Adoption of 2020-2021 Unified Planning Work Program (UPWP)

RECOMMENDATION

The Technical Advisory Committee and CAMPO staff recommend that the Transportation Policy Board (TPB) approve the FYs 2020 and 2021 Unified Planning Work Program (UPWP) and the accompanying resolution (Attachment B).

PURPOSE AND EXECUTIVE SUMMARY

The Unified Planning Work Program is the budget document for CAMPO. Per Federal rules and guidelines, CAMPO can choose to do a two-year budget instead of one. The UPWP not only serves as the budget for CAMPO but also is a public-facing document that gives some indication of work that is underway and that is yet to start. CAMPO is required to include studies from every jurisdiction and transportation agency within its boundaries. However, it is important to note the local jurisdiction studies are included for information purposes only. The Transportation Policy Board does not approve work done by local jurisdictions and transportation agencies.

FINANCIAL IMPACT

The budget for the FYs 2020-2021 UPWP is based on anticipated FHWA PL 112 and 5303 funds. PL 112 and 5303 funding is used for CAMPO staff salaries, rent and other overhead related items. 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

On May 20, 2019, the Technical Advisory Committee requested a modification to page 7 to remove language, “or extraterritorial jurisdiction” and page 20 to remove a TxDOT study outside of the region. The UPWP (Attachment A) is the federally required document that identifies work tasks to be completed in the CAMPO region.

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	17,630,548		17,630,548
*LOCAL	16,115,686	-	16,115,686
GRAND TOTAL	47,677,277	2,588,298	50,265,575
*CAMPO and other agencies combined local funds			

SUPPORTING DOCUMENTS

Attachment A – *Final FYs 2020 & 2021 Unified Planning Work Program*

Attachment B – *Resolution 2019-6-7*

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.

- 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	
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

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.

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.

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

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.

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	OTHER AGENCIES	-				4,697,745	-	19,882,414	-	14,804,436	-	39,384,595	-	39,384,595
		-	-			-				-	-	-	-	-
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

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	OTHER AGENCIES	-				4,697,745	-	17,630,548	-	14,804,436	-	37,132,729	-	37,132,729
		-	-			-				-	-	-	-	-
TOTAL		483,808	483,808	25,000	25,000	4,697,745	-	17,630,548	-	14,804,436	-	37,641,537	508,808	38,150,345

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.

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	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

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	17,630,548	38,150,345
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	17,630,548	50,265,575

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.

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



2019 TRANSPORTATION POLICY BOARD

Bastrop County

Clara Beckett
Commissioner, Precinct 2

Burnet County

The Honorable James Oakley
County Judge

Caldwell County

Edward Theriot
Commissioner, Precinct 3

Capital Metro

Terry Mitchell
Capital Metro Representative

City of Austin

The Honorable Steve Adler
Mayor
Transportation Policy Board, Chair

City of Austin

Alison Alter
Council Member, District 10

City of Austin

Jimmy Flannigan
Council Member, District 6

City of Austin

Ann Kitchen
Council Member, District 5

City of Cedar Park

The Honorable Corbin Van Arsdale
Mayor

City of Georgetown

The Honorable Dale Ross
Mayor

City of Pflugerville

The Honorable Victor Gonzales
Mayor

City of Round Rock

The Honorable Craig Morgan
Mayor

City of San Marcos

The Honorable Jane Hughson
Mayor

Hays County

Mark Jones
Commissioner, Precinct 2

Travis County

Gerald Daugherty
Commissioner, Precinct 3

Travis County

The Honorable Sarah Eckhardt
County Judge

Travis County

Brigid Shea
Commissioner, Precinct 2

Travis County

Jeffrey Travillion
Commissioner, Precinct 2

Williamson County

Cynthia Long
Commissioner, Precinct 2
Transportation Policy Board, Vice Chair

TxDOT-Austin District

Terry McCoy
District Engineer

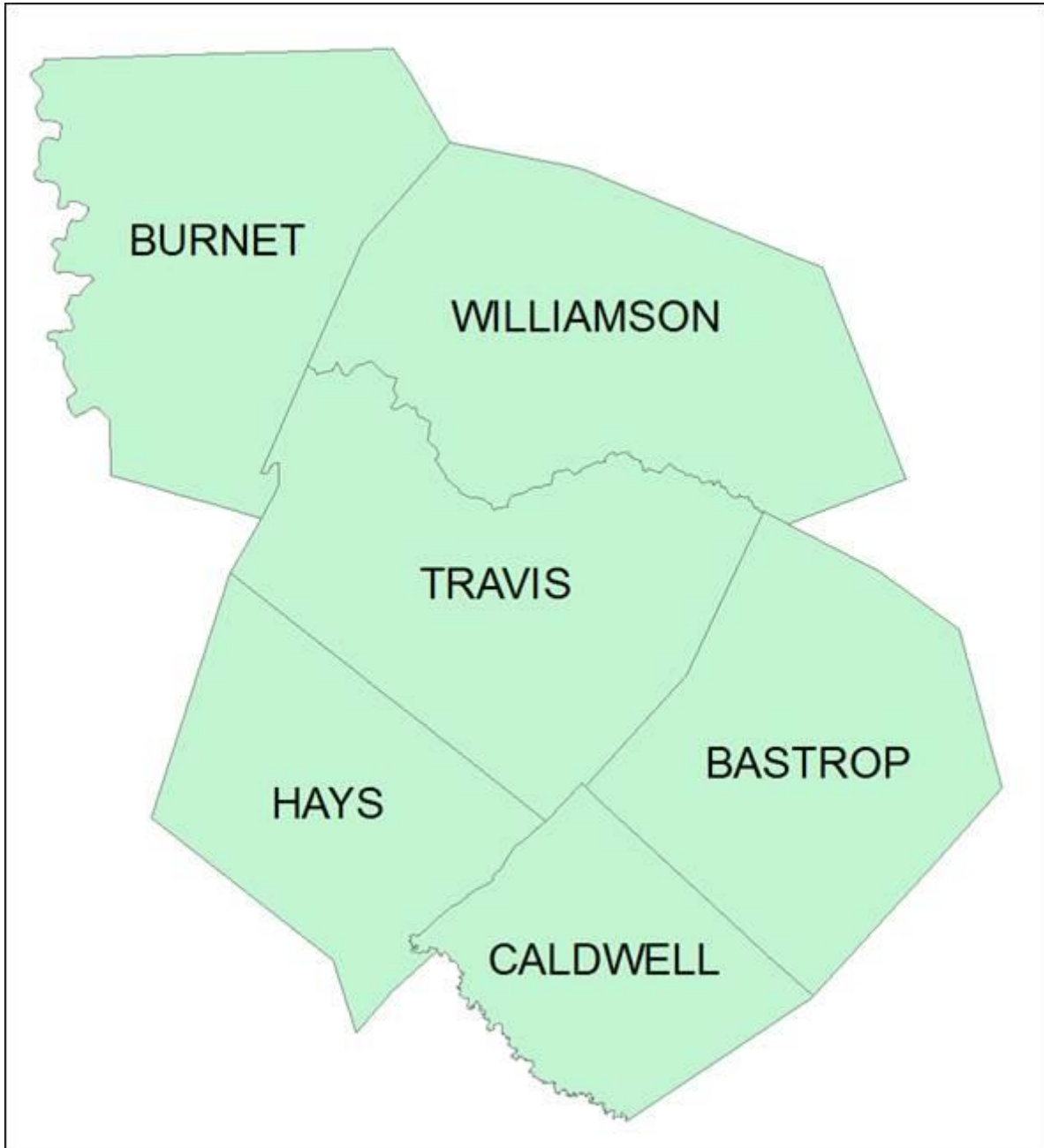
APPENDIX B

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

APPENDIX B

METROPOLITAN PLANNING ORGANIZATION STUDY AREA BOUNDARY MAP

The Capital Area MPO has a Metropolitan Area Boundary that encompasses all of six counties.



APPENDIX C

DEBARMENT CERTIFICATION
(Negotiated Contracts)

- (1) The Capital Area 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

Mayor, City of Austin

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 disclose 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

Mayor

Title

City of Austin

Agency

Date

APPENDIX E
CERTIFICATION OF COMPLIANCE

I, Steve Adler, City of Austin Mayor,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of Capital Area Metropolitan Planning Organization

(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, Steve Adler, City of Austin Mayor,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of _____
Capital Metropolitan Planning Organization,
(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



Resolution 2019-6-7

Acknowledging the Transportation Policy Board's Adoption of CAMPO's FY 2020 & 2021 Unified Planning Work Program

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, 23 U.S.C. 134 and Section 5303 of the Federal Transit Act, require that the Metropolitan Planning Organizations, in the cooperation with the State, develop transportation plans and programs for urbanized areas of the state; and

WHEREAS, 23 CFR 450.308 requires that transportation planning activities performed with federal transportation funds be documented in a Unified Planning Work Program; and

WHEREAS, the Technical Advisory Committee and the CAMPO staff recommend approval of the accompanying *FYs 2020 & 2021 Unified Planning Work Program (UPWP)*; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve CAMPO's *FY's 2020 & 2021 Unified Planning Work Program* as reflected in this Resolution and in the accompanying studies and projects listed in Tasks One through Five; and directs the Executive Director to transmit the adopted amendment to the Federal Highway Administration through the Texas Department of Transportation; 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 CAMPO's *2020 & 2021 Unified Planning Work Program* as reflected was made on June 10, 2019 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 10th day of June 2019.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: June 10, 2019
Continued From: May 6, 2019
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 8
Subject: Discussion and Approval of Transportation Development Credit (TDC) Applications for FY 2018 Federal Transit Administration (FTA) 5310 Funding Awards

RECOMMENDATION

Staff recommends the Transportation Policy Board approve Transportation Development Credits to Drive a Senior and Mary Lee Foundation to be applied to the FY 2018 FTA 5310 Awards.

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 has worked 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 award 223,024 in Transportation Development Credits to the project sponsors should the applications be 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

Attachment A – TDC Applications

Attachment B – Resolution (Draft)

Capital Area Metropolitan Planning Organization

Transportation Development Credit Application



Sponsor Information

Sponsor Information

Sponsor: Mary Lee Foundation
Address: 1339 Lamar Square Drive
City: Austin
State: TX
Zip Code: 78704
Phone: 512-443-5777
Website: www.maryleefoundation.org

Contact Information

Name: Fran Rodda
Position: Business Manager
Address: 1339 Lamar Square Drive
City: Austin
State: TX
Zip Code: 78704
Phone: 512-443-577
Email: frodda@maryleefoundation.org

Co-Sponsor

Does this project have a co-sponsor?

No

Primary Project Information

The primary project is the project in which the Transportation Development Credits will be applied should they be awarded. The project sponsor must be a direct recipient or sub-recipient of the funding from the U.S. Department of Transportation and is responsible for having provided the match for the funding.

General Information

County: Travis County

Municipality: City of Austin

Project Name: Ensuring Mobility of Seniors and People with Disabilities

Limits (From): N/A

Limits (To): N/A

Purpose and Need

The purpose of this project is to maintain and improve upon Mary Lee Foundation's existing transportation services provided to low-income adults with disabilities. Mary Lee Foundation provides transportation for its clients to and from employment, vocational training, medical appointments, recreational activities, social service agencies, and more. Our population of clients includes those with multiple disabilities including intellectual and physical disabilities, mental health disorders, as well as impairment in mobility, hearing, sight, and memory. Because of these disabilities, our clients are unable to access adequate transportation through the public transit system alone, and often public transportation is unavailable to certain necessary destinations. Our door to door transportation service, made possible by grant-funded vehicles and provided by Mary Lee Foundation staff free-of-charge, gets people with disabilities where they need to go throughout the Austin area and beyond. Individuals who need more assistance during transport are helped by staff members throughout their trip.

This project will address the needs of these individuals, who often rely on others for basic mobility. Individuals with disabilities struggle with funding to pay for their trips, comprehension of routes, and also with keeping up with bus passes. Because our transportation services will be offered free-of-charge, and because we offer door-to-door service 24 hours a day, 7 days a week, we address the specific needs of this population. By removing barriers caused by transportation difficulties, we allow for these individuals to access their community so they can fully participate in it, which enhances their quality of life.

Project Scope

Primarily, the routes would originate out of the South Austin area and to destinations within the urban Austin area. These routes are typically dynamic and based on individual needs, while some routes are somewhat fixed because of clients' long-term employment at a specific venue. New pick-up and drop-off sites are added to routes as the need arises. Routes and pick-up/drop-off sites are determined and coordinated by Mary Lee Foundation staff members including QIDPs, case managers, and direct care professionals. Destinations include employment venues, vocational training, medical appointments, recreational activities, social service agencies, shopping for daily needs

and more. In order to serve the growing population of individuals with special needs in Austin, we would like to obtain one new wheelchair-accessible van and preventative maintenance for our current fleet of vehicles. Additionally, we are looking to add the acquisition of contract services (taxi cab vouchers) to cover the times when we do not have enough vehicles in our fleet to provide necessary trips to the population we serve, enhancing our current services and breaking the barrier caused by the lack of access to transportation. These vouchers would also aid in transitioning adults with disabilities into becoming more independent by traveling without the aid of a staff. When appropriate, the goal would be to eventually train more independent, capable individuals to use public transportation while we continue to support them in their efforts.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$124,684.00

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$124,684.00

Funding

Federal Agency: Federal Transit Administration

Funding Source: Section 5310

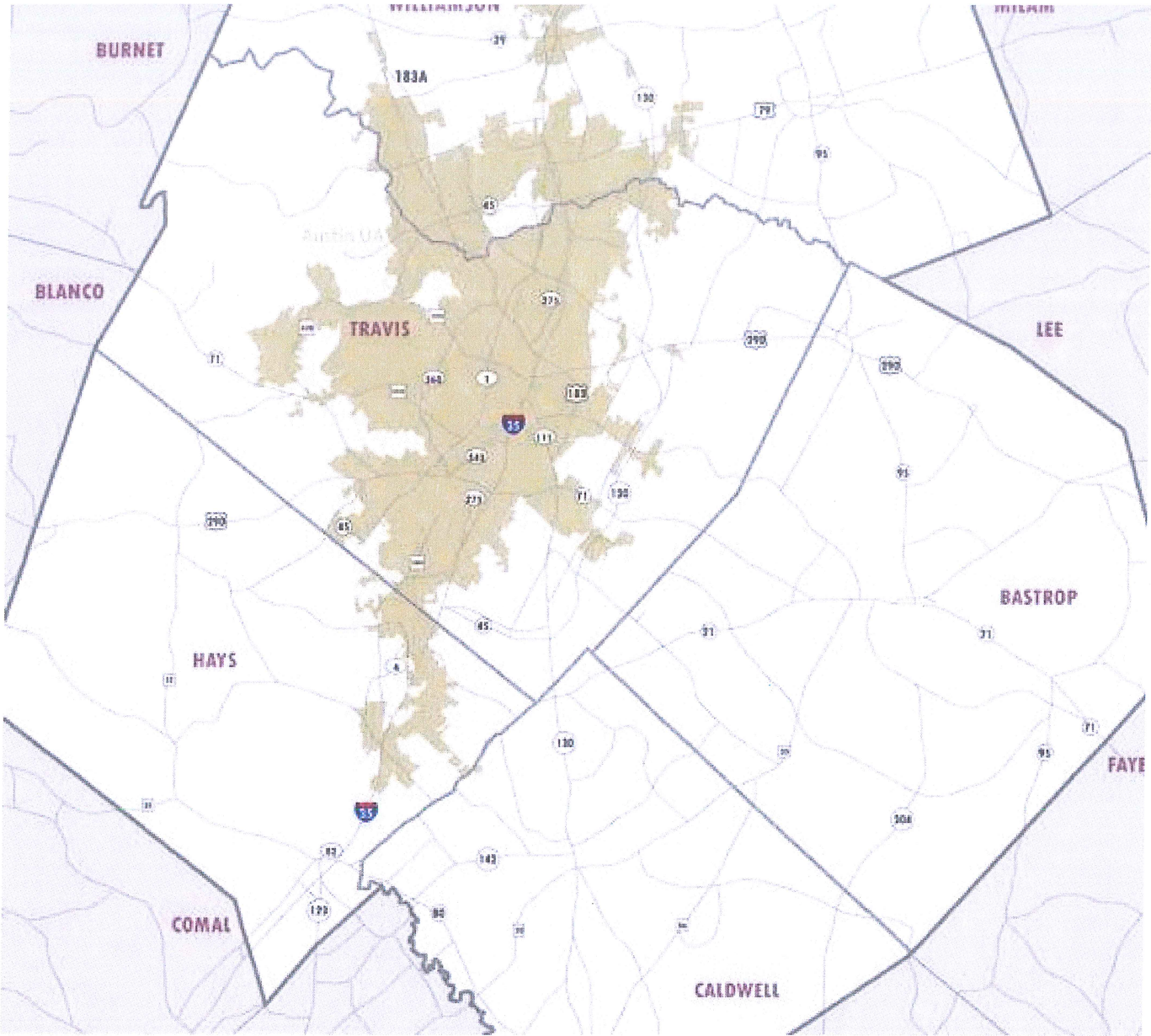
Funding Amount: \$124,684.00

Local Match: \$86,524.00

Fiscal Year: 2018

Phase: Implementation

Project Location



Transportation Development Credit Policy

Policy Goals

This project supports the goals in the Transportation Development Credit Policy by supporting transit, expanding the availability of local funds, and positively impacting traditionally disadvantaged communities, defined by Texas Department of Transportation as a community that, compared to the whole, has a higher percentage of elderly and/or minority populations, populations with below average per capita income, and/or above average unemployment.

Eligibility

This project meets the general eligibility requirements as listed on page eleven of the Transportation Development Credit Policy. Additional, as a transit project, is listed in the eligible project and activities.

Financial Need

Mary Lee Foundation has provided specialized services for people with disabilities for over 55 years. As the Austin population grows, so does the need for these specialized services. Mary Lee Foundation views this project as long-term and ongoing, and is determined to continue providing transportation services for people in need. Mary Lee Foundation has a 18 plus year history as a sub-recipient of FTA funds through TXDOT and now Capital Metro, which we intend to continue for as long as our transportation services are needed and federal assistance is available. Leveraging these credits will give us greater flexibility in how we spend our local funds, which will essentially be used to cover costs associated with our transportation program.

Implementation

This project will maintain and improve upon Mary Lee Foundation's current transportation services, leveraging existing Mary Lee Foundation resources and staff to provide cost-effective, high quality, and safe transportation. Upon award of the 5310 funds and TDC's Mary Lee Foundation will begin making capital purchases: van, preventative maintenance, contract services. Mary Lee Foundation will use its own resources and program funds to cover these costs until submitting request for reimbursement in accordance with FTA and project grant guidelines to Capital Metro. These purchase will enhance our current transportation program that is in an ongoing state of operation.

Primarily, the routes originate out of the South Austin area to destinations within the urban Austin area. These routes are typically dynamic and based on individual needs, while some routes are somewhat fixed because of clients' long-term employment at a specific venue. New pick-up and drop-off sites are added to routes as the need arises. Routes and pick-up/drop-off sites are determined and coordinated by Mary Lee Foundation staff members including QIDPs, case managers, and direct care professionals. Destinations include employment venues, vocational training, medical appointments, recreational activities, social service agencies, shopping for daily needs and more. Daily inspections and maintenance of acquired vehicles will keep them running efficiently and prevent unnecessary breakdowns and repairs. Drivers submit driving records, undergo testing, orientation, and safe driver training as precautionary measures for accident prevention, in turn minimizing repair and overall project costs. Mary Lee Foundation staff will coordinate driver routes based on passenger needs with a focus on maximizing efficiency by clustering passengers by geographic region of their destination, taking the most fuel-efficient routes, considering appointment scheduling, and through communication with drivers via cellular phone to add or reschedule pick-ups and drop-offs. Our dispatch

process will be regularly reviewed and evaluated and any identified process improvement will be implemented in a timely manner. Our focus on clients' participation in society and in the workforce helps improve their quality of life and ensures job longevity, which is cost-effective to society at large. For eighteen years, Mary Lee Foundation has demonstrated cost-effective and essential transportation services to individuals with disabilities with the assistance of FTA funds received through TxDOT and more recently, Cap Metro.

Secondary Project Information

The secondary project is the designated recipient of the redirected local match funding currently dedicated to the federally-funded primary project. The secondary project must meet the same policy requirements as the primary project.

General Information

County: Travis County
Municipality: City of Austin
Project Name: Mary Lee Foundation Transportation Services
Limits (From): N/A
Limits (To): N/A

Purpose and Need

The purpose of this project is to continue to provide specialized transportation services to the low-income disabled population Mary Lee Foundation serves in the Austin Urbanized Area. The need is based on the lack of adequate or appropriate public transit available to this special needs population.

Project Scope

The scope the Mary Lee Foundation Transportation Services program focuses on removing the barrier the disabled population faces due to lack of access to appropriate transportation. The Mary Lee Foundation transportation program offers transportation services customized to meet the individual rider's needs; providing more or less support depending on the individuals level of need. Services provided are similar to services offered in our 5310 funded transportation program. More than half of the Mary Lee Foundation vehicle fleet has been supported by general budget funds and program revenue. With the assistance of TDC's for our 5310 funded transportation program, Mary Lee Foundation will be able to use the local match to continue and maintain its general transportation services. Activities in this program may include ongoing vehicle maintenance, repairs, and upgrades, transportation operating costs and salaries of staff involved in our transportation services.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$86,524.00

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: **\$86,524.00**

Funding

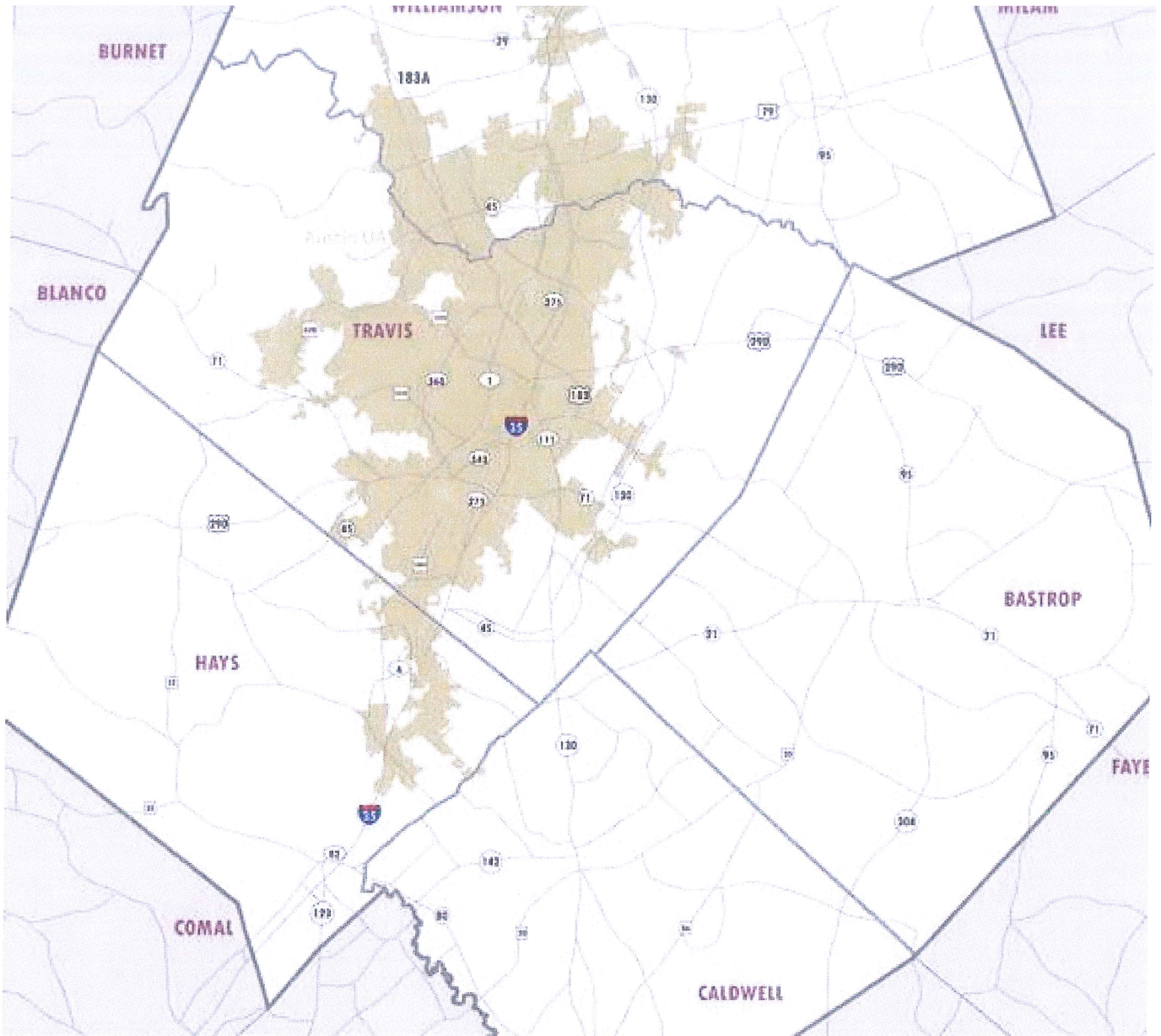
Funding Source: Private Funding Sources

Current Funding: **\$86,524.00**

Fiscal Year 2018

Phase: Implementation

Secondary Project Location



Transportation Development Credit Policy

Policy Goals

The secondary project supports the goals in the Transportation Development Credit Policy by directly supporting transit, expanding the availability of local funds, and positively impacting traditionally disadvantaged communities, defined by Texas Department of Transportation as a community that, compared to the whole, has a higher percentage of elderly and/or minority populations, populations with below average per capita income, and/or above average unemployment.

Eligibility

The secondary project meets the general eligibility requirements as listed on page eleven of the Transportation Development Credit Policy. Additionally, as a transit project, is listed in the eligible project and activities.

Financial Need

Mary Lee Foundation has provided specialized services for people with disabilities for over 55 years. As the Austin population grows, so does the need for these specialized services. Mary Lee Foundation views this project as long-term and ongoing, and is determined to continue providing transportation services for people in need. Mary Lee Foundation has a 18 plus year history as a sub-recipient of FTA funds through TXDOT and now Capital Metro, which we intend to continue for as long as our transportation services are needed and federal assistance is available. Leveraging these Transportation Development Credits will give us greater flexibility in how we spend our local funds, which will help cover costs associated with our transportation program that will not be funding by FTA 5310 funding.

Implementation

The secondary project will maintain and improve upon Mary Lee Foundation's current transportation services, leveraging existing Mary Lee Foundation resources and staff to provide cost-effective, high quality, and safe transportation. Upon award of the 5310 funds and TDC's Mary Lee Foundation will begin making capital purchases: van, preventative maintenance, contract services. Mary Lee Foundation will use its own resources and program funds to cover these costs until submitting request for reimbursement in accordance with FTA and project grant guidelines to Capital Metro. These purchase will enhance our current transportation program that is in an ongoing state of operation. The transportation services for the secondary provided will continue to be implemented as the award of TDCs will allow Mary Lee the cash-flow flexibility to fund these programs not receiving FTA 5310 funding.

Certification

Sponsor Certification

By signing below, you certify that this application has been prepared by the sponsoring agency that is the recipient or sub-recipient of the federal transportation funding and that the information herein is accurate and complete and that all supporting material has been compiled and included in the attachments. You further agree to enter into an agreement with the Capital Area Metropolitan Planning Organization within two years of the award should the application for Transportation Development Credits be approved.



Sponsor Signature

Capital Area Metropolitan Planning Organization

Transportation Development Credit Application



Sponsor Information

Sponsor Information

Sponsor: Drive a Senior Network
Address: 3005 South. Lamar Blvd., Ste. D-109, #435
City: Austin
State: TX
Zip Code: 78704
Phone: (512) 426-5068
Website: www.driveasenior.org

Contact Information

Name: Joseph Vasquez
Position: President
Address: 3005 South. Lamar Blvd., Ste. D-109, #435
City: Austin
State: TX
Zip Code: 78704
Phone: (512) 426-5068
Email: president@driveasenior.org

Co-Sponsor

Does this project have a co-sponsor?

No

Primary Project Information

The primary project is the project in which the Transportation Development Credits will be applied should they be awarded. The project sponsor must be a direct recipient or sub-recipient of the funding from the U.S. Department of Transportation and is responsible for having provided the match for the funding.

General Information

County: Travis, Hays, Bastrop Counties

Municipality: N/A

Project Name: Seniors in Motion

Limits (From): N/A

Limits (To): N/A

Purpose and Need

The purpose of this project is to provide low income, rural, mobility-challenged and frail seniors in all areas of the Austin metro area improved free supported transportation to specialty medical care, healthy food, social activities, and other support services critical for quality of life. The project is needed to ensure older adults in the Austin Urbanized Area have the mobility they need to meet their health, safety and general living needs so they can continue living in their community for as long as possible.

Project Scope

The scope of the project that was awarded Federal Transit Administration (FTA) 5310 funding in January 2019 includes the purchase of two new modified vans, maintenance and repair for current fleet vehicles, additional fuel costs, driver salaries, vehicle registration and insurance. Additionally the funding will be used to provide information technology hardware and software services to improve the service.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$257,550.00

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$257,550.00

Funding

Federal Agency: Federal Transit Administration

Funding Source: 5310 Funding

Funding Amount: **\$257,550.00**

Local Match: **\$136,500.00**

Fiscal Year 2018

Phase: Implementation

Project Location



Transportation Development Credit Policy

Policy Goals

Drive a Senior (DaS) program supports several CAMPO TDC Policy Goals by providing transit services to older adults who are unable to access traditional public transportation due to proximity, health and financial issues. By providing free transportation, DaS supports low income senior adults and those living in rural or traditionally disadvantaged communities.

Eligibility

The Drive a Senior (DaS) program meets both the general eligibility requirements and eligible projects and activities as listed in the Transportation Development Credit (TDC) policy; specifically, the program is a transit project under the Federal Transit Administration (FTA) 5310 funding program.

Financial Need

As a non-profit, Drive a Senior (DaS) provides its transportation services for the Austin Urbanized Area through an average annual budget of \$92,000.00 within each region. These regions depend upon in-kind donations for rent expenses, office supplies and labor. We also use volunteers to provide direct services and administrative support. Because of our limited budget, and low fixed incomes of our clients, it is important that our services remain free-of-charge. This means that DaS must raise all funds needed for staff salaries, utilities and all other van and transportation operating expenses. By using Transportation Development Credits, DaS can more effectively expend the 5310 funding as well as use the match funding for the Secondary Project, the Hays County Expansion Program, which lies outside of the qualifying 5310 area of service. Without TDCs, Drive a Senior would not be able to expand the program geographically.

Implementation

With the application of the Transportation Development Credits to this project, Drive a Senior will be able to immediately implement the project awarded 5310 funding with the purchase of two new modified vans, maintenance and repair for current fleet vehicles, and information technology hardware and software services. DaS will also be able to submit for recurring costs such as additional fuel costs, driver salaries, vehicle registration and insurance.

Secondary Project Information

The secondary project is the designated recipient of the redirected local match funding currently dedicated to the federally-funded primary project. The secondary project must meet the same policy requirements as the primary project.

General Information

County: Hays County
Municipality: N/A
Project Name: North Hays County Expansion Program
Limits (From): N/A
Limits (To): N/A

Purpose and Need

The purpose of this project is to provide targeted expansion into under-served areas outside of the Austin Urbanized Area. The project need is based on the identified gaps in transportation service for low-income seniors, immigrant seniors and seniors living in rural areas outside of our current program service area.

Project Scope

The scope of the North Hays County Expansion Project is focused on a targeted expansion into under-served areas with special focus on identifying and enrolling low-income seniors, immigrant seniors and seniors living in rural areas into our program. Drive a Senior began expanding westward into the Lake Travis area and will be expanding into northern Hays County (Dripping Springs area) in mid-2019 where transportation options for non-driving seniors are limited to non-existent.

Activities include hiring an Outreach Specialist to build awareness of Drive a Senior and build community relationships and support, in and around the Dripping Springs community and other areas of rural Hays County. This specialist will be responsible for recruiting local volunteers, enrolling seniors in our program and developing local financial support. This will require new marketing collateral in a variety of languages, hosting promotional events and informational sessions. Additional staff will be required to work on these expansion projects to provide home visits for client enrollment; provide volunteer training for volunteer drivers and attend outreach activities and fundraising events.

In addition to the outreach, the program itself will offer group van rides into Northern Hays County and Southwest Travis County. The local food pantry in Dripping Springs has identified seniors who struggle to find rides to the food pantry on a regular basis. Round trips to the food pantry and a grocery store will be offered weekly to seniors in this area. We will start with one day/week in the Dripping Springs area, with the expectation this will increase within 3-6 months to a second full day of various van trips for seniors in the Dripping area. We also foresee car rides for Northern Hays County individuals, similar to what we already provide in our existing service areas. Additional van trips will be initiated in current service areas as well as new volunteer drivers recruited and trained.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$136,500.00

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$136,500.00

Funding

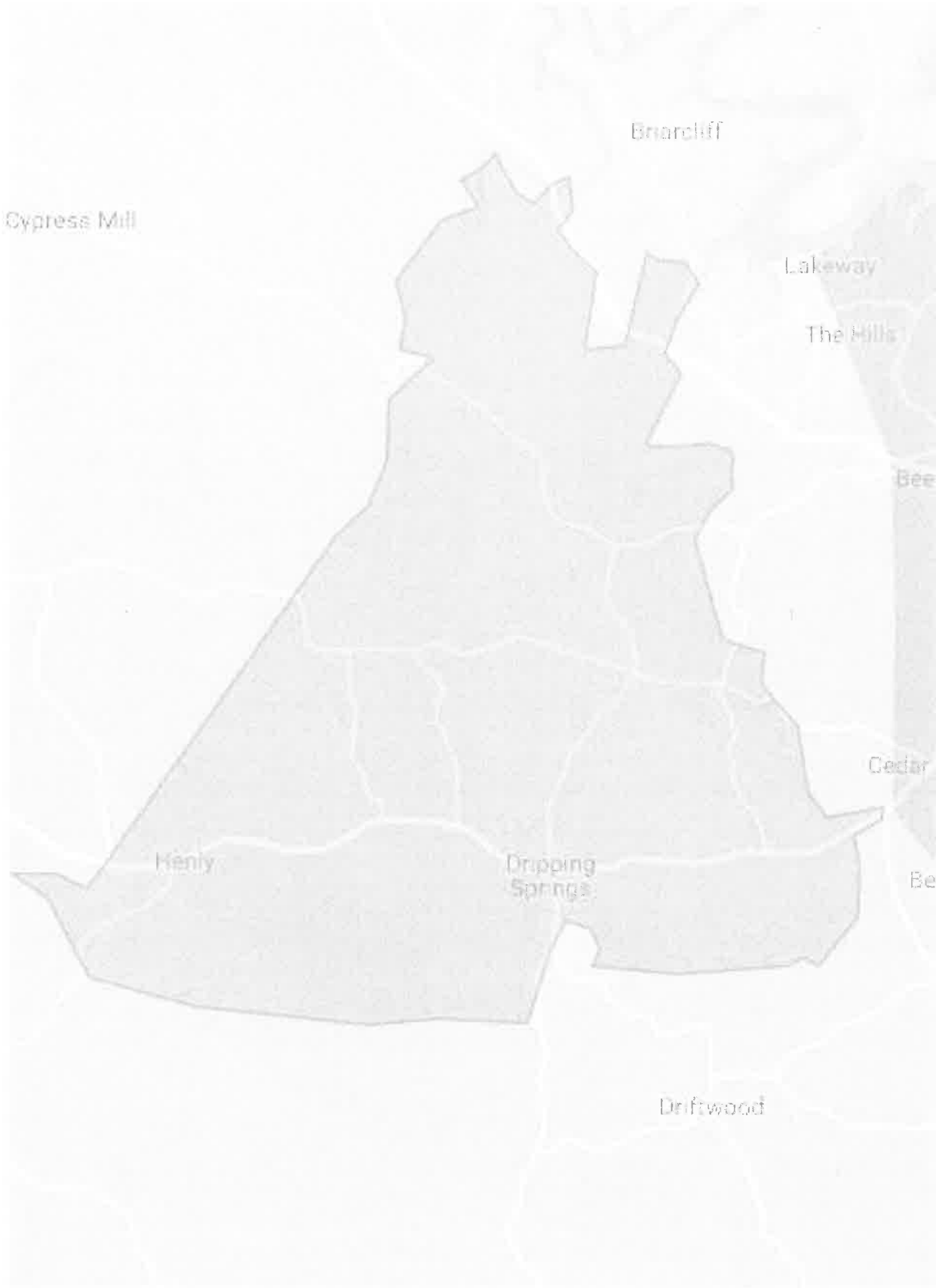
Funding Source: Annual General Budget Funds

Current Funding: \$139,500.00

Fiscal Year: 2019

Phase: Implementation

Secondary Project Location



Transportation Development Credit Policy

Policy Goals

The North Hays County Expansion Program supports several CAMPO Transportation Development Credit Policy Goals by providing transportation to older adults who are unable to access traditional public transportation due to proximity, health issues, climate and financial issues. Drive a Senior (DaS) provides a safe transportation alternative for older adults who may continue to drive their own cars and pose a safety risk to themselves and others in Hays County. The use of TDC's will allow DaS to allocate additional funds to expanding mobility services for older adults in rural areas outside of the Austin Urbanized Area, such as offering mileage reimbursement to volunteer drivers and enroll additional seniors for mobility services through outreach activities in print and video media.

Eligibility

The Drive a Senior (DaS) program meets both the general eligibility requirements and eligible projects and activities as listed in the Transportation Development Credit (TDC) policy; specifically, the program is a transit project under the Federal Transit Administration (FTA) 5310 funding program within the Austin Urbanized Area. Outside of the Austin Urbanized Area, the secondary project is the same scope but does not qualify for 5310 funding reimbursement, so therefore must be funded entirely with private funding from the annual budget.

Financial Need

From a financial perspective, using Transportation Development Credits to fulfill the match obligation for the 5310 funding, frees up the budget set-aside to be used for the Hays County Expansion Program, which lies outside of the qualifying 5310 area of service. Without TDCs, Drive a Senior would not be able to expand the program geographically.

Implementation

With the redirected local match, Drive a Senior will immediately hire an Outreach Specialist to build awareness of Drive a Senior and build community relationships and support, in the expansion areas. This specialist will be recruit local volunteers, enroll seniors in our program and develop local financial support. Additional current staff will assist on this expansion project by providing home visits for client enrollment, training for volunteer drivers and attend outreach activities and fundraising events.

Group van rides will be immediately offered into Northern Hays County and Southwest Travis County in areas outside of the Austin Urbanized Area. We will start with one day/week in the Dripping Springs area, with the expectation this will increase within 3-6 months to a second full day of various van trips for seniors in the Dripping area. We also foresee car rides for Northern Hays County individuals, similar to what we already provide in our existing service areas. Additional van trips will be initiated in current service areas as well as new volunteer drivers recruited and trained.

Certification

Sponsor Certification

By signing below, you certify that this application has been prepared by the sponsoring agency that is the recipient or sub-recipient of the federal transportation funding and that the information herein is accurate and complete and that all supporting material has been compiled and included in the attachments. You further agree to enter into an agreement with the Capital Area Metropolitan Planning Organization within two years of the award should the application for Transportation Development Credits be approved.


Sponsor Signature



Resolution 2019-6-8

Acknowledging the Transportation Policy Board's Authorization to Award Transportation Development Credits to FY 2018 Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310) 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, on February 4, 2013, the CAMPO Transportation Policy Board approved the dual designated recipient status of the Texas Department of Transportation and the Capital Metropolitan Transportation Authority for the FTA *Enhanced Mobility of Seniors and Individuals with Disabilities* Program (§5310) Program; and

WHEREAS, CAMPO is responsible for holding the call for projects for the Capital Metro portion of the funding in the Austin Urbanized Area; and

WHEREAS, on January 14th 2019 the Transportation Policy Board approved the award of \$842,252.00 in FY 2018 FTA 5310 funding to eight project sponsors; and

WHEREAS, Drive a Senior and the Mary Lee Foundation were awarded \$257,550 and \$124,684 in FY 2018 FTA 5310 funding respectively; and

WHEREAS, Drive a Senior and the Mary Lee Foundation submitted Transportation Development Credit (TDC) applications in regards to their funding awards requesting a total of 223,024 in TDCs; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to award 136,500 Transportation Development Credits to Drive a Senior and 86,524 to the Mary Lee Foundation as reflected in this Resolution; and

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

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

The above resolution being read, a motion to approve 136,500 Transportation Development Credits to Drive a Senior and 86,524 to the Mary Lee Foundation as reflected in this resolution was made on June 10, 2019 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 10th day of June 2019.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: June 10, 2019
Continued From: May 6, 2019
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 9
Subject: Discussion and Approval of Allocation of Transportation Set-Aside Funding to TxDOT for Shared Use Path at US 290 and SH 130.

RECOMMENDATION

Staff recommends the Transportation Policy Board approve the allocation of \$1,069,919.71 in Transportation Set-Aside Funding to TxDOT for the Shared Use Path at US 290 and SH 130.

PURPOSE AND EXECUTIVE SUMMARY

On November 16, 2015, the Transportation Policy Board (TPB) awarded \$1,022,856.00 in Transportation Set-Aside (TASA) funding to Travis County for the FM 973 Share Use Path and Elroy Road Sidewalk Project for Fiscal Year (FY) 2019. Travis County and TxDOT have recently agreed that TxDOT would take over sponsorship and development of the project and move the project and funding obligation to FY 2022 at the earliest.

As a result of these changes, the TASA funding that was originally allocated by the Policy Board needs to be re-allocated to another eligible project and obligated in the federal system by the end of the federal fiscal year or CAMPO risks a funding lapse. In addition to the funding made available by the change in project fiscal years, the federal funding report indicates an additional \$47,063.71 in TASA funding at risk of lapsing. Unlike Surface Transportation Block Grant (STBG) funding which does not expire, TASA funds are only available for obligation for a period of three years after the last day of the fiscal year for which the funds are authorized. In consideration of this, the state process and schedule, CAMPO staff requested the submission of an eligible project from TxDOT-Austin District that was ready to move forward immediately and make use of the entirety of the available funds.

The project submitted by TxDOT is a Shared Use Path/Single Bridge Structure at the intersection of US 290 and SH 130. Engineering is complete, and the project was cleared environmentally as part of the SH 130 project. The project will help resolve pedestrian/bicycle safety issues, provide improved mobility for bicyclists and pedestrians and benefit communities protected under Title VI of the Civil Rights Act of 1964. If funded by the TPB, this project would be put in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) in the August Revision., Submissions for the August Revision are due on July 23, with expedited FHWA approval by the end of the Fiscal Year. The project would be scheduled to let for construction in September of this year.

FINANCIAL IMPACT

This item would allocate \$1,069,919.71 in current Fiscal Year 2019 Transportation Set-Aside (TASA) Funding to the US 290 and SH-130 Shared Use Path. The \$1,022,856.00 in TASA Funding for the FM 973 Share Use Path and Elroy Road Sidewalk Project would be obligated in Fiscal Year 2022 at the earliest.

BACKGROUND AND DISCUSSION

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for allocating certain federal and state funds for transportation projects in the six-county capital region including the Transportation Alternatives Set-Aside (TASA) program. In general, the TASA program funds the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

SUPPORTING DOCUMENTS

Attachment A – Resolution (Draft)

Attachment B – Project Visuals

Attachment C – 2015 TAP Funding Resolution and Attachments



Resolution 2019-6-9

Acknowledging the Transportation Policy Board's Approval of the Allocation of Transportation Set-Aside Funding to TxDOT for the Shared Use Path at US 290 and SH 130

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, on November 16, 2015, the Transportation Policy Board (TPB) awarded \$1,022,856.00 in Transportation Set-Aside (TASA) funding to Travis County for the FM 973 Share Use Path and Elroy Road Sidewalk Project for Fiscal Year (FY) 2019; and

WHEREAS, Travis County and TxDOT have recently agreed that TxDOT would take over sponsorship and development of the project and move the project and funding obligation to FY 2022 at the earliest; and

WHEREAS, the \$1,022,856.00 TASA funding that was originally allocated by the Board as well as an additional \$47,063.71 needs to be re-allocated to another eligible project and obligated in the federal system by the end of the federal fiscal year or risk lapsing; and

WHEREAS, TxDOT has submitted the Shared Use Path/Single Bridge Structure at the intersection of US 290 and SH 130 as a candidate project; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the allocation \$1,069,919.71 in current Fiscal Year 2019 Transportation Set-Aside (TASA) Funding to the US 290 and SH-130 Shared Use Path reflected in this Resolution; and

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

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

The above resolution being read, a motion to approve approve the allocation \$1,069,919.71 in current Fiscal Year 2019 Transportation Set-Aside (TASA) Funding to the US 290 and SH-130 Shared Use Path as reflected was made on June 10, 2019 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

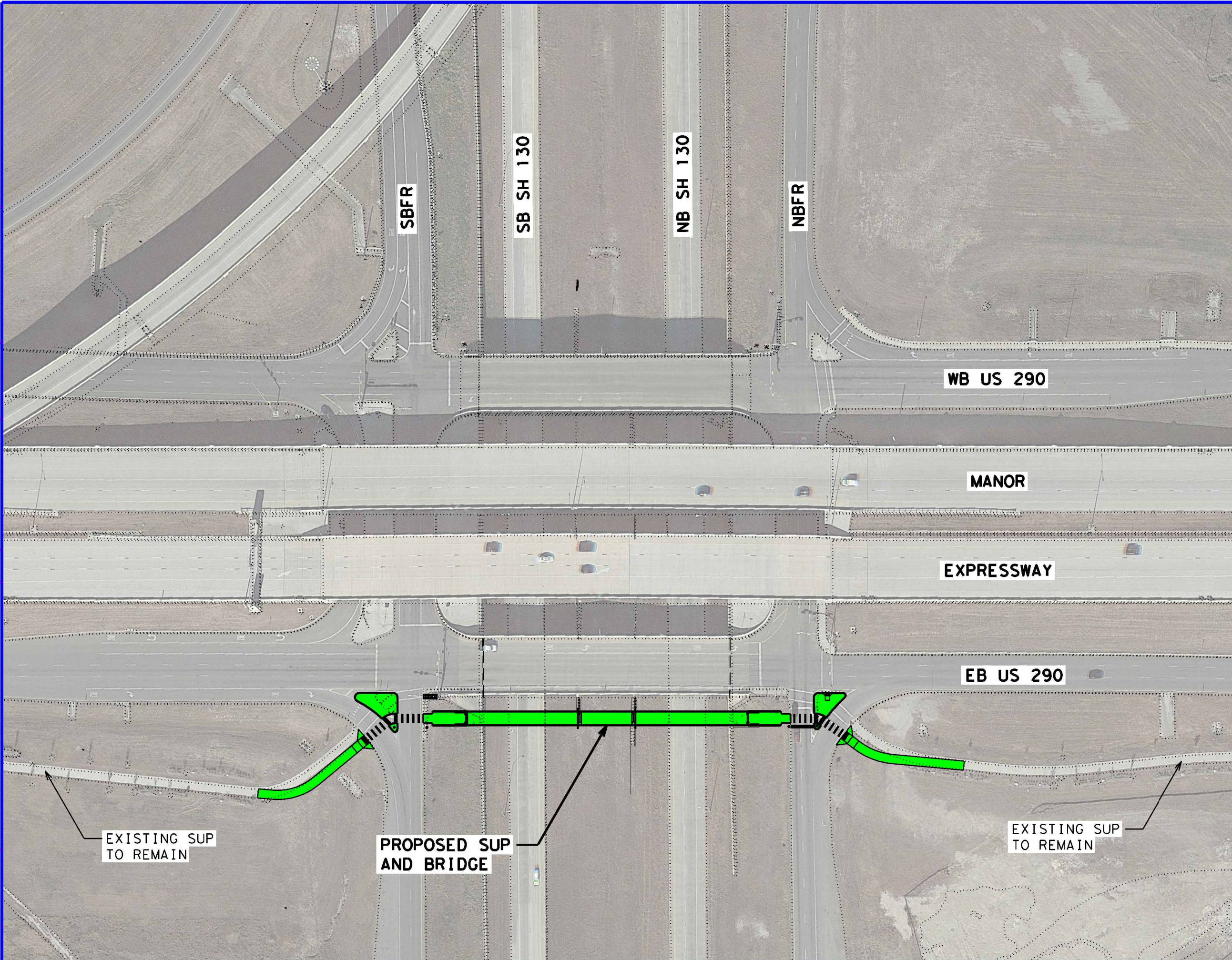
SIGNED this 10th day of June 2019.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DATE: 5/20/2019 1:05:41 PM
 FILE: D:\txdot\projectwiseonline.com\txdot\Documents\14 - AUS\Design Projects\011402108\4 - AUS\Design Master Design Files\US0290_MDF_RDW.dgn



PRELIMINARY

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF:

MARK F. HERBER, P.E.
 NO. 91828

DN: 5/20/2019

IT IS NOT TO BE USED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE

IMAGERY SOURCE:
 GOOGLE EARTH

SCALE (IN FEET):
 0 100

Austin District
 Central Design

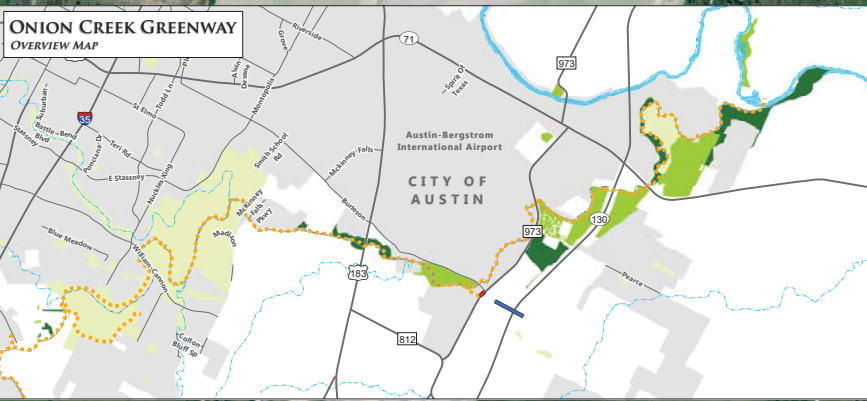
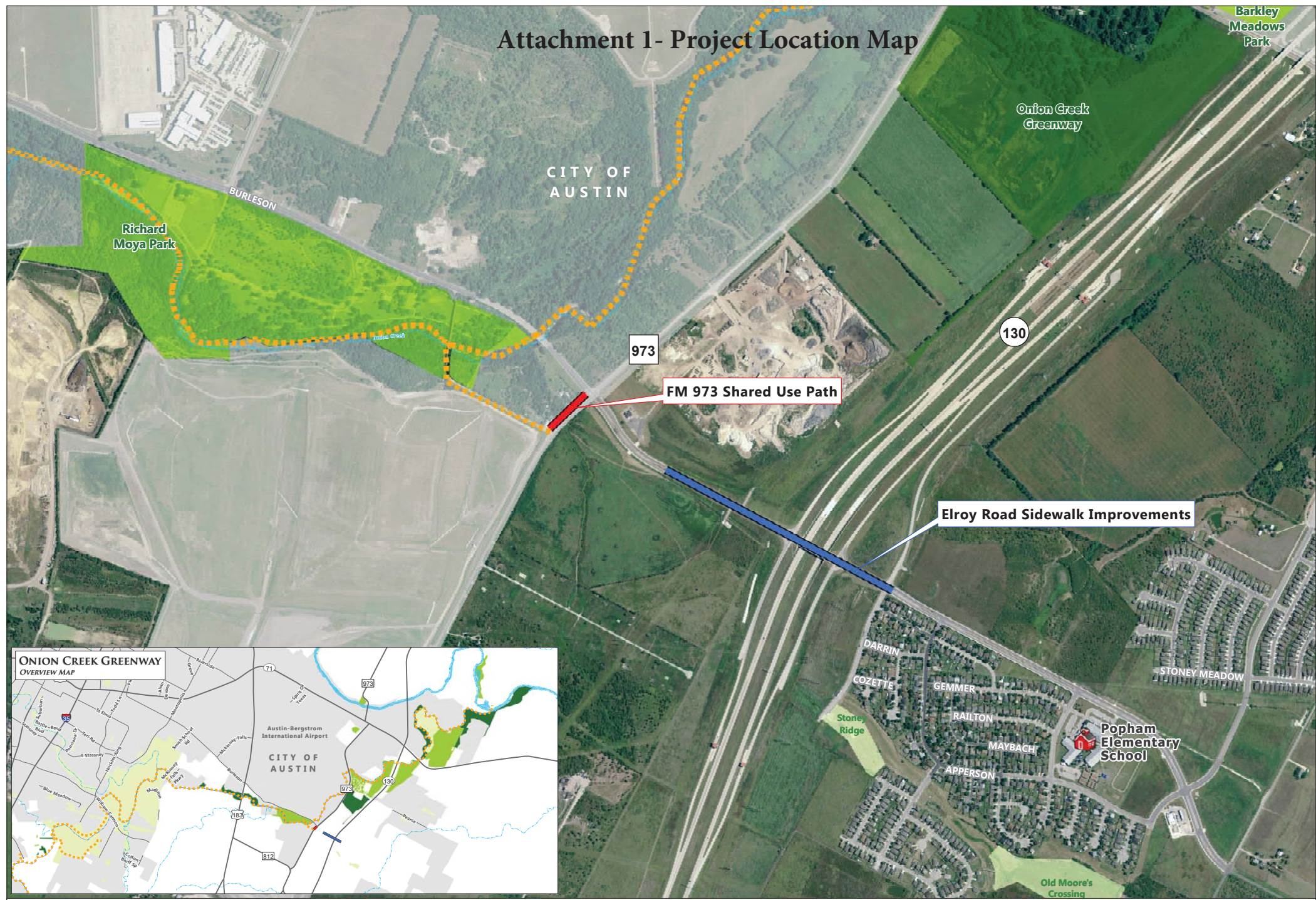


US 290 AT SH 130 PROJECT LAYOUT

SHEET 1 OF 1

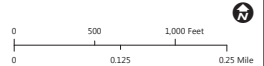
2019	CONT	SECT	JOB	HIGHWAY
DS: CR:	0114	02	108	US 290
DW: CR:	DIST	COUNTY	SHEET NO.	
AUS	TRAVIS	1		

Attachment 1- Project Location Map



FM 973 SHARED USE PATH/ELROY ROAD SIDEWALK PROJECTS

- FM 973 Shared Use Path
- Elroy Road Sidewalk Improvements
- Onion Creek Greenway Project
- Travis County Parkland
 - Onion Creek Greenway
 - Other Parkland
 - Other Jurisdiction Parkland
- School
- Incorporated Areas



This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. Travis County has produced this product for reference purposes only and offers no warranties for the product's accuracy or completeness.



RESOLUTION (2015-10-6)

Acknowledging Transportation Policy Board Adoption of Amendments to the CAMPO FY's 2015-2018 Transportation Improvement Program

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, CAMPO is required to create a four-year Transportation Improvement Program (TIP); and

WHEREAS, CAMPO is required by the Texas Department of Transportation to adopt a new four-year TIP every two years; and

WHEREAS, CAMPO adopted the CAMPO FY's 2015-2018 Transportation Improvement Program on May 12, 2014; and

WHEREAS, CAMPO issued a call for projects for Transportation Alternatives Program awards for FY's 2016-2018 per TPB-approved eligible activities and selection criteria on May 11, 2015; and

WHEREAS, CAMPO has an adopted *Public Participation Plan* that identifies public involvement requirements for plan adoption or amendments and the requested amendments were subject to the Tier Two public participation process; and

WHEREAS, CAMPO published all requested amendments and supporting information in compliance with our *Public Participation Plan*; and

WHEREAS, the CAMPO Technical Advisory Committee met on September 23, 2015 and voted to recommend approval of the requested awards and related amendments to the CAMPO FY's 2015-2018 Transportation Improvement Program; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the requested amendments to the CAMPO FY's 2015-2018 Transportation Improvement Program as reflected in Attachment A in this Resolution and commit FY 2019 Transportation Alternatives Program funds to the FM 973 Shared Use Path/Elroy Road Sidewalk project sponsored by Travis County; 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 amend the CAMPO *FY's 2015-2018 Transportation Improvement Program* as reflected in Attachment A and commit FY 2019 Transportation Alternatives Program funds to the FM 973 Shared Use Path/Elroy Road Sidewalk project sponsored by Travis County was made on October 12, 2015 by Mayor Dale Ross, duly seconded by Commissioner Clara Beckett.

Those voting "AYE":

Will Conley, Chair	Diana Vargas for Greg Malatek
Clara Becket, Vice-Chair	Terry Mitchell
Joe Bain	Craig Morgan
Gerald Daugherty	Alfredo Muñoz
Sarah Eckhardt	James Oakley
Delia Garza	Matt Powell
Daniel Guerrero	Dale Ross
Ann Kitchen	Brigid Shea
Cynthia Long	

Those "Opposed": None

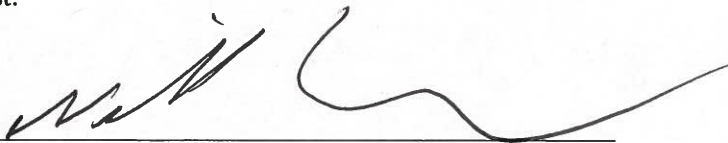
Absent and Not Voting: Steve Adler, Jeff Colemean, Sherri Gallo

SIGNED this 16 day of November 2015.



Chair, CAMPO Board

Attest:



Director

Attachment A: Project List and Recommended Awards

Factors:

- 1) Projects awarded by Score;
- 2) per individual Let Year; and
- 3) with consideration for 'Construction Only' target

ID	Sponsor	Project	Limits: From	Limits: To	Project Description	Activities	Total	Fed Share	Local Match	Let Year (Estimated)	Score	Fund Year
2	City of Austin	Pedestrian Safety Improvements Citywide	Various Locations		15 Pedestrian Hybrid Beacons and 18 Accessible Pedestrian Signals	C,P,&D	\$2,479,688	\$1,983,750	\$495,938	FY 2017	75	FY 2017
14	City of Round Rock	2014 Sidewalk GAPs Project	Various Locations		Sidewalks	Con Only	\$427,050	\$341,640	\$85,410	FY 2016	68	FY 2016
25	Williamson County	Bagdad Road Sidewalks and Shared Use Path	Old 2243 West	Collaborative Way	path on east side	Con Only	\$1,006,250	\$705,691	\$300,559	FY 2016	67	FY 2016
24	Travis County	FM 973 Shared Use Path/Elroy Road Sidewalk Projects	Road Elroy Rd	Rd	use path on FM 973	C,P,&D	\$1,278,570	\$1,022,856	\$255,714	FY 2018	65	-
10	City of Hutto	Limmer Loop Sidewalk	FM 1660	Cottonwood Creek Elem.	Sidewalks	C,P,&D	\$982,790	\$786,232	\$196,558	FY 2017	64	FY 2017
4	City of Austin	Upper Boggy Creek Trail	200' south of E. 12th Street	MLK Station	Shared use path	Con Only	\$1,643,402	\$1,281,524	\$361,878	FY 2017	63	FY 2017
6	City of Elgin	Elgin Connections	Various Locations		Sidewalks	C,P,&D	\$1,240,206	\$992,165	\$77,647	FY 2016	61	FY 2017
13	City of Round Rock	Southwest Downtown Infrastructure Improvements Phase 5B	Various Locations		Sidewalks	Con Only	\$1,445,211	\$1,156,169	\$289,042	FY 2016	60	FY 2016
18	City of San Marcos	Donaldson Street Bike/Ped Project	LBJ Drive	Guadalupe Street	Shared use path	C,P,&D	\$197,800	\$59,340	\$138,460	FY 2018	59	-
3	City of Austin	Bike Share Expansion	Various Locations		18 Bicycle Share stations	Con Only	\$1,150,000	\$908,500	\$241,500	FY 2016	58	FY 2016
26	Williamson County	Brushy Creek Regional Trail Phase V	Hairy Man Road	I-35 at Bathing Beach Park	Shared use path	Con Only	\$2,219,977	\$1,331,986	\$887,991	FY 2017	51	FY 2018
7	City of Georgetown	Old Town Northeast	S. Myrtle St.	Maple St.	Sidewalks	C,P,&D	\$1,352,561	\$541,024	\$811,537	FY 2017	50	-
8	City of Georgetown	Austin Ave South	Leander Road	University Boulevard	Sidewalks	C,P,&D	\$421,266	\$168,506	\$252,760	FY 2018	50	-
11	City of Lago Vista	Lago Vista Middle School Safe Routes to School Project	FM 1431	Frontier Cove	Sidewalks and traffic calming	Con Only	\$664,816	\$465,371	\$199,445	FY 2016	49	FY 2017
1	City of Austin	Burnet Road at Koenig - Bicycle and Pedestrian Improvements	Koenig & Burnet	Whitehorse to Romeria	Bicycle lanes and streetscape improvements	C,P,&D	\$1,724,770	\$1,379,816	\$344,954	FY 2017	48	-
23	Hays County	Rattler Rd. Shared Use Bikeway/Sidewalk	FM 110	(CR 266)	Shared use path on north side	C,P,&D	\$492,200	\$455,774	\$36,426	FY 2016	47	-
19	City of San Marcos	Cape Road bike/ped improvements	Luciano Flores	San Marcos River	Shared use path on west side	C,P,&D	\$430,330	\$344,264	\$86,066	FY 2018	47	-
17	City of San Marcos	Bishop Street Bike/Ped Project	Hopkins St.	Prospect St.	Sidewalks	C,P,&D	\$269,017	\$188,312	\$80,705	FY 2018	45	-
22	City of Wimberley	Ranch Road 12 Sidewalks	Old Kyle Road	Blanco River	Sidewalks	C,P,&D	\$507,150	\$405,720	\$101,430	FY 2017	45	-
12	City of Leander	Leander Station Access Improvements	West Broade Street	Leander Station	Shared use path	C,P,&D	\$193,200	\$162,560	\$30,640	FY 2017	44	-
5	City of Cedar Park	Brushy Creek Regional Trail Connections	800' west of US 183	500' east of Parmer Lane	Shared use path: adjacent to roadway	Con Only	\$418,715	\$334,972	\$83,743	FY 2017	40	FY 2018
9	City of Georgetown	I 35 SBFR Pedestrian Safety Improvement	Leander Road	University Boulevard	Sidewalks	C,P,&D	\$547,551	\$438,041	\$109,510	FY 2018	40	-
20	City of Wimberley	Old Kyle Road Sidewalk	RM 12	FM 3237	Sidewalk (one side)	C,P,&D	\$238,280	\$190,624	\$47,656	FY 2017	38	-
16	City of San Marcos	Chestnut Sidewalks	Holland St.	Acorn St.	Sidewalk on west side	Con Only	\$1,848,740	\$1,478,992	\$369,748	FY 2018	29	-
15	City of San Marcos	SH 80 Bike/Ped Project	Bugg Lane	River Road	Shared use path on north side. Sidewalk on south side	Con Only	\$1,569,463	\$1,255,570	\$313,893	FY 2018	INS	-
21	City of Wimberley	Oak Drive Sidewalk	Hanson Rd.	Blue Heron Run	Sidewalk (one side)	Con Only	\$131,675	\$105,340	\$26,335	FY 2016	INS	-

		UTP	Fixed Fed
FY 2016		\$3,890,000	\$3,112,000
	Con Only		\$3,112,000
	Difference		\$0
FY 2017		\$6,940,000	\$5,552,000
	Con Only		\$1,746,895
	C,P&D		\$3,762,147
	Difference		\$42,958
FY 2018		\$2,030,000	\$1,624,000
	Con Only		\$1,666,958
	C,P&D		\$0
	Difference		-\$42,958
Targets: FY 2017 & FY 2018	Con Only		47.6%
	C,P&D		52.4%

INS
Project has insufficient information to ensure construction in estimated let year

*FY 2017 funds to be transferred to FY 2018



Date: June 10, 2019
Continued From: May 6, 2019
Action Requested: Acceptance

To: Transportation Policy Board
From: Mr. Nirav Ved, Special Assistant to the Executive Director
Agenda Item: 10
Subject: Discussion and Acceptance of Luling Transportation Study

RECOMMENDATION

Staff requests acceptance of the Luling Transportation Study by the Transportation Policy Board.

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 is located at the intersection of three major roadways: US 183, SH 80, and US 90. Luling 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.

For this study, staff held three open house meetings, held pop-up meetings at various locations in Luling, met with individual residents, focus groups, organizations, and business owners, and conducted two surveys to, respectively, identify transportation issues in Luling and gauge public opinion on the proposed recommendations.

Staff presented the recommendations to Luling City Council for information on May 9, 2019, and to Caldwell County Commissioners Court on May 13, 2019. Council will vote on acceptance of the recommendations on June 13, 2019, and Commissioners Court on June 10, 2019.

SUPPORTING DOCUMENTS

Attachment A – *Luling Transportation Study*

Attachment B – *Resolution*

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



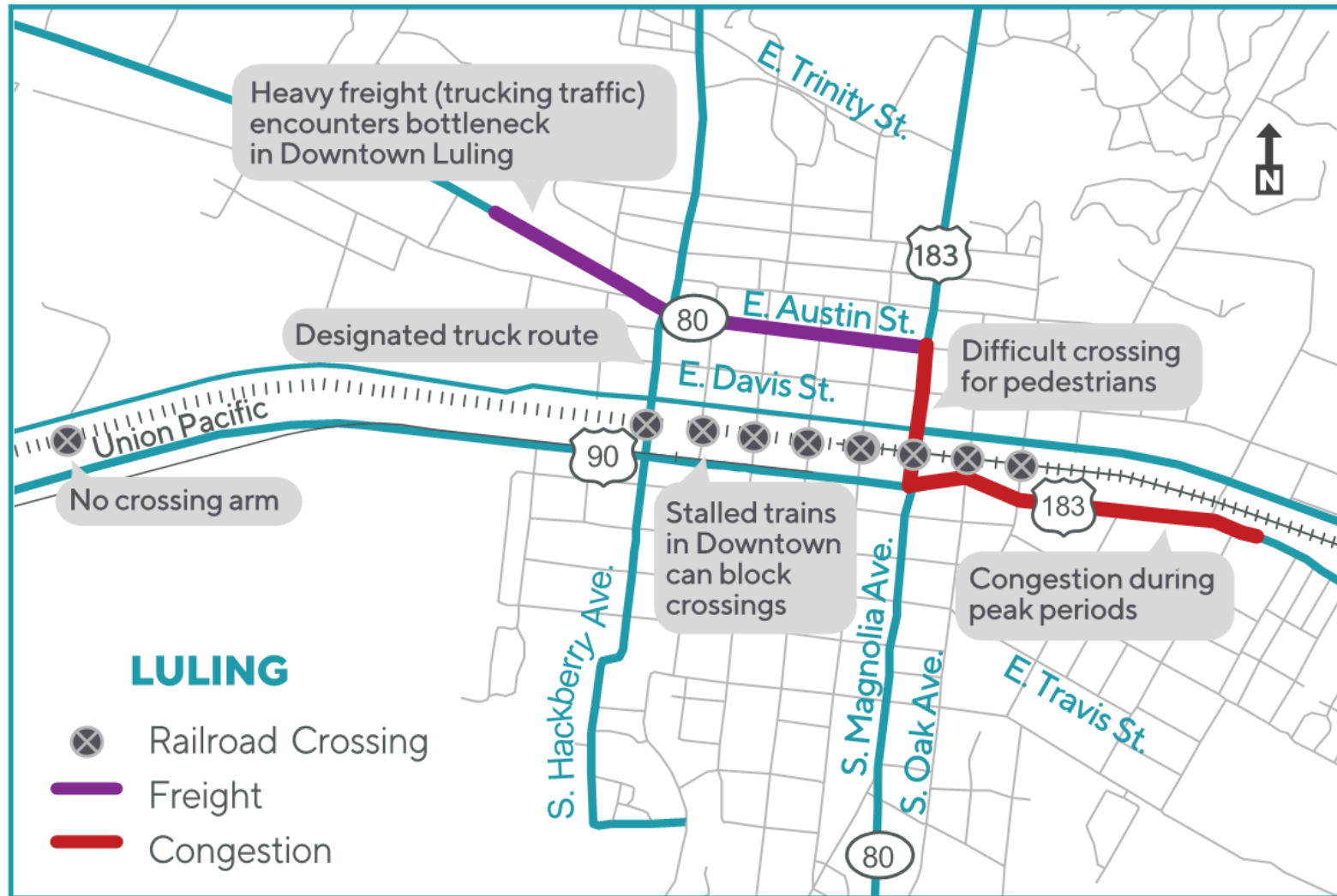


Figure 1 – Luling Issues Map



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.

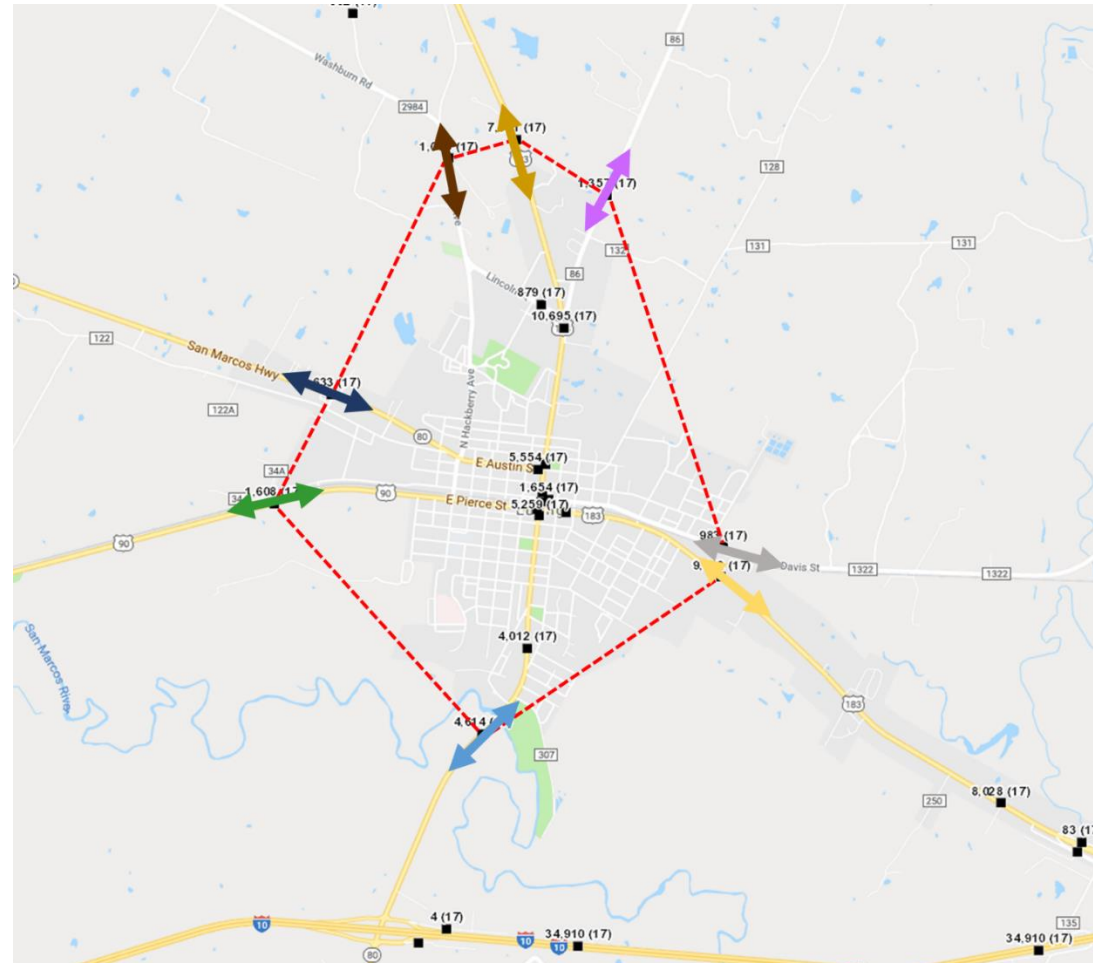


Figure 2 - 2017 Luling Study Area AADT (use with Figure 3)



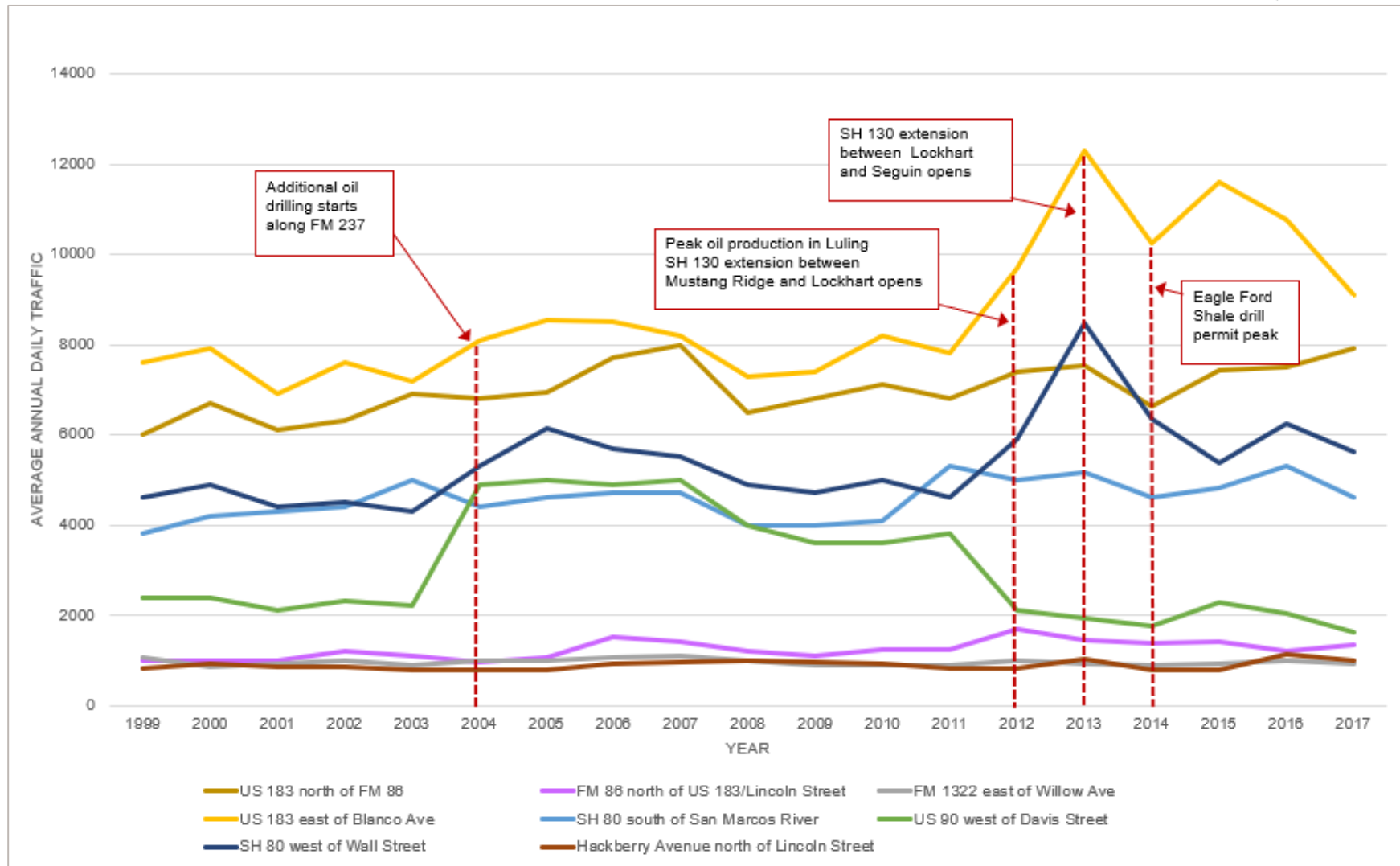


Figure 3 - Historic Counts Entering/Exiting Luling (use with Figure 2)



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

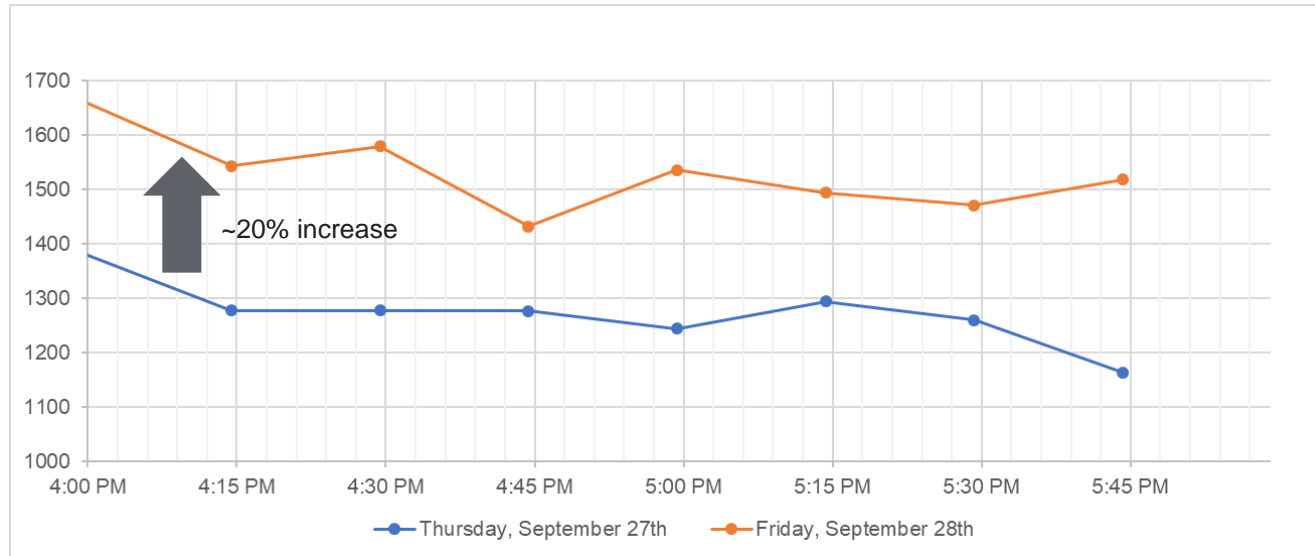


Figure 4 - Study Intersection 15-Minute Count Comparison



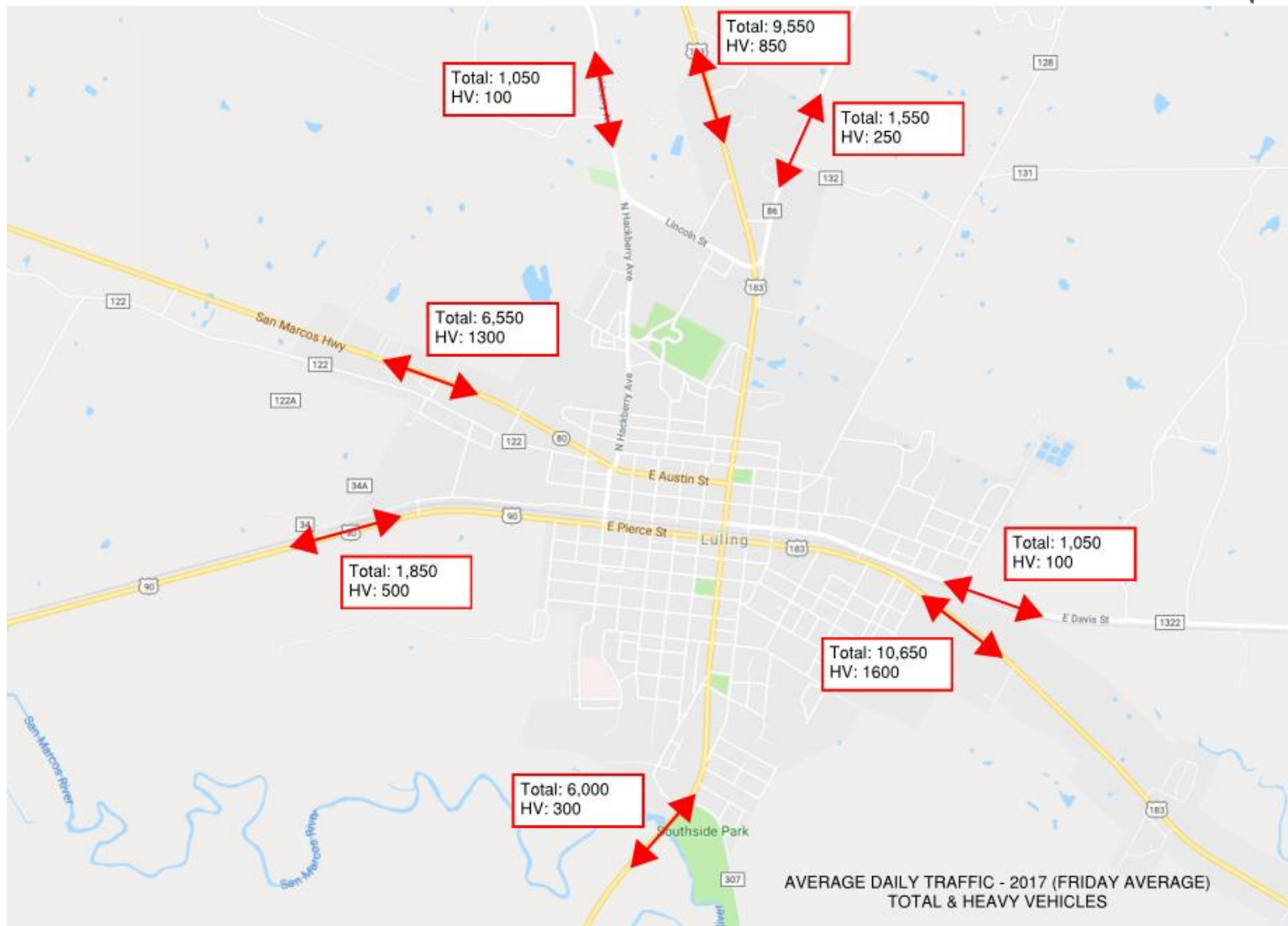


Figure 5 - Average Daily Traffic - 2017 (Friday Average) Total & Heavy Vehicles



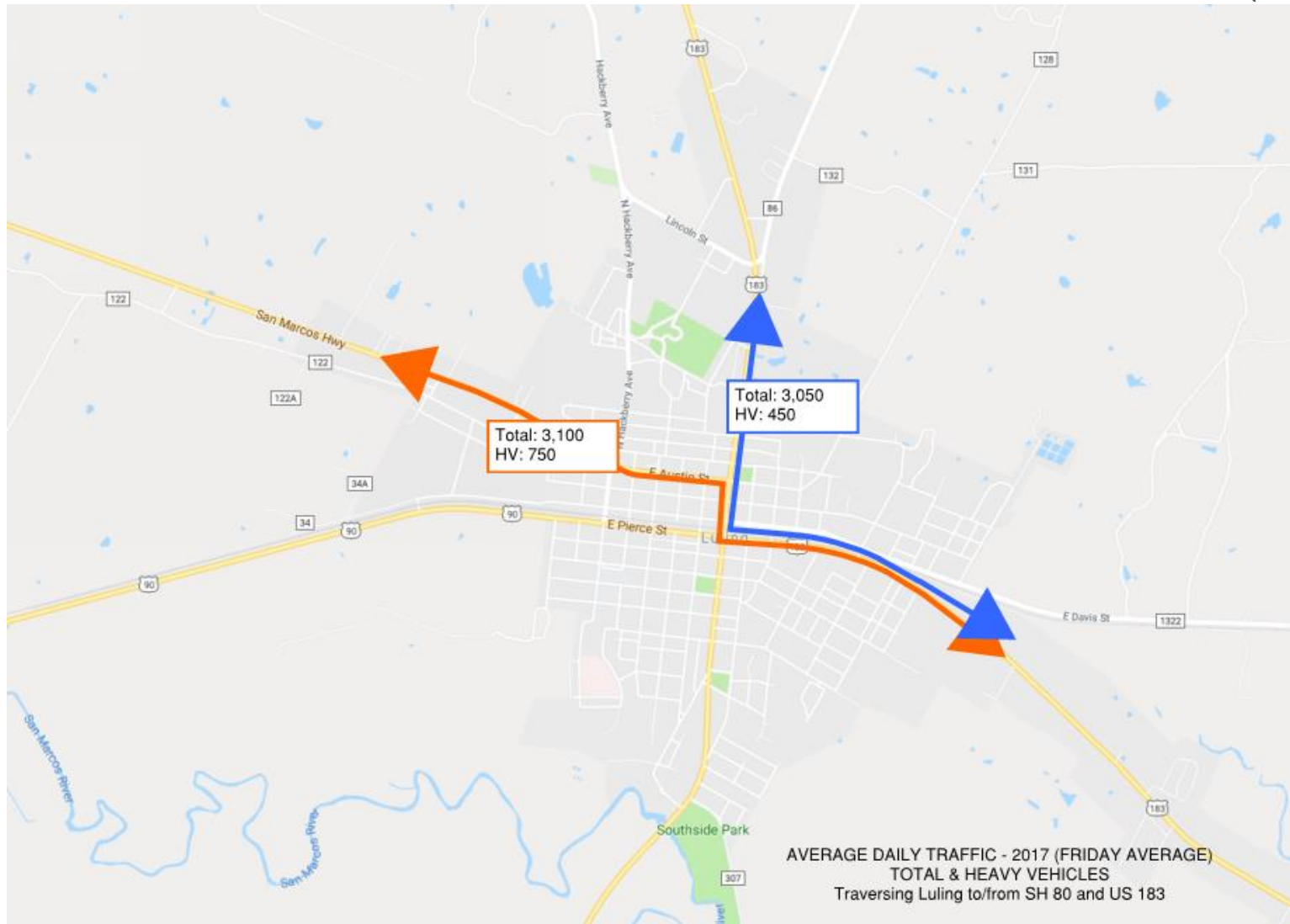


Figure 6 - Average Daily Traffic - 2017 (Friday Average) Total & Heavy Vehicles Traversing Luling to/from SH 80 and US 183



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.



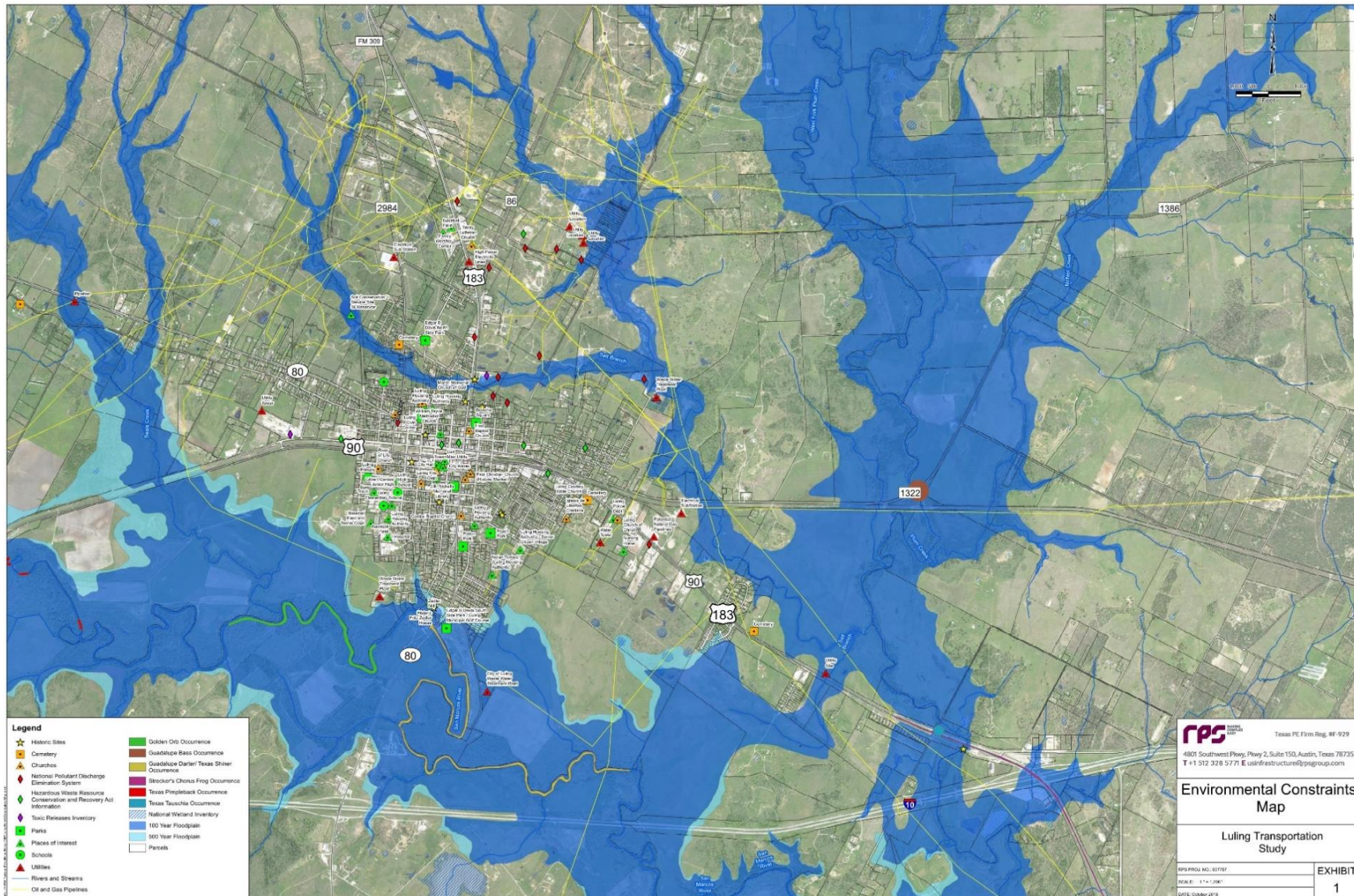


Figure 7 - Environmental Constraints Map



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



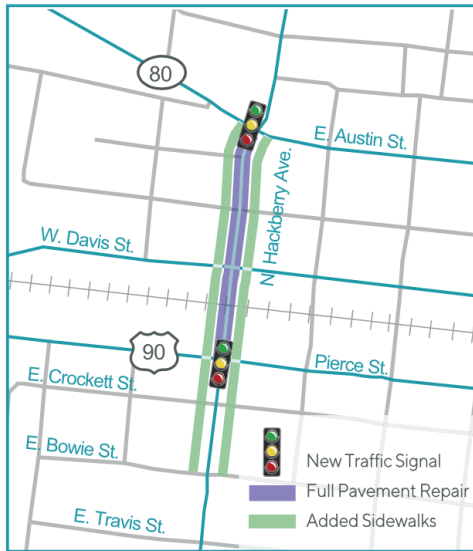
Goal	Performance Measure	Unit/Ranking	Method of Calculation	Data Source
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Goal 3: Evaluate feasibility of an alternate route for through traffic</p>	<p>Estimated cost of each alternative including design, environmental compliance, right-of-way, 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>



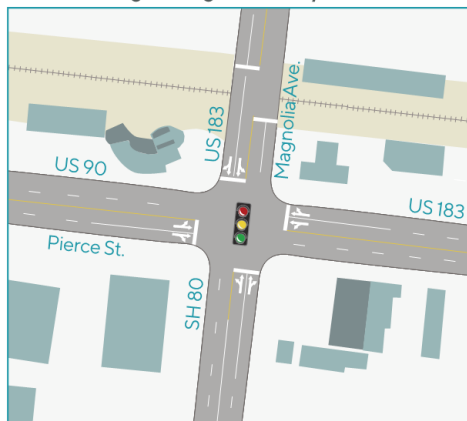
Goal	Performance Measure	Unit/Ranking	Method of Calculation	Data Source
<p>Goal 4: Promote the unique character of downtown and economic development opportunities</p>	<p>Increase or decrease in number of automobiles and trucks passing downtown through US 183 / SH 80 / US 90 intersection; distinguish 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>



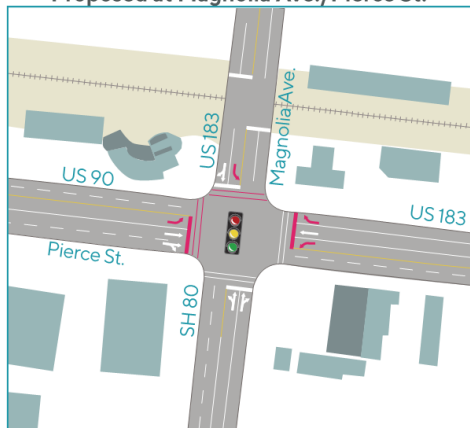
Short-Term Improvement Options – Elements and Rough Order of Magnitude



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

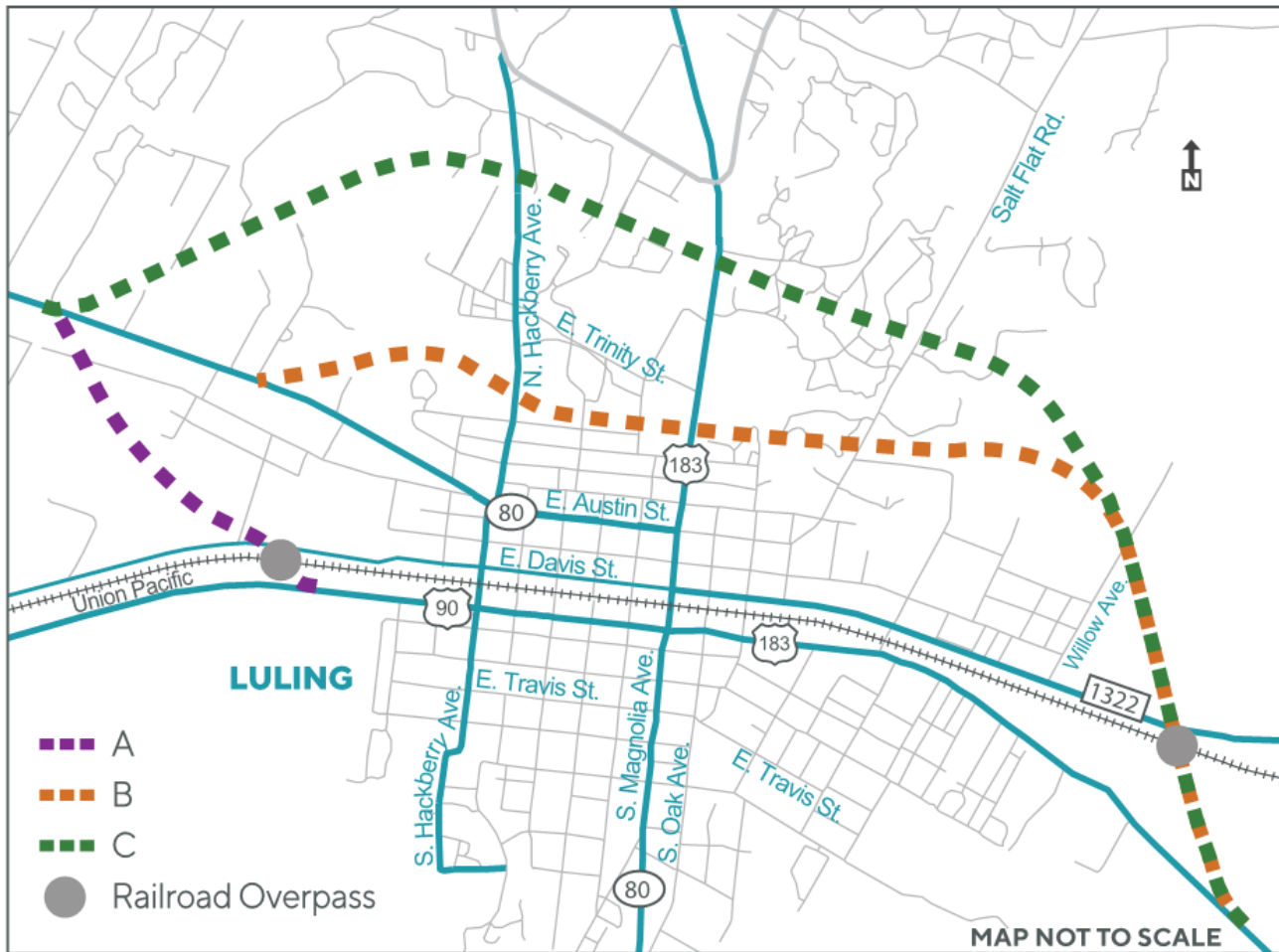


Table 5 – Option A – Rough Order of Magnitude

#	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
		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



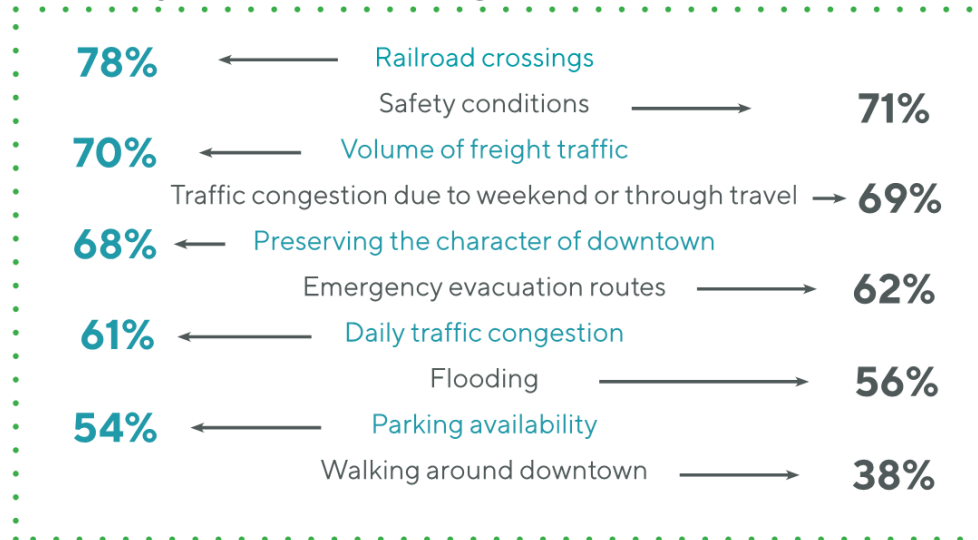
Goal	Measure	Unit	Existing	No Build		Near-Term Improvements		Option A		Option B/C	
				Low	High	Low	High	Low	High	Low	High
3	Estimated cost of each alternative including design, environmental compliance, right-of-way, and construction	Million \$	n/a	n/a	n/a	1.2	1.3	7	10	21	34
	Environmental impacts in 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
	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	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 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
		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	0	0			
	Miles of sidewalk/walking paths added	n/a	0	0.1	0	0					



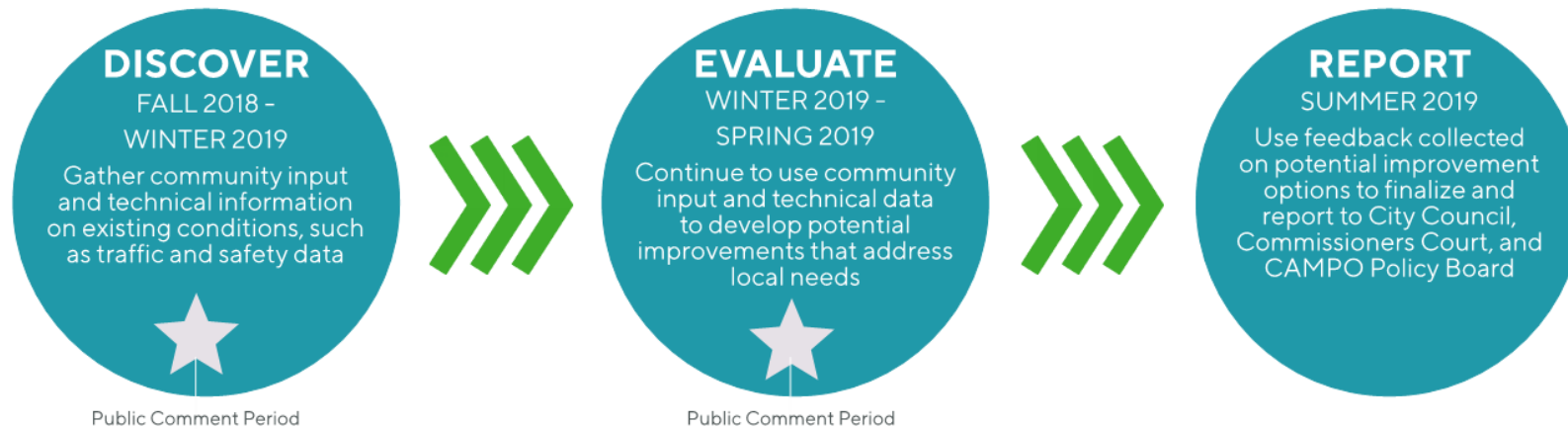
Public Survey – Results Summary

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





Resolution 2019-6-10

Acceptance of the Luling Transportation Study

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, Caldwell County Commissioners Court requested that CAMPO staff conduct a study on the transportation needs within the City of Luling; and

WHEREAS, CAMPO staff conducted such a study titled the Luling Transportation Study; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to accept the recommendations of the Luling Transportation Study as part of CAMPO's regional planning work as reflected in this resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and **BE IT FURTHER RESOLVED** that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to accept the Luling Transportation Study as reflected was made on June 10, 2019 by _____ duly seconded by _____.

Ayes:

Nays: None

Abstain: None

Absent and Not Voting:

SIGNED this 10th day of June 2019.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DRAFT



Date: June 10, 2019
Continued From: February 2, 2019
Action Requested: Concurrence

To: Transportation Policy Board
From: Mr. Nirav Ved, CAMPO
Agenda Item: 11
Subject: Discussion and Concurrence on Recommendations for Draft Regional Transportation Demand Management (TDM) Plan

RECOMMENDATION

Staff seeks concurrence with the Draft Regional Transportation Demand Management Plan.

PURPOSE AND EXECUTIVE SUMMARY

This item provides a presentation to the Transportation Policy Board on the draft Regional Transportation Demand Management (TDM) Plan. The plan provides TDM vision and goals for the region, recommendations on how to achieve those goals which includes establishing a TDM subcommittee within TAC, and revised TDM Category selection criteria for the Transportation Improvement Program call for projects.

FINANCIAL IMPACT

Not applicable.

BACKGROUND AND DISCUSSION

Over the past decade, the CAMPO region has experienced significant growth and prosperity which have also resulted in further traffic congestion on the region's roadway system. Transportation Demand Management (TDM) is a collection of operational and behavior changing strategies designed to reduce automobile trips, roadway congestion and parking demand by redirecting travel towards alternate modes, times and routes.

In creating this plan, CAMPO convened a steering committee consisting of regional transportation stakeholders to define a unified vision, objectives and priorities for advancing TDM policies, projects and initiatives.

SUPPORTING DOCUMENTS

Attachment – *Draft Regional Transportation Demand Management Plan*

REGIONAL TRANSPORTATION DEMAND MANAGEMENT PLAN

Capital Area Metropolitan Planning
Organization (CAMPO)
Executive Brief
May 2019

CAMPO

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

CENTRAL  TEXAS



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INTRODUCTION



The Capital Area Metropolitan Planning Organization (CAMPO) is the Metropolitan Planning Organization (MPO) for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties (“the region”). CAMPO is responsible for transportation planning efforts that improve the mobility of the region.

Over the past decade, the six county CAMPO region has experienced significant growth and prosperity, with thriving businesses, economic growth, and a growing population to match. This rapid growth has caused further traffic congestion on the region’s roadway system, compounding the impacts of roadway construction and diminishing the mobility, safety, and reliability for travelers in the region.

Transportation Demand Management (TDM) is a collection of strategies designed to reduce automobile trips, roadway congestion, and parking demand by redirecting travel towards other modes, times, and routes. TDM programs, plans, and policies address traffic congestion, safety, mobility, and travel time reliability issues by considering operational strategies, implementing mobility solutions, air quality maintenance, and providing choices for travelers.

TDM programs often focus on strategies to reduce vehicle demand on roadways by increasing the use of modes other than driving alone. However, TDM programs can also involve changing commuter’s traveling behavior by improving attitudes toward transit, carpooling, vanpooling, biking, walking, and work routine schedules (e.g., telecommuting and flex scheduling). TDM

programs range in size, location, mode emphasis, and other variables based on the needs and infrastructure of a region; they encompass various initiatives along a spectrum, from operational strategies to traveler behavior shifts. TDM strategies for operational improvements, such as managed lanes and transit vehicles running on shoulders, are important concepts when developing a regional TDM plan. Outreach is often integral to successful TDM programs, where public relations and educational campaigns can have an influential impact on how travelers approach their trips.

In creating this plan, CAMPO convened a TDM Steering Committee, consisting of regional transportation stakeholders, to define a unified vision, objectives, and priorities for advancing TDM policies, projects, and initiatives. The committee provided significant input and guidance in the creation of this plan to increase TDM policies and programs in the near term for the region.

Specifically, the TDM plan will:

- ▶ Encourage the implementation of TDM concepts within the CAMPO planning process by incorporating revised TDM project scoring criteria to select and fund TDM projects in the call for projects process;
- ▶ Promote a regional view that advances TDM practices throughout the CAMPO region for safer mobility, increased choice, and improved system reliability by defining and implementing a vision and goals for the region;
- ▶ Recommend the establishment of a TDM Subcommittee within CAMPO’s Technical Advisory Committee to advance TDM in the region across the full spectrum of applications and processes; and
- ▶ Support the CAMPO 2045 planning effort with actionable steps to advance TDM in the region.

CAMPO TDM Steering Committee

Movability (TMA)

City of Austin (also represents program Smart Trips Austin)

Capital Area Council of Governments (also represents Commute Solutions program)

Travis County

Texas Department of Transportation

Bastrop County

Capital Metropolitan Transportation Authority (Office of Mobility Management)

City of San Marcos

Central Texas Regional Mobility Authority

PART I

CAMPO REGION'S TRANSPORTATION DEMAND MANAGEMENT PRIORITIES



The Federal Highway Administration (FHWA) provided a workshop in August 2018, which was hosted by CAMPO and attended by regional planning partners, transportation professionals, and TDM stakeholders. The workshop provided an overview of contemporary approaches for influencing travel behavior and planning for demand management. Attendees participated in a self-assessment exercise to review existing TDM strategies and capabilities in the region and identify steps and actions to elevate the TDM capabilities in the region. Overall, participants noted a lack of consistency between TDM strategies, goals, and metrics throughout the region. Breakout groups participated in exercises to identify actions that will advance TDM applications from ad-hoc activities to well-defined approaches and formalize a regional vision, goals, and objectives. Breakout groups then discussed the current status and advancement strategies for measuring the performance of the current TDM program in the region and ways to incorporate TDM into planning efforts and funding programs. This TDM plan addresses two of the actions identified in the workshop, which were to develop an overarching vision for TDM in the region with specific goals for the region and to assess and update the project selection criteria for TDM.

In January 2019, the TDM Steering Committee heard about TDM best practices from agencies around the country. Each presentation incorporated a discussion of how the CAMPO region

might adapt approaches or elements from the various peer locations. The Steering Committee learned the lessons gained from previous TDM activities at peer locations and discovered the emerging tools, resources, and technology helping travelers with their transportation choices. The



discussions with the committee focused on the strengths and challenges in the region and clarified the Steering Committee’s priorities for advancing TDM in the region.

Stakeholder interviews were conducted to further explore what TDM means to the CAMPO region. In-depth interviews were conducted to gather input on perspectives, resources, and priorities as they relate to TDM projects and strategies. The team coordinated with steering committee members, major employers in the region, and representatives from planning agencies to schedule and conduct 14 individual interviews between February 6 and February 19, 2019. Interviews took place in-person or via conference call and lasted approximately one hour.

Organizations from both the public and private sectors were represented in interviews and had varying levels of experience, resources, and involvement related to the implementation of TDM applications. Representatives from CAPCOG, TxDOT, Travis and Bastrop Counties, the Cities of San Marcos and Austin, CTRMA, CapMetro, Movability Transportation Management Association (TMA), the Greater Austin Chamber of Commerce, Samsung Semiconductor, Google, and Whole Foods participated in the interview process.

While the interview process was tailored to the organization’s level of expertise and involvement in implementing TDM practices, the interviews generally began with a brief introduction to TDM concepts, the planning process, and desired outcomes of the plan. Interviewees were asked to describe their organization’s impact on mobility in the region and their role in implementing existing TDM strategies, as well as their priorities and desired outcomes for potential TDM strategies that could be deployed in the region.

High-level themes emerged throughout the interview process as organizations identified TDM needs and priorities in the context of the region, including:

- Incorporation of transit features into future roadway projects;
- Expanded transit service;
- Addition of managed lanes;
- Increased availability of micro mobility options;
- Improved data collection and sharing;
- Strategies to mitigate transportation demand during construction;
- Outreach and education initiatives to motivate a mode shift; and,
- Dedicated funding to support TDM strategies.

These themes are carried forward in defining the committee’s agreed upon priorities.

TDM Priorities

Pulling together the discussions and inputs from the Steering Committee and the inputs received via the interviews a clear direction evolved for next steps for TDM in the region. Through collaborative efforts with the TDM Steering Committee, CAMPO and its partners identified the following priorities as needs and focus areas in advancing a TDM agenda for the region:

- ▶ Address transit projects and programs that address service gaps, such as increasing access to park-and-ride facilities, guaranteed ride home programs, and ensuring connections to the “last mile” portion of a trip;
- ▶ Support TxDOT in the implementation of managed lanes along key corridors inundated with traffic congestion and travel time reliability challenges;
- ▶ Increase outreach and public education programs that promote the value and opportunities available in TDM programs, awareness of travel and transit options;
- ▶ Investigate projects and programs that address and reduce peak-time traffic congestion on priority corridors to provide for peak spreading;

- ▶ Investigate projects and programs that support implementation of work zone queue mitigation during roadway construction;
- ▶ Develop employer-based programs for raising employees' awareness about travel options and the commute cost, for example distributing commuter bonus vouchers, spreading work hours, telecommuting, and flex time programs to address peak hour travel on key corridors; and
- ▶ Develop data collection and sharing programs and procedures to advance the planning and implementation efforts of member agencies to address TDM priorities.

Central to conducting an effective TDM program is having a plan to guide it. This plan documents the region's vision, goals, and key objectives for the advancement of TDM in the CAMPO region. With inputs from the Steering Committee members and other important regional stakeholders, the defined goals support an implementation approach for TDM.

Specifically, the plan will identify the programs, policies, and projects that will be the most effective in advancing the region's TDM goals on reducing drive-alone trips while serving the needs of TDM audiences (residents, commuters, students, employers, and tourists). TDM strategies can be applied to address the growing traffic congestion the region faces in the future with programs that are measured and evaluated program, so that TDM activities can be effectively adjusted as needed. Finally, the plan helps to foster partnerships and collaborations with transit agencies, regional planning agencies, TxDOT, and the business community, and others to advance transportation demand management principles in the region.

PART II

TRANSPORTATION DEMAND MANAGEMENT VISION AND GOALS



The Regional TDM Plan provides a regional framework with supporting priorities that will guide the identification and development of projects and strategies to manage traffic congestion. The framework details demand management practices to accommodate the population and employment growth that strains the transportation system in the region. The TDM framework will focus on addressing traveler behavior and mobility choice, with a secondary focus on coordinating and incorporating TDM applications when infrastructure investments and development occurs.

A vision statement should fully capture the aspirational goals that the CAMPO TDM Steering Committee and TDM Program would like to accomplish. The vision, goals, and objectives for the TDM plan were developed with input from the Steering Committee. Through the committee's inputs, stakeholder interviews, and early workshop findings, CAMPO and its partners defined the below vision statement and supporting goals.

Vision

The Regional Transportation Demand Management Plan provides a regional framework of priorities that identify projects, programs, policies, and strategies to manage congestion as population and employment growth put additional pressure on the regional transportation

network. These projects, programs, policies, and strategies focus on travel behavior, along with strategic investments in transportation programs and infrastructure, where appropriate, and provide residents and visitors with more information and options for deciding how, where, and when to travel within the CAMPO region.

Goals

CAMPO, in coordination with the TDM Steering Committee, developed five primary goals to support the vision for the region. These goals capture the priorities expressed by the committee and provide the foundation for the project selection criteria. The goals are shown in order of importance.

1. **Regional Coordination:** Document a collaborative plan where all TDM stakeholders have ownership and contribute to developing and maintaining a regional TDM system that benefits the entire CAMPO region;
2. **Incorporate TDM into the transportation planning process:** Develop CAMPO policies with its partner agencies that promote and prioritize both programmatic and infrastructure investments in TDM projects and strategies;
3. **Provide Education and Outreach:** Expand outreach and education to travelers, providing the transportation options available to them for getting from point A to point B;
4. **Improve the Transportation System:** Enhance the performance of the region's multimodal transportation system, especially during peak periods; and
5. **Increase Mobility Choices for Travelers:** Provide a range of transportation options throughout the region.

PART III

MOVING GOALS FORWARD



For each of the five goals defined in Part II, CAMPO and its partners developed associated objectives to further guide each goal in its implementation. Often the objectives underpinning each goal need to be embraced and enacted by specific (or multiple) stakeholder agencies. CAMPO provides stewardship by working with the regional stakeholders to move the regional TDM goals forward and aligning TDM applications to meet the objectives.

Regional Coordination

Document a collaborative plan where all TDM stakeholders have ownership and contribute to developing and maintaining a regional TDM system that benefits the entire CAMPO region.

To date, TDM measures and efforts for several stakeholder agencies have advanced at disparate paces. This goal proposes that CAMPO organize and facilitate TDM efforts, so that each agency has ownership of various TDM programs and efforts, but the TDM vision for the whole region vision can be measured and advanced.

Specific objectives to advance regional coordination are outlined below.

- ▶ Develop and implement regional solutions to transportation system congestion that cross jurisdictional lines;
- ▶ Establish protocols for sharing transportation data and TDM options between agencies;
- ▶ Develop and maintain a unified information source where travelers can access all elements of TDM in the region;
- ▶ Promote greater regionalism and cooperation in the CAMPO region by working toward shared TDM goals;
- ▶ Promote a quality of life that will attract new businesses and residents to the region; and
- ▶ Establish a TDM Subcommittee of CAMPO's Technical Advisory Committee, with regular meetings to monitor and ensure the implementation of regional TDM programs.

Incorporate TDM into the Transportation Planning Process

Develop CAMPO policies with its partner agencies that promote and prioritize both programmatic and infrastructure investments in TDM projects and strategies.

Successfully integrating TDM into agency programs across the region requires a greater emphasis on TDM in programmatic and infrastructure planning and investment. Objectives that advance this goal focus on ensuring that TDM is considered in the planning, policy, and programming stages of all agency programs. Advancing this goal will include preparing policy and planning recommendations for the CAMPO 2045 Regional Transportation Plan (RTP). These objectives position CAMPO and its stakeholders to have a strong TDM agenda that can be included in the upcoming cycle for 2045.

Specific objectives to better incorporate TDM into transportation decision-making are outlined below.

- ▶ Identify and support TDM projects and strategies before capacity projects when developing corridor studies, long range plans, and other planning documents;
- ▶ Incorporate TDM measures into capacity expansion projects; examples may include transit use on managed lanes, high-occupant vehicle lanes, and expanded intelligent transportation systems (ITS); and
- ▶ Incentivize cities and counties to update development codes that better incorporate TDM elements.

Provide Education and Outreach

Expand outreach and education to travelers, providing the transportation options available to them for getting from point A to point B.

A central theme for advancing TDM in the region is the need to engage, inform, educate, and reach out to travelers, commuters, tourists, and employers in the region; many TDM measures are rooted in changing travel behaviors. The first step in changing behavior is travelers education; this encompasses not only educating travelers about available options (transit, carpooling, altering travel times, changing a route or mode, or forgoing the trip) but also promoting the principles of TDM and the transportation community's efforts to help preserve the safety, maintain air quality, mobility, and travel time reliability in the region.

One strategy to advance this goal is engaging employers directly. Steering Committee member Movability (TMA) works with major employers in the region to help them make mobility connections and provide educational materials on best practices for developing and implementing custom mobility plans for commuter challenges that employers and other trip generators can impact. Other TDM Steering Committee members see great value in engaging the region's major employers as a great first step towards enacting TDM practices that influence traveler behavior and choice.

Specific objectives to provide the necessary education and outreach to advance TDM by influencing traveler behavior are outlined below.

- ▶ Communicate directly to travelers about regional programs and options that already exist;
- ▶ Promote the development of tailored TDM programs across the region;
- ▶ Educate interested employers and trip generators on options, including flex schedules and teleworking;
- ▶ Market TDM programs through mechanisms such as advertising and dynamic message signs; and
- ▶ Have regional agencies be more proactively involved in generating greater participation in promoting multimodal transportation options and encourage employers to provide incentives to their employees who practice TDM strategies.

Improve the Transportation System

Enhance the performance of the region's multimodal transportation system, especially during peak periods.

TxDOT has the largest ownership and impact on the regional roadway network. As regional TDM stakeholders address the demands on the system, it must be acknowledged that the region is still building out infrastructure to address safety, mobility, and reliability. This goal area recognizes this reality while incorporating TDM practices in new capacity and infrastructure projects. When traditional roadway projects occur, this goal encourages a coordinated effort to include TDM strategies in the design and operation of the network.

The region also recognizes that the continued build out of the transportation system often disrupts travel times and mobility because of traffic management (detours, work zone queues, etc.) approaches. This goal encourages a greater focus on traffic management during construction.

Specific objectives to improve the transportation system are outlined below.

- ▶ Reduce the number of single-occupant vehicles to ensure efficient use of the roadway network;
- ▶ Reduce crashes and enhance safety by shifting single-occupant vehicle trips to transit;
- ▶ Support greater use of transit, shared rides, and active transportation modes;
- ▶ Encourage all traditional roadway projects to have coordinated TDM education and outreach plans during construction phases;
- ▶ Improve the reliability of the transportation network through improved incident management;
- ▶ Enhance the reliability of travel times by shifting trips to off-peak periods;
- ▶ Provide travelers with incident information and alternate route options through ITS and other outreach;
- ▶ Work with agencies, private companies, and employers to improve connectivity and first/last mile trip segments;
- ▶ Target congested corridors of regional importance for strategic infrastructure investment, such as managed lanes; and
- ▶ Document and evaluate performance measures over time to identify effective strategies.

Increase Mobility Choices for Travelers

Provide a range of transportation options throughout the region.

This goal and its associated objectives enhance and inform travelers about mobility choice. Initiatives that advance TDM in the region should focus on understanding how people make their transportation decisions and champion projects that will improve and support those decisions. Information on mobility choices also help travelers understand and use the existing systems and infrastructure, such as transit, ride hailing, walking and biking routes, and others.

Specific objectives to provide for greater mobility choices for travelers in the region are outlined below.

- ▶ Optimize transit services throughout the region that provide alternatives to driving alone;
- ▶ Implement projects that encourage everyday use of active transportation for commuting or other trips;
- ▶ Provide information to travelers about joining carpools or vanpools;
- ▶ Partner with transportation providers to expand first/last mile connections to reduce the need for driving; and
- ▶ Improve safety by providing transportation options to travelers with mobility challenges, including impaired drivers.

PART IV

CAMPO TDM PROJECT SELECTION CRITERIA



Measuring Performance

Performance measures provide documentation of results and progress relative to an agency, program, or project goal or objective. The Federal Highway Administration (FHWA) defines performance measures as “the use of statistical evidence to determine progress toward specific defined organizational objectives. This includes both evidence of actual fact, such as measurement of pavement surface smoothness, and measurement of customer perception such as would be accomplished through a customer satisfaction survey.”¹ Good measures should be meaningful to the customer, tell the story on how well goals and objectives are met, and provide simple, logical, and easily understandable information that captures a trend of performance.

In general, agencies’ ability to measure congestion and reliability directly lagged other planning goal areas due to lack of data. Pavement and bridge performance have been linked to direct field measurements and have been widely used to help prioritize investments. Safety has a long

¹ Performance Measurement Fundamentals. https://ops.fhwa.dot.gov/perf_measurement/fundamentals/index.htm accessed 4/2/2019.

history of performance measurement based on actual crash experience and corresponding evaluation of safety countermeasures. In contrast, TDM and mobility performance measurement has had to rely on surrogate measures, such as demand levels and estimates of available capacity to infer actual performance.

Measuring and reporting program effectiveness of TDM for the CAMPO region will have two distinct categories for measuring performance: how the region is doing as a whole as it tracks to, and makes progress with, the five goals established in this TDM plan, and how specific projects measure up to the project specific goals. For instance, a specific project along a congested corridor may measure success in terms of a reduced travel time on the corridor, improved travel time reliability, or an increase in transit ridership on the corridor. Success in achieving CAMPO's goals for TDM might be in TDM projects being planned, funded, and managed by several member agencies showing greater collaboration to accomplish TDM in the region.

TDM Strategy Success

An example of an Austin area TDM success where before and after measures were in place has been documented with the CTRMA MoPac express lanes. Express and variable priced lanes are both TDM operational strategies. CTRMA reports that the express lanes have had average speeds of 50 miles per hour and have allowed travelers commutes that are 50% faster. Also, the toll-free access for Capital Metro transit vehicles have pointed to a 73% increase of Express Bus ridership on the MoPac route.

MoPac Express Lane Fact Sheet.

www.mobilityauthority.com/upload/files/resources/Roads/MIP_Fact_Sheet_01_04_19.pdf, accessed 4/2/2019.

CAMPO Project Selection

CAMPO is responsible for allocating certain federal and state funds for transportation projects in the six-county region. In order to administer these funding programs and ensure an effective and equitable distribution to project sponsors, CAMPO has developed a project evaluation and selection process with an emphasis on several key factors: regional perspective; transparent decision-making in allocating funding for regional projects; objective evaluations that emphasizes performance-based, results-driven outcomes; data supported project applications

and evaluation processes; and accountability. CAMPO follows a cycle of steps in soliciting agencies for projects, referred to as the call for projects, by conducting a review, scoring, and selection process.

The first part of the selection process evaluates project readiness. Projects are then scored with a combination of planning factors and cost-benefit analysis. There are six project types of which TDM is one of the six. Previous cycles of project selection have had minimal evaluation of benefit cost information of the TDM projects. Revisions to the scoring incorporate a greater accountability for TDM performance reporting as shown in Table 1.

Table 1. TDM Planning Factors and Scoring Elements (revised April 2019)

Criteria	Value	Performance Measure
Planning	10	The project or activity has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	5	The planning process or document identifies an outreach component addressing commuting patterns and traveler engagement.
Regional Impact	10	The project or activity is located on or directly affects an existing or proposed regionally significant corridor.
Safety	10	The project or activity addresses transportation safety.
Congestion and Mobility	5	The project or activity directly reduces vehicle miles traveled.
	5	The project or activity reduces or spreads peak period travel.
	10	The project or activity includes operational and travel time reliability improvements such as ITS implementation, signal optimization, corridor improvements, managed lanes, or park and rides.
Social and Environmental Impacts	10	The project or activity has a positive impact (e.g. reduction in transportation costs and emissions, improvements on public health) on underserved populations including low-income, minority, elderly, disabled, and limited English proficiency households.
Multimodal Elements	10	The project or activity increases the use of other modes or increases transit access and demonstrates a shift away from single-occupant vehicles.
Interagency Coordination	10	The project or activity includes the direct participation of other federal, state, and local jurisdictions.

Criteria	Value	Performance Measure
	10	The project or activity includes participation from regional employers and other trip generators impacting work force commuting patterns.
Funding	5	The project or activity's local cost share is overmatched. (5% = 1 point)
Total Points	100	

Additional Planning Factor Information – TDM Projects

The range of point values available for each criteria are noted in parenthesis.

Planning (10) – The project or activity type should be identified in locally or regionally adopted transportation plans, including state, city, or county thoroughfare plans, city comprehensive plans or CAMPO documents including the long-range Regional Transportation Plan (RTP).

Planning (5) - Planning efforts should also include and identify specific outreach goals and coordination activities conducted with employers (and other agencies and institutions) in the region to promote TDM principles. Provide the name of the plan(s) in which the project is included, and its date of adoption or approval. The projects or activity should also include the identification of employers approached, the types of efforts used to engage and coordinate with them, and the measure to determine program effectiveness.

Regional Impact (10) – Note if the project or activity is located on or directly affects a facility designated on the National Highway System or is a Principal Arterial in CAMPO's current RTP or Regional Arterials Plan

Safety (10) – Describe safety enhancements that the project or activity will include to reduce the potential for crashes and create a safer, more secure experience for travelers.

Congestion and Mobility (5) – Provide detail and documentation on how the project or activity reduces vehicle miles traveled (VMT). For example, provide documentation detailing number of participants in the project or activity and/or anonymized origin-destination data to calculate the amount of VMT reduction.

Congestion and Mobility (5) – Provide detail and documentation on how the project or activity reduces congested peak period travel. For example, provide documentation detailing employers or travelers participating in the project or activity that altered departure times based on the project.

Congestion and Mobility (10) – Provide detail and documentation on how the project or activity includes operational improvements that improve traffic flow such as ITS implementation, signal optimization, real-time incident notifications, corridor improvements, managed lanes, or park and rides.

Social and Environmental Impacts (10) – Provide documentation and analysis that demonstrates that the project or activity will directly benefit underserved populations. Refer to Environmental Justice analysis tools provided by the Environmental Protection Agency, Federal Highway Agency, and the Texas Department of Transportation Environmental Division.

Multimodal Elements (10) – Refer to CAMPO’s Regional Active Transportation Plan and note how the project or activity advances its goals. Alternatively, if a project or activity is not in regional plans (including transit, active transportation, and others) but is included in a locally-adopted transportation plan, provide the plan name and date of adoption or approval. Describe the ways the project or activity uses alternative modes, increases transit access, or included active transportation modes.

Interagency Coordination (10) – Provide documentation, in the form of resolutions, inter-local agreements, or memoranda of understanding among local agencies and employers that demonstrates a combined effort in the project or activity such as pooling resources and data sharing programs.

Interagency Coordination (10) – Provide documentation, in the form of a signed agreement or other official documentation, demonstrating employer (or agency) commitment to the project or activity such as the provision of transit incentives, telework or flexible work schedule policies, carpool incentives, or other TDM strategies of project activities that will engage regional employers (or agencies) to impact work force commuting patterns.

Funding (5) – Describe how the project or activity’s local cost share goes beyond the funding match requirements. Provide documentation that identifies committed funding for the project.

Measuring Performance for Selected Projects

Projects selected for funding using the CAMPO criteria should have a level of accountability for reporting project results. Since projects will take many forms, there will be as many forms of reporting qualitative and anecdotal results as well as technical analysis to report on a project's return on investment. Mobility Lab is a resource for the TDM community to assist in assessing return on investment for TDM strategies, policies, and programs. Mobility Lab is a consortium of public agencies and a growing resource of contributors that help tell the story of TDM success. This resource provides a “cost savings calculator” to estimate TDM benefits and can be found at <https://mobilitylab.org/calculators/>.

Research indicates there are two general approaches to estimating the impacts of TDM strategies – sketch planning and modeling. Currently, there are four TDM-specific models that have been developed in the United States:

- ▶ EPA COMMUTER Model
- ▶ TDM Effectiveness Evaluation Model (TEEM)
- ▶ Worksite Trip Reduction Model (WTRM)
- ▶ Trip Reduction Impacts of Mobility Management Strategies (TRIMMS)

As CAMPO enacts this TDM plan, additional criteria may be included in project selection and reporting. Understanding the return on investment from this project selection process will be important in advancing the TDM program.

Measuring Progress on TDM Plan Goals

In addition to reporting performance on specific projects, as noted above, there exists an opportunity to measure and report on the progress on achieving the TDM goals established by

the TDM Steering Committee. These goals and potential measures of success are shown in Table 2.

Goal	Measuring Progress
<p>Regional Coordination: Document a collaborative plan where all TDM stakeholders have ownership and contribute to developing and maintaining a regional TDM system that benefits the entire CAMPO region.</p>	<ul style="list-style-type: none"> • Partner agencies document TDM projects and strategies into planning processes. <ul style="list-style-type: none"> ○ Number of planning documents including TDM strategies. ○ Number of agencies including TDM strategies in mission, planning documents, or construction activities.
<p>Incorporate TDM into the transportation planning process: Develop CAMPO policies with its partner agencies that promote and prioritize both programmatic and infrastructure investments in TDM projects and strategies</p>	<ul style="list-style-type: none"> • CAMPO 2045 Plan includes a TDM position. • Number of agencies incorporating CAMPO's TDM goals into their individual processes. • Number of cities and counties that update development codes to better incorporate TDM elements due to regional incentives/support.
<p>Provide Education and Outreach: Expand outreach and education to travelers, providing the transportation options available to them for getting from point A to point B.</p>	<ul style="list-style-type: none"> • Develop a toolbox of outreach and education materials for major employers, trip generators and the general public. <ul style="list-style-type: none"> ○ Number and types of outreach materials developed (hard materials, videos, engagements). ○ Amount of materials distributed to general public and trip generators. • Work with employers to implement TDM programs. <ul style="list-style-type: none"> ○ Number of employers (or trip generators) demonstrating official commitments to TDM ○ Geographic range of employers (or trip generators) demonstrating official commitments to TDM
<p>Improve the Transportation System: Enhance the performance of the region's multimodal transportation system, especially during peak periods.</p>	<ul style="list-style-type: none"> • Collaborate with agencies that construct roadway projects for work zone queue reduction efforts. <ul style="list-style-type: none"> ○ Percent of roadway construction projects employing work zone queue reduction strategies. ○ Percent of roadway construction projects measuring and sharing travel times of work zone queues and delays. ○ Percent crash reduction in work zones. • Collaborate with agencies for greater real time traveler information. <ul style="list-style-type: none"> ○ Number of agencies providing real time traveler information.

Goal	Measuring Progress
	<ul style="list-style-type: none"> ○ Number of agencies sharing travel time data. ● Decrease reliance on commuting via single-occupied vehicles <ul style="list-style-type: none"> ○ Percentage of commute trips taken at least one day a week by a non-SOV mode
<p>Increase Mobility Choices for Travelers: Provide a range of transportation options throughout the region.</p>	<ul style="list-style-type: none"> ● Increase the range of transportation options throughout the region <ul style="list-style-type: none"> ○ Number of vanpool/carpool participants ○ Percentage of residences within 3, 5, and 7 miles of a park and ride facility ○ Percentage of residents within a quarter mile of a transit stop ● Improve last mile connections <ul style="list-style-type: none"> ○ Percentage of micro-mobility rides that originate or end within 200 feet of a transit stop or park and ride facility

PART V

NEXT STEPS AND RECOMMENDATIONS



Recommendations

The creation of this plan is the first step in institutionalizing TDM principles in the CAMPO region. This Executive Brief document details the high-level vision, goals, objectives, and project selection process in advancing TDM strategies. From this document a full TDM plan will be developed which contains more baseline, background material, and resources to support the advancement of TDM.

Primary recommendations resulting from this study include:

- ▶ Establish a TDM Subcommittee within CAMPO's Technical Advisory Committee to advance TDM in the region across the full spectrum of applications and processes.
- ▶ Continue the development and monitoring the advancement of TDM in the region, led by CAMPO.
- ▶ Develop a listing of TDM projects and needs the region should address and include in the CAMPO 2045 Plan update.

- ▶ Update the revised project selection criteria contained in this report, as needed, to accurately reflect the region's advancing TDM programs.
- ▶ Investigate additional TDM concepts to include in the project scoring criteria in CAMPO's call for projects as the region advances TDM.
- ▶ Continue exploring advances in TDM strategies for the region and update the TDM plan to document progress of TDM principles in the region.
- ▶ Establish a cost-benefit analysis based on data collected and provided by TDM implementing agencies.
- ▶ Establish a regional platform, operated by CAMPO, that conducts targeted outreach and education to individuals, employers and other trip generators, gathers and measures data from all agencies in the region, provides ride-matching services for formal and informal carpools and vanpools, and serves as the place where all progress on TDM solutions are monitored and displayed.

The Capital Area Metropolitan Planning Organization (CAMPO)

3300 N. Interstate 35, Suite 630

Austin, Texas 78705

<https://www.campotexas.org/>

May 31, 2019

The logo for CAMPO features a large, bold, dark grey 'C' on the left. To its right are three stacked, upward-pointing chevrons in green, yellow, and red. To the right of these chevrons is the word 'MPO' in a large, bold, dark grey sans-serif font.

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

CENTRAL  TEXAS



Date: June 10, 2019
Continued From: February 11, 2019
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ashby Johnson, CAMPO Executive Director
Agenda Item: 12
Subject: Discussion and Approval of Proposed Transportation Demand Management Policy, Amendment of the 2040 Plan, and Allocation of Remaining Funds in Transportation Demand Category

RECOMMENDATION

CAMPO staff has the following recommendations:

1. TDM project selection criteria be revisited and potentially modified so that any TDM projects submitted in the next TIP Call for Projects can also be evaluated on the same level playing field as the rest of the project funding categories
2. CAMPO staff supports the change in the TDM definition to more closely align with current Federal Highway Administration guidelines
3. CAMPO staff does not support the request to amend the 2040 Plan
4. CAMPO staff proposes the award of \$498,720 in the TDM category to CAMPO to facilitate the reinstatement of a TDM program housed within CAMPO.

PURPOSE AND EXECUTIVE SUMMARY

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

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

FINANCIAL IMPACT

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

SUPPORTING DOCUMENTS

Attachment A – *February TPB Meeting Cover Memo*

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

Attachment C – *TDM Policy Proposal-Final Document*



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

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

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

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

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

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

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

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

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

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

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

Memo

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

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

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

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

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

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

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

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

Contemporary TDM: Definitions and Examples

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

(Association of Commuter Transportation TDM definition)

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

(Federal Highways Administration TDM definition)

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

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

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

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

Measuring Success

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

Policy Considerations

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

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

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

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

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

Proposed Policy Revisions for Integration into Applicable CAMPO Documents

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

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

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

Attachment A – Current CAMPO 2040 Plan Definitions and Policies

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

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

Attachment D - Regional TDM Initiatives

Current CAMPO 2040 Plan Definitions and Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Regional TDM Initiatives

Metro Ride Share

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

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

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

Round Rock Transit Master Plan

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

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

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

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

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

HOW MOBILITY PROGRAMS BENEFIT EMPLOYERS



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

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

RECRUITMENT AND RETENTION

86 %



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



33 %

of workers see better commutes as a reason to switch jobs. Movability members enjoy higher retention rates, some of them well above the national average.

COST SAVINGS



45-60 minutes

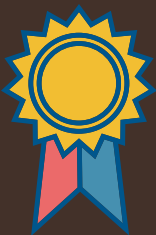
is the average commute time from Round Rock to Central Austin. Time wasted in traffic is a drain on bottom lines. Mobility policies help employees connect without enduring congested traffic.



\$10 billion

in lost time and fuel are wasted annually sitting in traffic. Driving alone also drives up parking costs for employers. Save money when employees use commute alternatives, reducing the demand for parking and saving time.

LEAD THE WAY



3 in 5

Texas companies awarded the national Best Workplaces for Commuters are located in the Austin area. Earn recognition for your leadership with a proactive approach to mobility.

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

- Julie Fisher, Samsung Austin Semiconductor

Attachment A

Regional TDM Initiatives

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

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

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

HOW MOBILITY PROGRAMS BENEFIT EMPLOYERS



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

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

RECRUITMENT AND RETENTION

86 %



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



33 %

of workers see better commutes as a reason to switch jobs. Movability members enjoy higher retention rates, some of them well above the national average.

COST SAVINGS



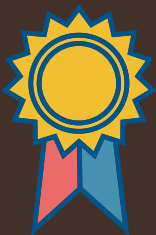
45-60 minutes

is the average commute time from Round Rock to Central Austin. Time wasted in traffic is a drain on bottom lines. Mobility policies help employees connect without enduring congested traffic.



\$10 billion

in lost time and fuel are wasted annually sitting in traffic. Driving alone also drives up parking costs for employers. Save money when employees use commute alternatives, reducing the demand for parking and saving time.



LEAD THE WAY

3 in 5

Texas companies awarded the national Best Workplaces for Commuters are located in the Austin area. Earn recognition for your leadership with a proactive approach to mobility.

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

- Julie Fisher, Samsung Austin Semiconductor



Date: June 10, 2019
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Kelly Porter, Regional Planning Manager
Agenda Item: 13
Subject: Discussion on Preliminary Results of Regional Arterials Study

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Regional Arterial Study seeks to understand the existing roles and functions of the region's major arterial corridors and to define their future roles and functions. Similar to Capital Metro's Project Connect, this study is an unconstrained analysis of our region's growing arterial needs. The study will provide the region with guidance in developing the roadway section of the 2045 long-range plan, however projects to be included in the 2045 plan will need to be submitted by local governments and other implementing agencies. The Transportation Policy Board would also have to vote again to include any project in the TIP and there would be rounds of public outreach tied to those decisions consistent with the Public Participation Plan that the TPB approved in January 2019.

The study is being developed in close coordination with local jurisdictions, TxDOT, and neighboring metropolitan planning organizations (MPO) including Killeen-Temple MPO and the Alamo Area MPO. The study is anticipated to provide common goals and implementation mechanisms for jurisdictions, transit agencies, CTRMA, TxDOT, and CAMPO in their efforts to improve the performance of current and future major arterial corridors and connecting/adjacent higher functional classification facilities. The Regional Arterials Study will include a facilities inventory, a review of the most current applicable regional policies and data, 2045 illustrative and priority networks, guidance and recommendations on facility design and policy, performance measures, and an implementation plan with project and policy priorities for the next 25 years. The Bastrop, Burnet, and Caldwell Counties' portion of the study will serve as an update to those communities' thoroughfare planning documents.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The purpose of the 2045 Regional Arterials Study is to evaluate a potential hierarchy of roads that could provide options for different travel needs; provide the basis for a well-connected variety of roads that work together within that hierarchy to move people, not just one transportation mode; establish suggested road spacing within the potential hierarchy and provide a menu of street cross sections to meet context sensitive goals; and identify suggested policy tools that help local entities within the region to work to achieve a regional connectivity goal.

The study is being guided through a 20-member steering committee made up of local and regional partners, including many entities represented on the TAC. The committee has met four times thus far to provide guidance on the existing conditions inventory and concept planning.

The committee will meet at least two more times before the study is complete including in June when they will be asked to make a recommendation on the study to the Technical Advisory Committee.

To date there have been two rounds of local government outreach (Spring and Fall 2018) in which officials from the cities, counties, school districts, TxDOT and other local government interests were invited to provide comments on planning elements such as the roadway inventory, connectivity needs, policy issues, and other items.

Local government and public meetings included at least one in each of the six counties for both rounds of outreach. Broad regional issues that have been identified as part of the planning process are:

- Connectivity Issues – disjointed network, topographic challenges, lack of river crossings, railroads, and lack of connections across limited access facilities.
- Network Hierarchy – facilities being used for unintended trip purposes (e.g. limited-access routes being used for local trips); a missing sub-functional class of long-distance principle arterials with optimized operations; and a lack of supporting facilities (minor arterials) to principal facilities.
- Access – inadequate access management on facilities.
- Regional coordination – identify potential connections between local jurisdictions’ planning efforts for a cohesive regional concept.
- Inter-regional needs – preparing to facilitate the movement of people and goods in the larger region along the IH 35 corridor (San Antonio – Austin – Killen/Temple), which is forecast to be home to nearly 10 million people by 2045.

The third round of public outreach will occur between June 10 and July 15, 2019. Included in this series of outreach will be seven open houses, an online open house, and a publicly available draft plan for comment. All comments will be included in the final draft plan that TPB will take action on in August.

CAMPO staff has worked to identify areas where additional connectivity is needed and points where safety and operational improvements may be considered as part of a regional concept plan. CAMPO staff will continue to work with TxDOT and local governments to refine the concept plan and develop network recommendations which will be part of the final plan. Five scenarios to better understand network performance have been developed:

- Scenario 0 – Baseline/Current: 2020 network with 2020 demographics
- Scenario 1 – No-Build: 2020 network with 2040 demographics
- Scenario 1.5 – Interim Improvements: Sample corridors (portions of RM 2244, RM 2222, FM 969) tested with reversible lane operations at peak periods using the Scenario 1 network.
- Scenario 2 – Tier 1 Network: Capacity, operational, and connectivity improvements applied to only key principal arterials and limited access routes.
- Scenario 3 – Non-Tolled Managed Lanes (off-model): Calculates potential “people throughput” on select Tier 1 network facilities if certain lanes along these facilities was reserved for flexible uses during certain times of day for high-occupancy vehicles, transit, motorcycles, etc.

- Scenario 4 – Vision Network: Models all planned and identified improvements to the network garnered through this process. Includes all Tier 1 facilities and ultimate build-out of other minor arterials and supporting facilities.
- Scenario 5 – Tier 1 and Tier 2 Network: Includes all Tier 1 facilities as well as facilities from Scenario 4 that had a V/C ratio higher than the regional average of .45, in addition other select corridors for identified for safety and redundancy.

Scenario results were discussed in detail at the May 20, 2019 Technical Advisory Committee meeting.

Next steps include working with jurisdictions on the regional corridors and project list; refinement of the draft concept plan; and development of a draft final plan. The draft study is expected to be taken to the public for comment and TAC for recommendation in June. The draft study will go for formal adoption by Bastrop, Burnet, and Caldwell Counties on their components in June of 2019. The Transportation Policy Board will be asked to consider adoption of the Regional Arterials Plan in August 2019.

SUPPORTING DOCUMENTS

Attachment A – *Methodology and Process*

Attachment B – *Public Outreach Handout*



CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

2045 Regional Arterials Study



Concept Plan Methodology

DRAFT June 2019

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»» Purpose of the Study

The Capital Area MPO 2045 Regional Arterials Study is a planning effort that is part of the 2045 Regional Transportation Plan. The purpose of the Capital Area MPO Regional Arterials Study is to:

- Create a hierarchy of roads that provide options for different travel-needs
- Establish a well-connected variety of roads that work together within the hierarchy that can exist flexibly to move people and goods
- Establish a proper road spacing within the hierarchy and provide a menu of street cross sections
- Identify policy tools that empower local entities within the region to work to achieve regional connectivity goals

The study is overseen by a Steering Committee of representatives from local governments and implementing agencies from around the region. Steering Committee Members represented the following communities and entities:

- | | |
|------------------------|---|
| • City of Elgin | • City of Pflugerville |
| • City of Marble Falls | • Central Texas Regional Mobility Authority |
| • Williamson County | • City of Round Rock |
| • Travis County | • City of San Marcos |
| • City of Lakeway | • Caldwell County |
| • Urban Land Institute | • City of Kyle |
| • Cedar Park | • Capital Metro |
| • City of Austin | • TxDOT |
| • City of Bee Cave | • Hays County |
| • City of Georgetown | |
| • CARTS | |

The role of the Steering Committee is to provide direction and feedback regarding the plan’s process and deliverables. This committee reports to the CAMPO Technical Advisory Committee, which reports to the CAMPO Transportation Policy Board. The findings and reports produced for this plan will be presented to all these bodies for approval.

As defined by the Steering Committee, the 2045 Regional Arterials Plan sets a vision and describes a series of goals and objectives¹ for the region’s arterial roadway network.

Vision : To facilitate a framework of a broad set of transportation choices that improve mobility, are safe, convenient, reliable, resilient, and efficient, and that promote equitable prosperity, region-wide connectivity, economic development, and healthy communities.

Goals:

1. Safety: Improve Safety for arterial road users.

- a. Objectives:
 - ii. Reduce severity and number of crashes for all modes to assist local governments and other transportation agencies reach vision zero metrics.
 - iii. Reduce emergency response times.
 - iv. Enhance evacuation routes.

2. Mobility: Improve network efficiency and flexibility to reduce travel times and distance.

- a. Objectives:
 - ii. Expand the network to reduce congestion and increase capacity.
 - iii. Decrease network gaps to add connectivity, reduce bottlenecks, and remove barriers.
 - iv. Improve network redundancy to reduce reliance on the limited access roadway network for short trips.
 - v. Unlock economic development/redevelopment potential by allowing for opportunities to live, work, and play in close proximity.
 - vi. Utilize improved technology to increase efficiency of travel.

3. Growth: Plan for growth more effectively.

- a. Objectives:
 - ii. Plan for and leverage growth through a more comprehensive network to accommodate different development types.
 - iii. Prepare for future land use and development opportunities.
 - iv. Identify right of way, for preservation and reservation for future or redeveloping corridors.
 - v. Use available policy tools creatively to achieve community objectives.
 - vi. Promote a network that supports a wide range of housing choice near employment.

4. Multimodal: Design multimodally to provide more transportation choices to move people and goods.

- a. Objectives:
 - ii. Design the roadway network for all modes.
 - iii. Design arterials for all ages and abilities.
 - iv. Design roadway network with flexibility for all modes.
 - v. Design arterials that are freight and transit supportive.

5. Environment: Protect and preserve the environment.

- a. Objectives:
 - ii. Develop roadway design that limits negative impact to water and air quality.
 - iii. Consider design elements and aesthetic treatments that are context appropriate.
 - iv. Consider environmental factors and the impacts of materials on the environment and roadway lifecycle costs.

6. Economy, Equity, and Health: Foster a system that promotes prosperity and vitality for our region.

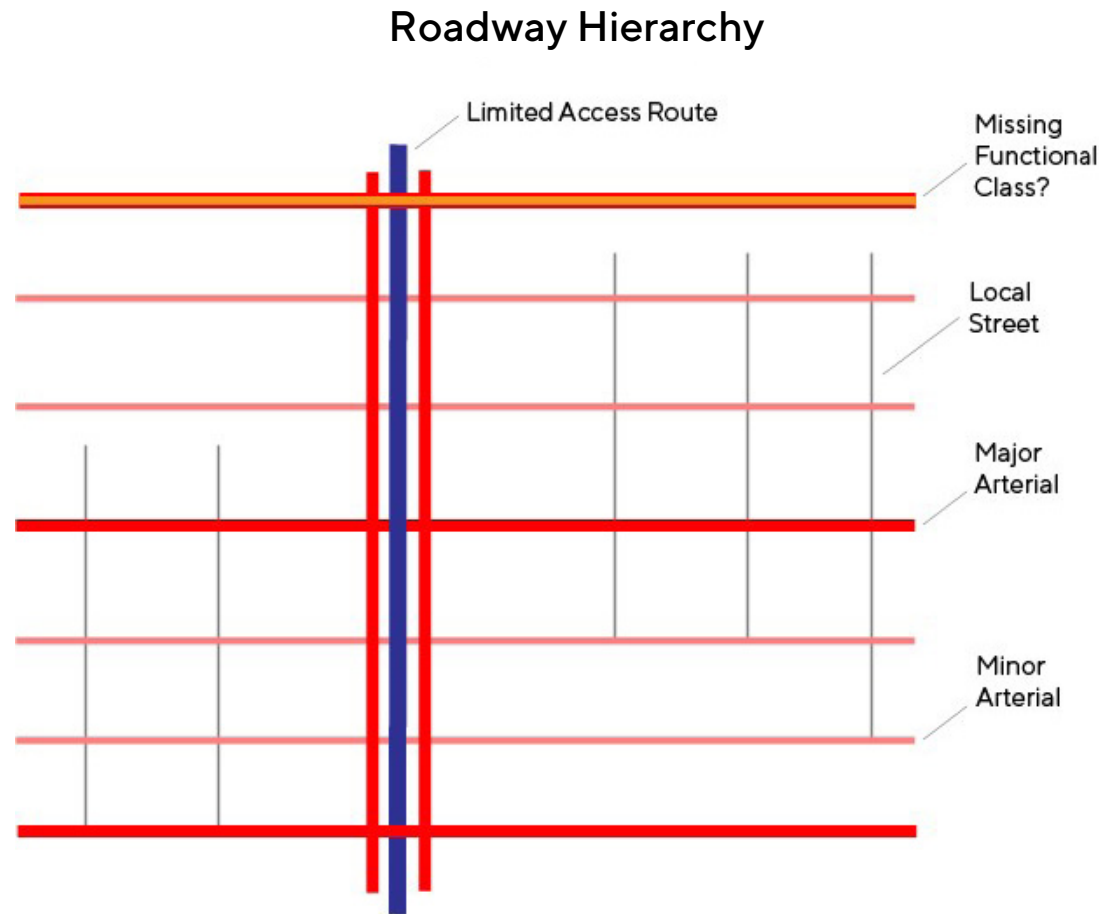
- a. Objectives:
 - ii. Align road functionality with evolving road character and design to community and environmental standards.
 - iii. Consider freight and delivery needs.
 - iv. Provide equitable access to support economic development.
 - v. Improve public health outcomes through air quality, active mobility, and enhance quality of life.

The goals and objectives provide a framework for planning for a better arterial network. They serve as guideposts for the planning effort and the impetus for the recommendations of the plan. One initial undertaking was to determine how to define an “arterial” roadway. FHWA offers a definition, and along with TxDOT, classify individual roadways within our region according to a prescribed framework of uses and contexts.

¹ Vision, Goals, and Objectives approved by the Steering Committee at the June 20, 2018 meeting.

Generally, arterials are roadways that are somewhere in between freeway/highways and collector or local streets in terms of total vehicles moved through the roadway. FHWA also sets out a hierarchy within the arterial classification, with much of the distinction being determined by access control and trip purpose. Limited Access facilities, also known as Freeways or Highways, typically serve trips over five miles, whereas, local streets serve trips no longer than a mile. Arterials, being somewhere in the middle of these two kinds of roadways, serve trips in between. Principal Arterials typically serve trips of three to five miles and Minor Arterials serve trips one to three miles in distance.

One initial observation that was gleaned in the early phases of the plan was that when we look at the CAMPO region's existing network, there seems to be a missing class of arterial that might allow for the same amount of movement but has generally less access to adjacent driveways and lower-functioning roadways. The figure below depicts how these varieties of arterials may function within the wider roadway network.

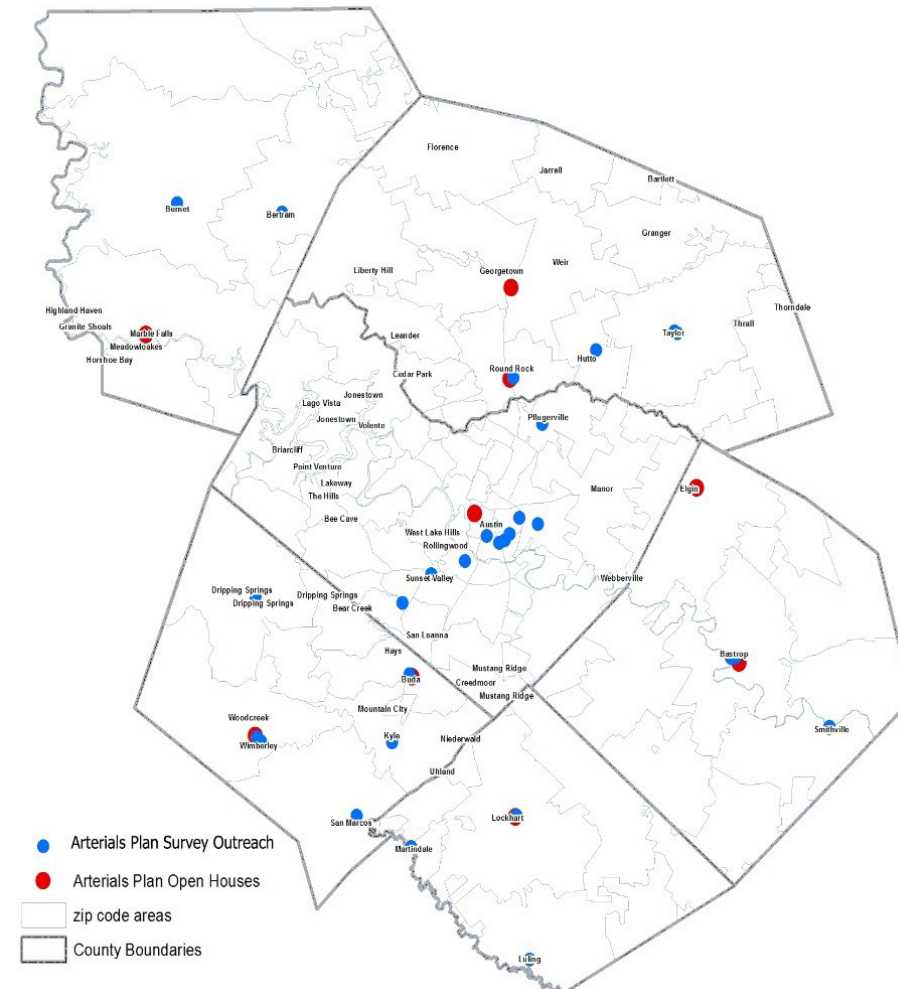


Initial Planning and Analysis Methodology

An investigation of the existing conditions was the first step in the process, which provided a greater understanding of the supply and demand for arterial roads and the major hurdles to developing a more comprehensive network. This stage of the study also included a steering committee meeting¹ to begin to develop the vision and goals, meetings with local governments² to better understand local needs, and public open houses.³ The local government meetings included representatives from local government, school districts, transit, CTRMA and TxDOT. A second steering committee meeting⁴ approved the vision and goals.

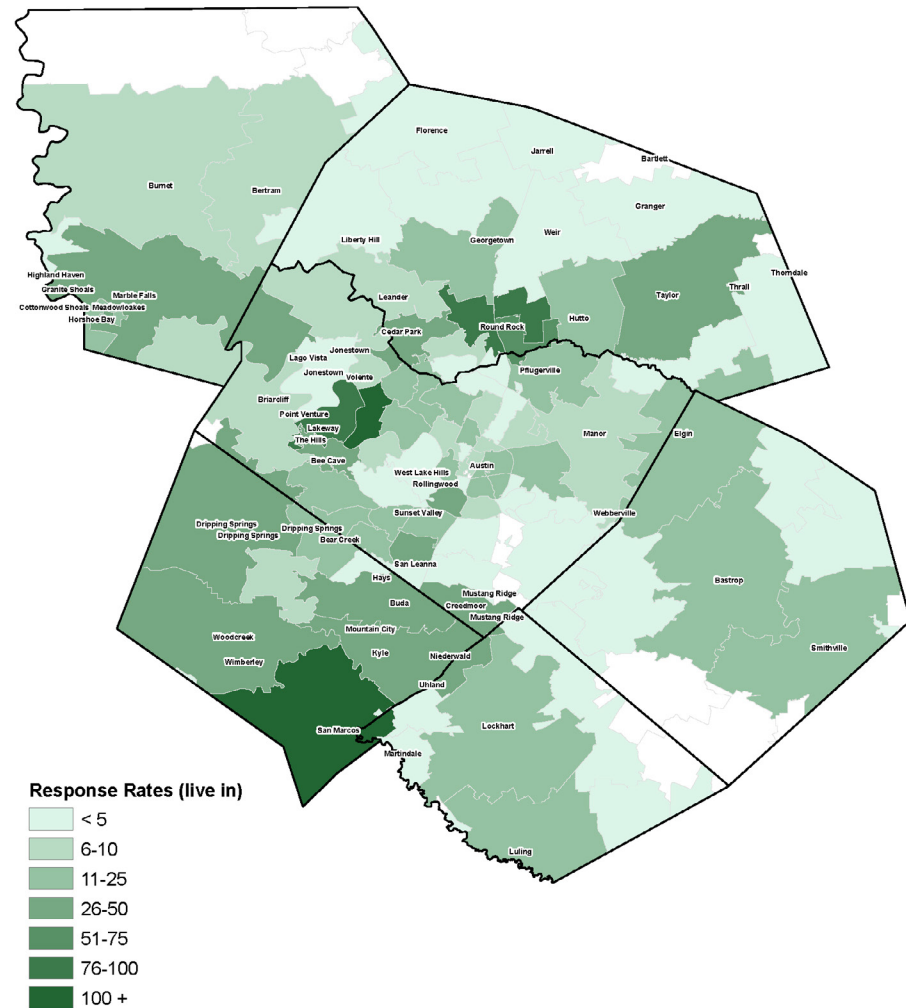
CAMPO also surveyed the region to better understand key issues relevant to the arterial network and the degree of satisfaction residents have with the current network. The maps below depict where outreach took place and the distribution of responses by zip code. To ensure a broad breadth of input for our diverse region, Staff pulled GIS data each week to determine which zip codes and groups were underrepresented in the surveying. The CAMPO "iPad Army" was deployed to target those areas to garner additional feedback.

Regional Arterials Outreach Locations

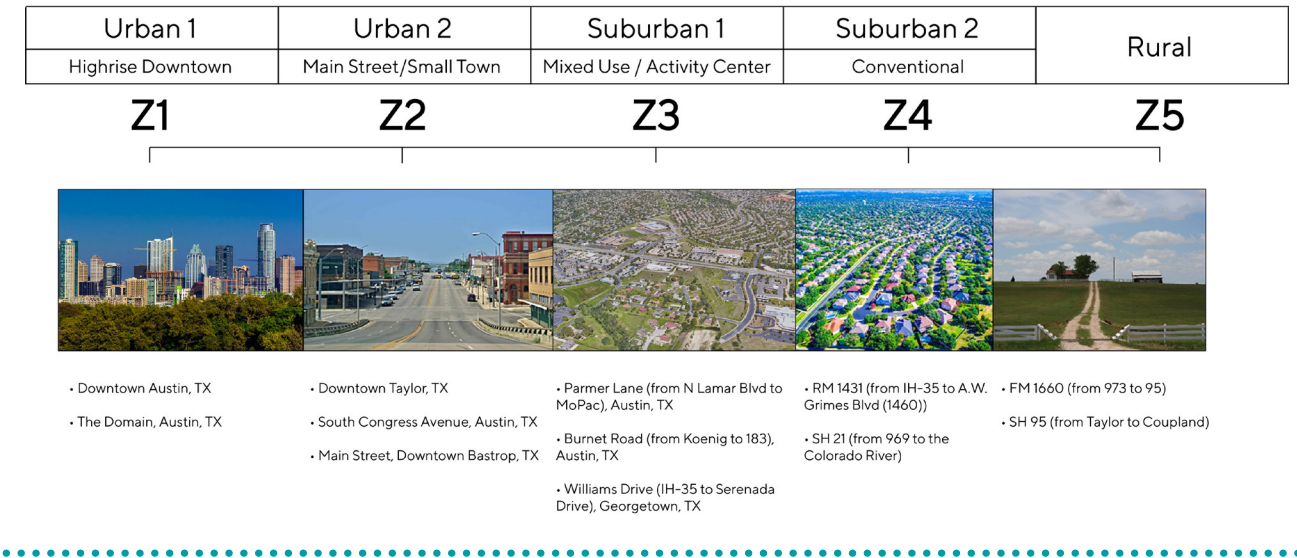


1 February 28, 2018
 2 April 2-17, 2018
 3 April 2-17, 2018
 4 June 20, 2018

Survey Responses by Zipcode



CAMPO Context Zones

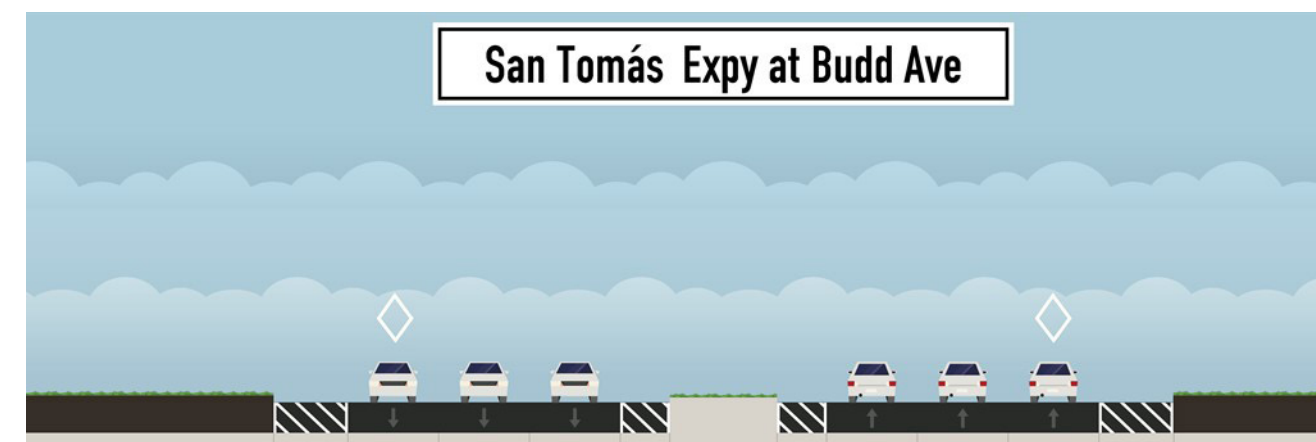
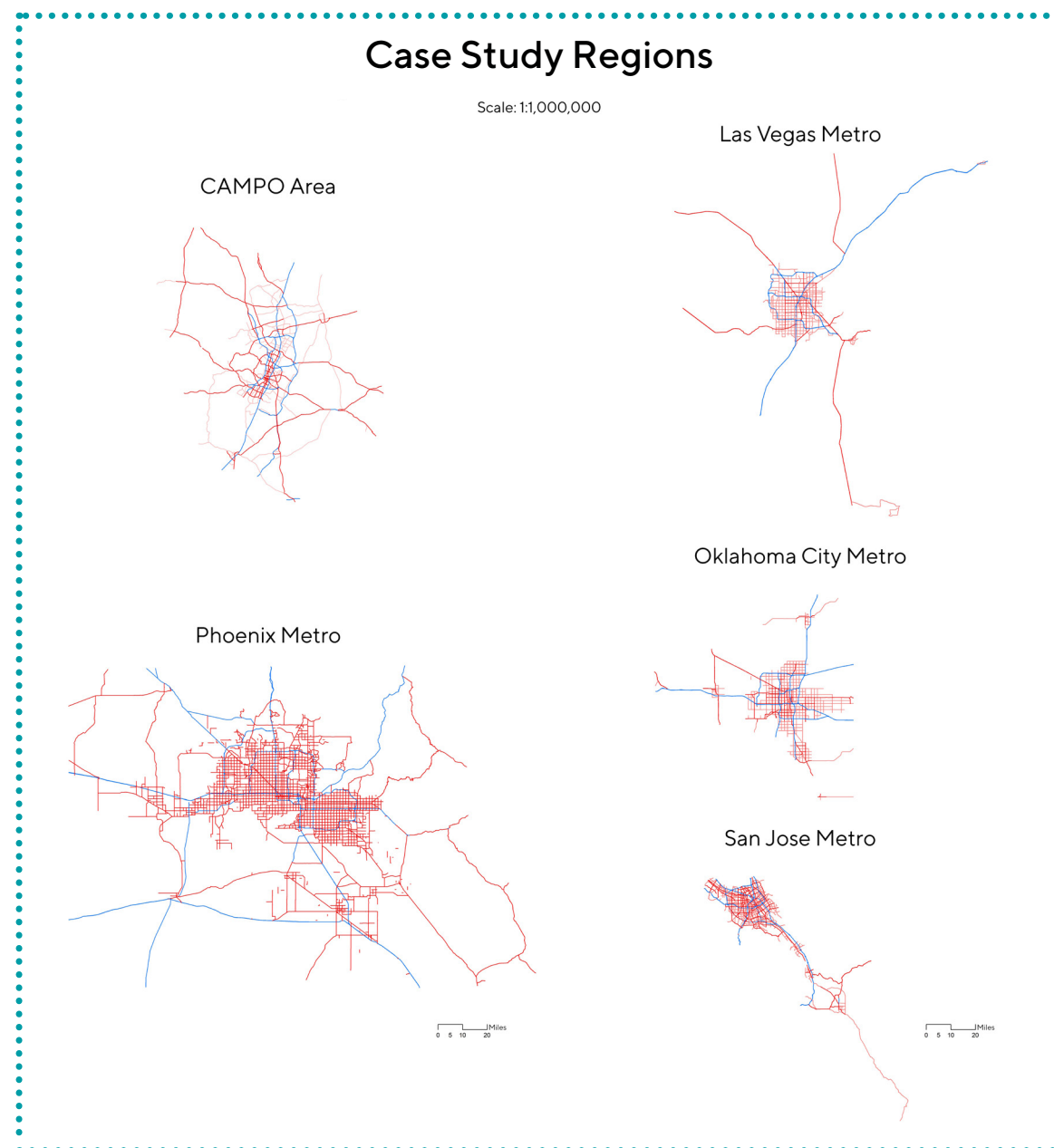


Included in the Pattern Book are regional case studies, corridor case studies, cross sections, and other best practice design treatments that have shown success at improving the overall operation of arterial roadways in other areas of the country. In each of the four regional case studies we sought to understand the proportional breakdown of roadways by functional class in addition to how each of the functional classes are spaced. This peer region review also revealed that these regions have a functional class of roadway that our region is missing. The missing functional class is characterized by tight access management, allowing only right turns in/out of driveways and left turns only at signalized intersections. This missing functional class will be discussed more later in the report. In addition, staff analyzed economic functions, mode split, how these peer networks cross barriers, and other performance metrics. Staff also examined the percentage of roadways by FHWA functional class to compare the mix to best practices.

Pattern Book Findings

A third Steering Committee¹ meeting included a presentation of the initial existing network map, findings from a third Steering Committee meeting included a presentation of the initial existing network map, findings from case studies of four peer regions similar to the CAMPO region, and best practices gathered from case study corridors. Both case studies were offered in full in the Pattern Book report.

Regional planning should still focus on context, but the gradations may be broader. Thus, in the Pattern Book chapter of the study, we have identified five context zones that range from high-rise downtown districts to rural areas with a very scattered built form. This means that the functional classification of the roadway can change as it moves through the region due to this change in context. Similarly, context can also impact the design choices for a roadway since changes in built form often mirror changes in population densities and activity. A full menu of possible treatments is found in the Pattern Book and is organized by context zone.



From the San Jose regional case study

Building the Existing Network

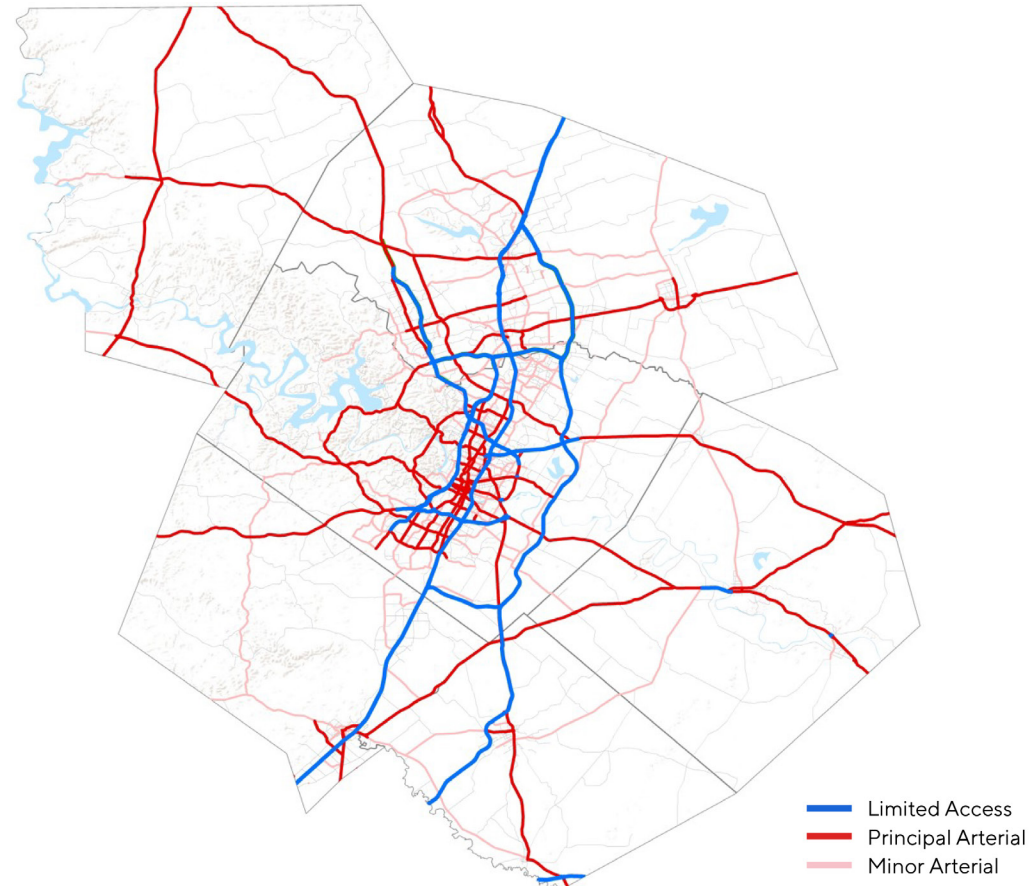
An immediate task for the study was to create an inventory of the existing arterial network. Recognizing that most jurisdictions use their own functional classification definitions, staff worked to standardize or group up each jurisdiction’s functional classes into standard categories following FHWA and TxDOT standards. This provided an “apples to apples” framing of the network at the regional scale. The existing roadway network is comprised of facilities that are currently in operation in the region. CAMPO generally followed the guidance of FHWA to determine the definitions of roadways in the region, but combined major and minor collectors, grouped together freeway/expressways and interstates as Limited Access, and developed a new subgrouping of principal arterials to be classified as Regional Connector/Expressway, with the other principal arterials being defined as Major Arterials. In cases where local plans defined existing roadways as a different functional class than TxDOT, CAMPO deferred to TxDOT’s classification.

We then sought to develop a more robust understanding of successful case study corridors and how they operate within their networks. Ten corridors were analyzed varying in context zone as shown in the graphic above. Particular attention was given to safety treatments (i.e. crash barriers & medians), operational improvements (i.e. light timing & flexible lane management), and efficient arterial cross sections, including those that integrate design types that mitigate negative environmental impacts. Moreover, we sought to incorporate design treatments that provided aesthetic amenity and improved the seamless integration of the arterials into each context. These findings helped develop a variety of options that may prove to be appropriate in our region.

Functional Classification Key			CAMPO Counties/Cities	TxDOT	CAMPO Functional Classification
Classification	Existing	Adopted/Planned New Facilities	Toll	Toll	Limited Access (Non-tolled/tolled)
Limited Access Route			Freeway	Interstate	
Tolled Limited Access Route			Highway		
Expressway / Regional Connector (Principal/Major)			Limited Access State Controlled Access		
Principal / Major			Principal Arterial	Principal Arterial	Principal Arterial
Minor			Major Arterial		Major Arterial
Collector			Parkway		Regional Connector/Expressway
Local			Ranch to Market		
Desire / Need (Charrette)			Minor Arterial	Minor Arterial	Minor Arterial
New Facility / Gap			Farm to Market		
Improvement to Existing Facility			Major Collector	Major Collector	Collector
Intersection / Grade Separation			Minor Collector	Minor Collector	
Transit Corridor			Local	Local	Local

The following map displays the arterial network, along with limited access facilities and collector roads. This gives us a sense of the existing supply of arterials, their location within the region, and how they serve the limited access network. This map was presented to the Steering Committee originally at the September meeting.

Regional Arterials Existing Conditions



Creating a Planned, Desired, and CAMPO Gaps Network

Once the existing network was assembled, the network of planned improvements and new facilities was added. CAMPO received locally-adopted plans from regional partners that set out new and improved arterials. These individual plans were combined to display the full regional network of planned and existing facilities.

CAMPO received partner plans from the following local entities:

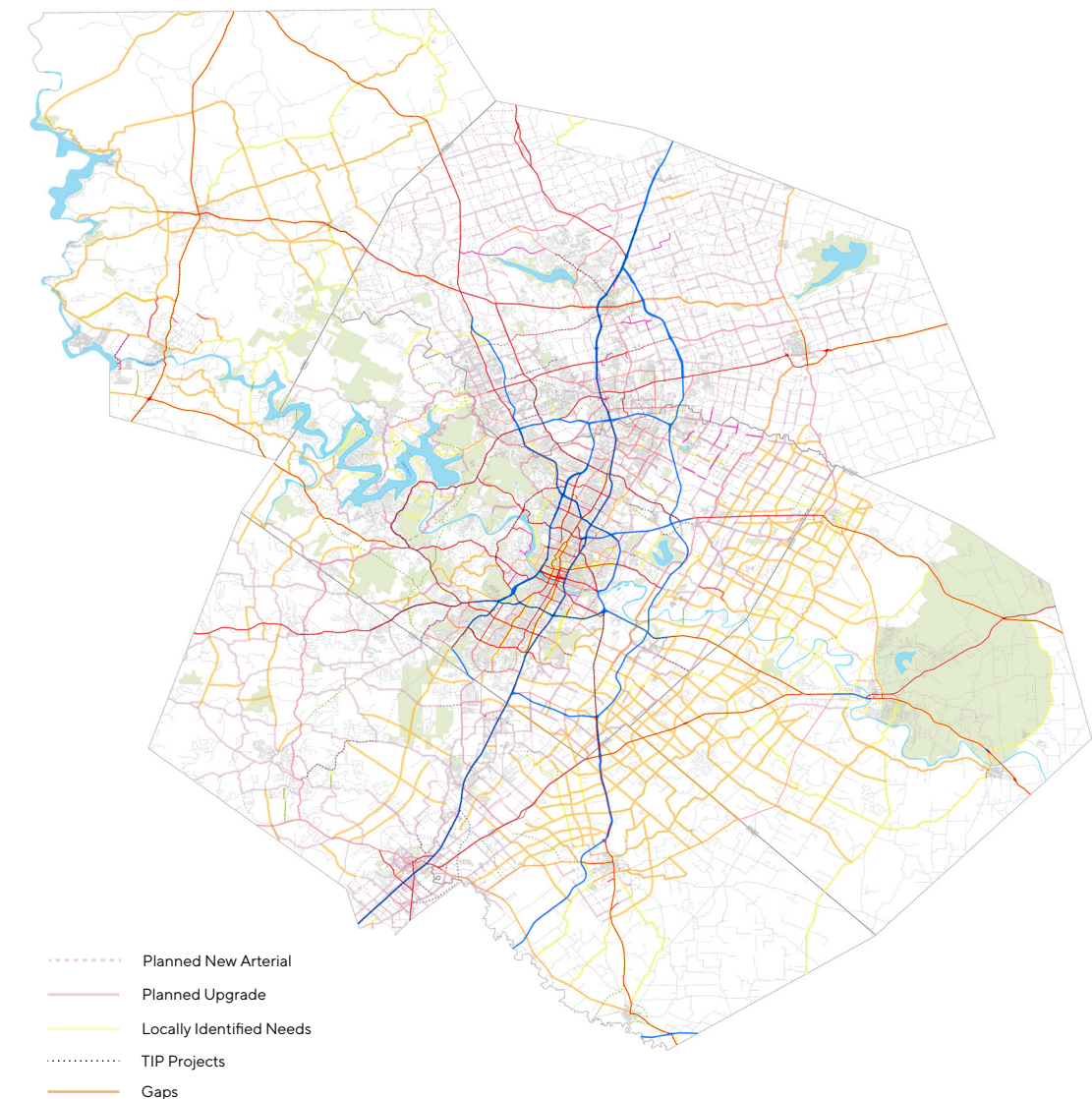
- Travis Co
- Austin
- Leander
- Georgetown
- San Marcos
- TxDOT
- CTRMA
- Bastrop
- Hays Co
- Lockhart
- Round Rock
- Williamson Co
- Marble Falls
- Cedar Park
- Kyle
- Buda
- Hutto

In addition to adopted local plans, as part of the local government meetings CAMPO staff asked local government representatives to vet their plan data displayed on the maps. Local governments were also asked to provide insight to additional needs beyond the plan shown on the map. This allowed the needs assessment to reflect needs from communities that may not have locally adopted plans and additional needs beyond adopted plans.

The first round of local government outreach also produced locally-identified needs, which were generally new connections or improvements. These new or improved facilities were further refined in the second round of local government meetings.

With locally planned and locally desired facilities mapped, CAMPO staff undertook a “gap” analysis to determine where missing connections between planned and existing facilities may be or where demographic forecasts show a lack in the supply of arterial roadways. The result of this analysis was the identification of gaps that recommend additional roadway improvements or new facilities to enhance connectivity. A map depicting these three types of new or improved facilities, along with the existing arterial network is shown below. This map was presented to local governments in the second round of meetings.

Gap Analysis



Forming the Concept Plan

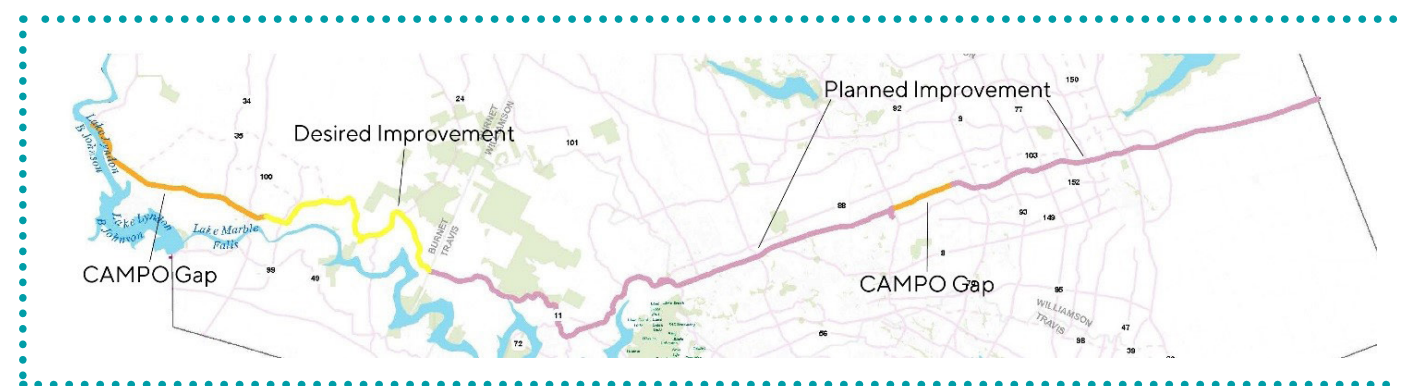
The next step in the planning process involved the building of a Concept Plan for the 2045 arterial network. The Concept Plan is comprised of a vision network, which is the culmination of the existing, planned, desired, and gaps network presented above, and detailed recommendations for four test case corridors. The Concept Plan began in earnest with the process described above to combine all locally-planned networks. This allowed us to better understand where there may be gaps between new or upgraded facilities.

To assess the proper design and capacity for the facilities in the vision network, CAMPO created longer-distance Regional Corridors from the existing, planned, desired, and gaps network facilities. This provided the planning team with all the information to develop an inventory of improvements and new facilities and begin scenario planning work to better understand the potential impact of the vision network. CAMPO has also set out to provide additional analysis for four test case corridors, SH 21, FM 734, FM 1431, and RM 12. For each, we will look at specific treatments and cross sections, as featured in the Pattern Book, to apply to the corridors and provide additional analysis on improvements or policies that can help these corridors better meet with the goals and objectives stated in the study.

Establishing Regional Corridors

With a full map in place of planned, desired, and gap facilities, CAMPO identified areas where these individual pieces (typically on the same roadway) could create longer distance, strategically connected "Regional Corridors." This was done, in part, to help illustrate the impact that individual improvements may have on the mobility demands along a given corridor, and to provide truly regional connections to a wider variety of communities.

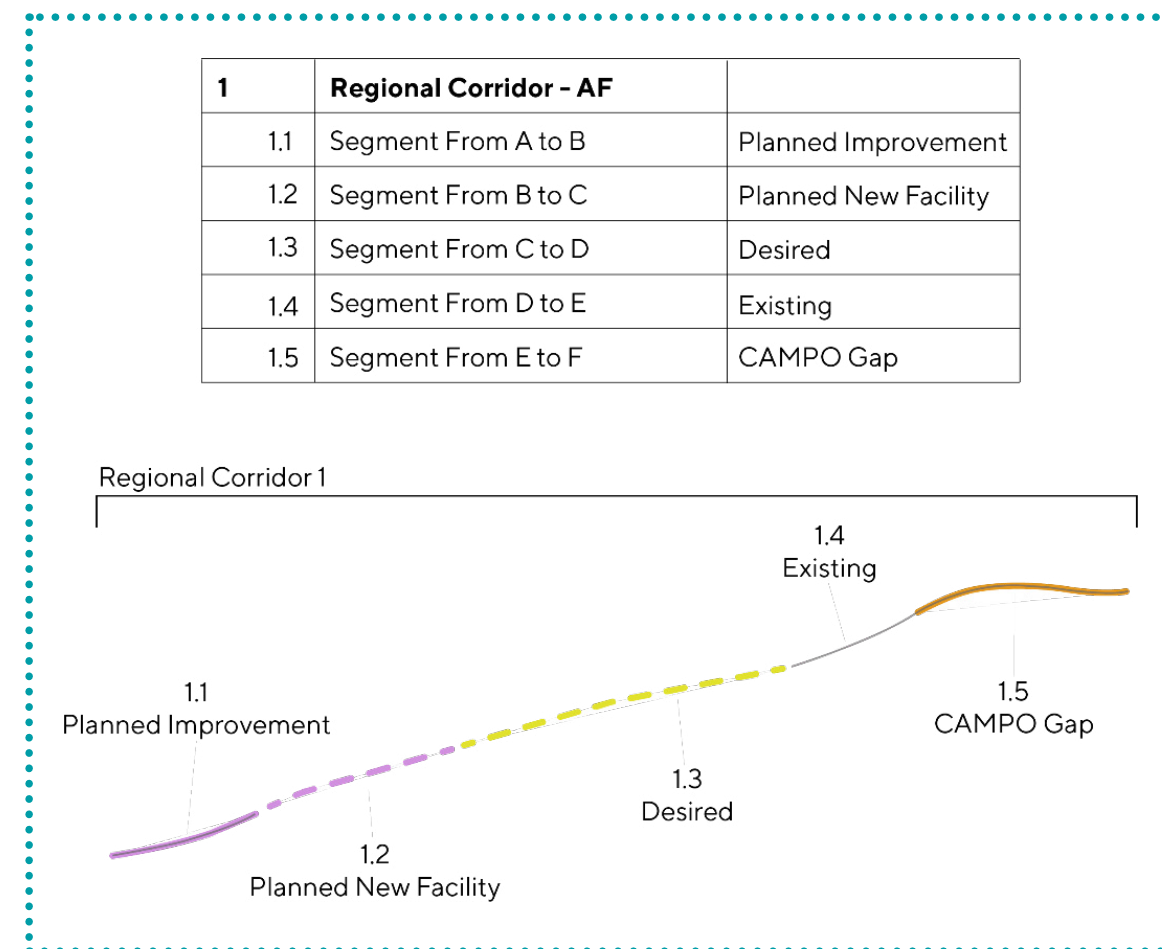
CAMPO combined individual improvements, as shown below, to form each Regional Corridor. Most of the Regional Corridors were comprised of multiple segments with improvements or new facilities planned by a local entity or identified through this process. The Regional Corridor below follows RM 1431 going east through the region, then following University Blvd, Chandler Rd, and a planned extension of that corridor to the eastern extent of the region. These corridors cross multiple jurisdictions from Kingsland to just north of Taylor.



After the initial Regional Corridors were formed, a sample of them were mapped and presented to the Steering Committee in January 2019. Displayed as a single color, the map allows for a better understanding of the full potential arterial network for 2045.

»» **Constructing the Regional Corridor Inventory**

The Regional Corridors were inventoried in a table to organize all the information previously collected regarding the improvements or proposed new facilities that form each one of them. The process of building the inventory followed the procedure illustrated below, with segments generally determined by a break in the source of the planned improvement or new facility.



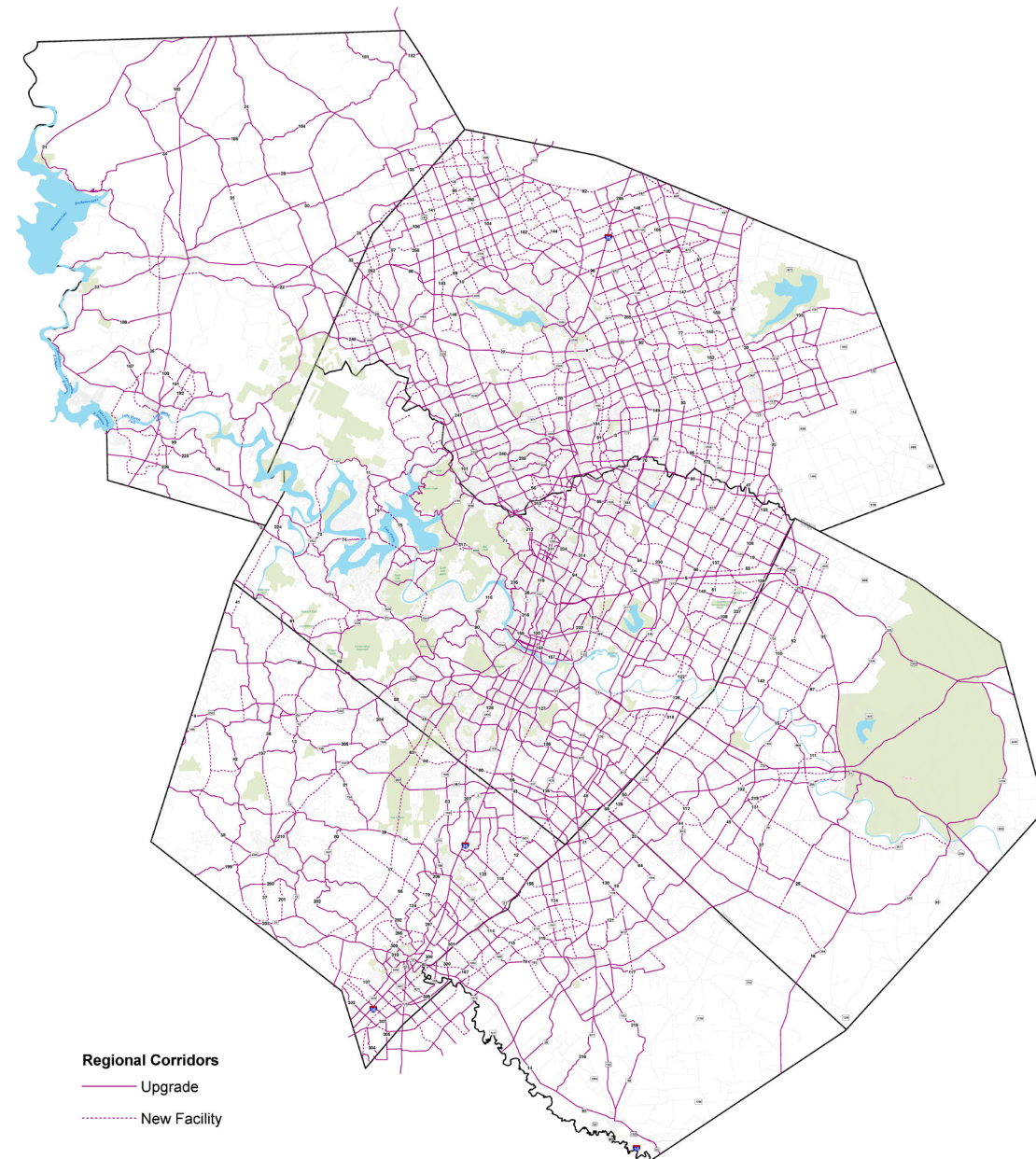
Each Regional Corridor was given a number, with each segment numbered as well. The sample below illustrates this and shows that each segment has been identified as either a new or improved facility, has been defined by source, and has limits.

The Vision Network (Unconstrained Arterial Network)

The Regional Arterial vision network is the full network of locally planned facilities, locally identified needs, and CAMPO-identified gaps for 2045. The map below shows the vision network as Regional Corridors, as described previously. This is done to provide a better sense of how the network functions. In this analysis, we started by integrating each of the local transportation plans and locally identified needs. Given that these local plans include the entirety of local transportation improvements, the spectrum of projects were vast and included many projects that do not impact regional travel. For this reason, these projects were removed from the vision network. Specifically, CAMPO removed all facilities below the major collector functional class, as any lower functional classes would most likely not meet the minor arterial functional class by 2045. These reductions provided staff with the appropriate base of facilities needed for the arterial analysis. From there,

another analysis was undertaken using the 2040 model which yielded the results of a few additional corridors that would have a proportional increase in average daily traffic (ADT) that would need to be examined for improvements and potential upgrades to the minor arterial functional class.

Vision Network



The vision network was not only mapped but coded in terms of the number of lanes and the design type for the roadways. CAMPO followed local plans to determine the coding, but many plans either did not extend to 2045 or did not make determinations according to lanes or design types. In the case that local entities did not decide on these elements in their plans, CAMPO based coding choices on local demand (based on the demographic forecast), projected and current Volume/Capacity (V/C) ratios, and arterial spacing guidelines gleaned from the findings of the case study analysis of the Pattern Book.

Modeling of Scenarios

To better understand the impact of the improved and new facilities that make up the vision network, a series of five scenarios were developed. Four of the scenarios will be assessed through the CAMPO Transportation Demand Model, while an additional scenario will be analyzed outside of the model.

Scenario 0: Baseline

The existing network with 2020 demographics will serve as a baseline scenario to provide an understanding of the current performance of the arterial network. The study will refer to this as scenario 0.

Scenario 1: Existing and Committed

The next scenario will use the 2040 existing model network as a means of approximating the existing plus committed (built prior to 2025) network. The role of this scenario is to understand the impact to regional transportation if no additional facilities are improved or built given the significant amount of additional growth forecasted for the region. This scenario and the remaining scenarios will be run with 2040 demographic projections found the current approved Transportation Demand Model.

Scenario 2: Tier 1 Network

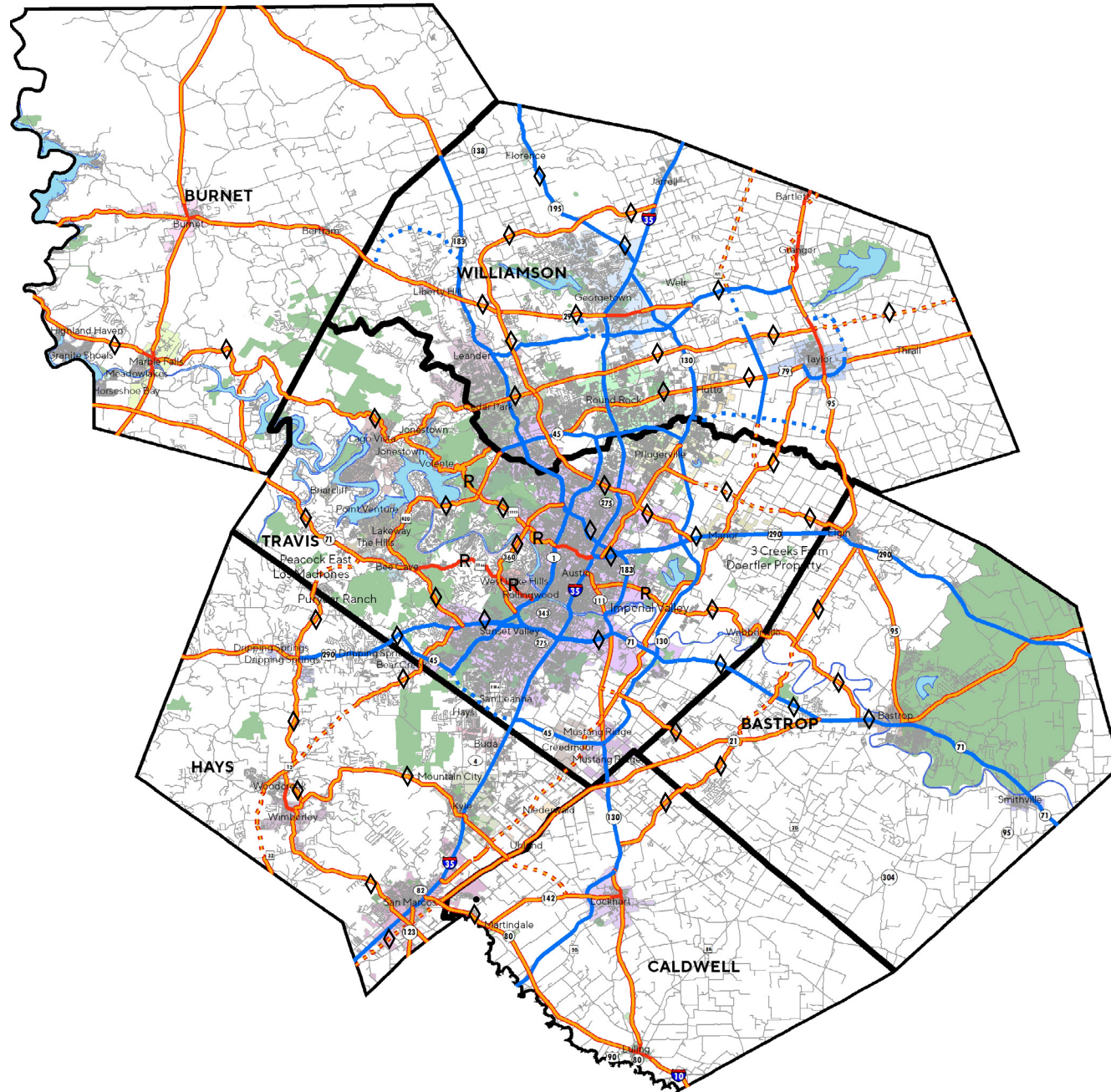
As previous analysis has made clear, it is apparent that not all arterial roadways within the network function the same or are used the same by residents and visitors to the CAMPO region. Thus, it was determined that for the purposes of analysis a network of the highest functioning roadways should be developed to better understand how these new and improved facilities might benefit the region as the only improvements. The Tier One roadway network includes all limited access and higher functioning principal arterials in the CAMPO region.

This also includes a missing functional class, as postulated in the initial phases of the study, that have been identified as Regional Connectors. These facilities provide long-distance connections and allow for greater mobility due to tighter access controls. Along with the limited access facilities and a few strategically located major arterials, the Regional Connectors form an integrated system of multi-lane high-capacity principal arterials. More specifically they feature:

- Tight Access Management
 - Right turns in/out only
 - Left turns at signalize intersections only
- Intersections typically spaced no less than ½ mile apart (all signaled)
- Grade separated intersections with all other regional connectors and limited access roads
- Timed/Synchronized lights
- Dedicated separated ped/bike facilities
- Bus pullouts

The network is spaced appropriately for higher functional class roadways (3 to 5 miles or more). This was based on best practices developed by the case study regions examined in the Pattern Book. Additionally, this network connects multiple centers and many generally provide mobility around the core. The map below displays the Tier One network, along with additional treatments or peak period uses that may be recommended to help improve mobility. The Tier 1 corridors will be added to the current 2040 model network used in Scenario 1.

Tier I Network



- R** Reversible Lane Option
- ◇ Non-Tolled Managed Lane Option
- Limited Access - Tolled / Non Tolled
- Principal - Regional Connector
- Principal - Major Arterial

Scenario 3: Non-tolled Managed Lanes (off model)

This scenario includes the addition of a flexible lane type, nontolled managed lanes (NMLs), for the Tier 1 corridors. NMLs are special use lanes that are managed, or their use is limited. These flexible NMLs could be used for transit, highoccupancy vehicles (HOV) and motorcycles, be limited to parking during offpeak times, be used to support reversible lanes, or be used as variable priced facilities.

NMLs are thought to be an alternative that may increase mode shift; i.e. from single occupancy vehicles (SOV) to HOV or to transit. Shifting drivers from their single occupant vehicle to bus or other HOV vehicles can increase person throughput with less vehicles. NMLs may be a viable option for Tier 1 project improvements if the proposed Tier 1 improvements still result in a poor level of service. Analyzing the impacts of NMLs can be accomplished by postprocessing model results from the scenario 2 model run. The primary assumptions for postprocessing impacts of NMLs include:

- Vehicle occupancy rates for SOV, HOV, and transit bus
- Travel demand by time of day
- Vehicle capacity of an NML
- Bus frequency
- Bus Passenger Car Equivalent (PCE)
- Mode shift from SOVs to HOV vehicles.

Scenario 4: Vision Network

This scenario includes a roadway network containing the Tier 1 projects from Scenario 2, all planned potential minor arterial and above projects from the 6-county region, and gap projects identified by CAMPO. It is a fiscally unconstrained scenario that looks to increase network connectivity by assuming the full build-out of locally-planned facilities and those identified through the Regional Arterials Study process.

Scenario 5: Priority Network

Finally, an additional scenario was developed that includes the Tier 1 network with selected supporting arterials from Scenario 4. The initial Tier 2 arterials were selected to provide parallel routes or add critical redundancy to Tier 1 corridors, thus benefiting the safety and resiliency of the overall network. To complete the priority network, arterials that had a volume to capacity ratio over 0.45 in scenario 4 were also added.

Model Results

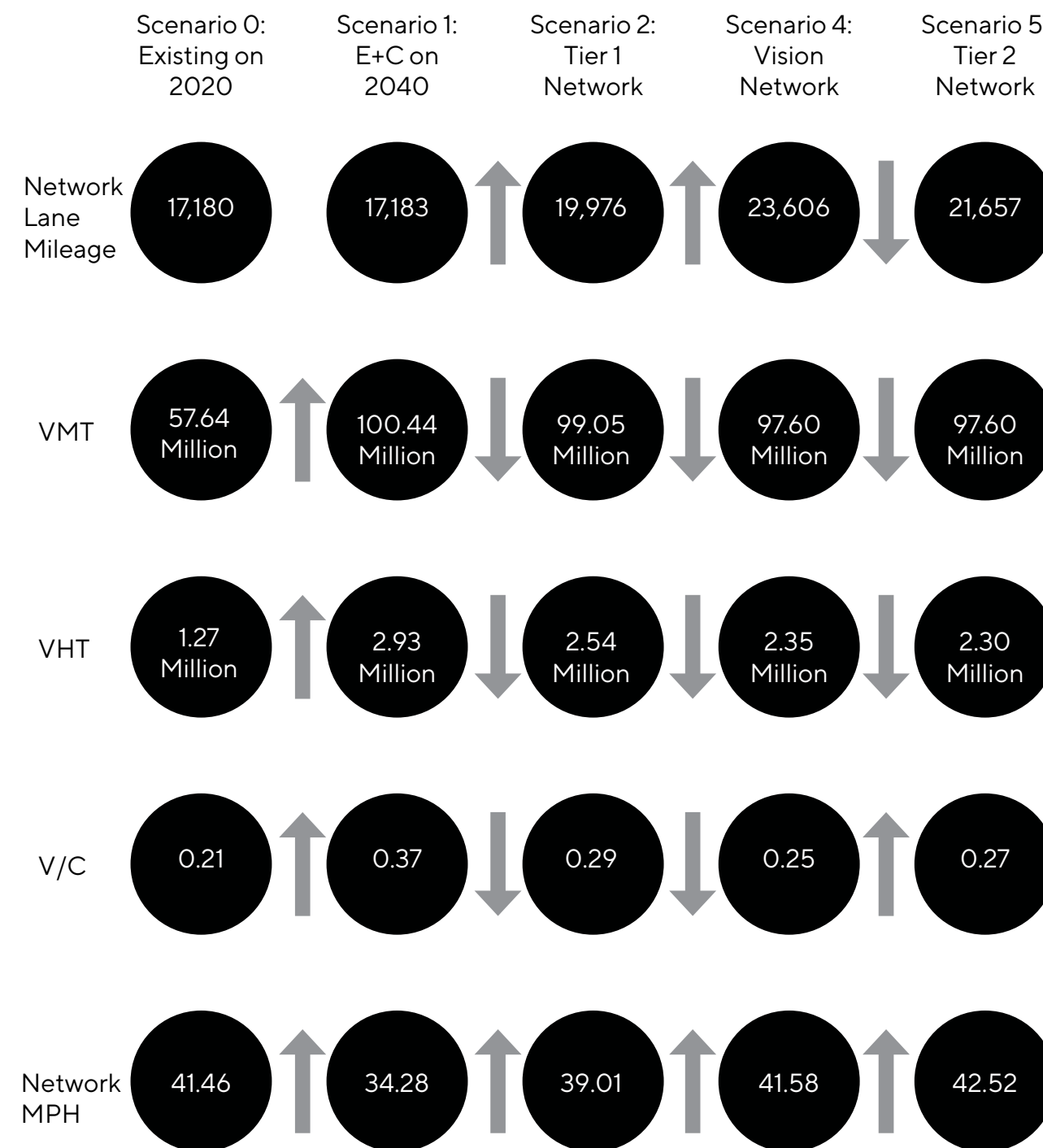
Scenario 1 shows increases in nearly all the metrics modeled with the exception of lane mileage. Unsurprisingly, this scenario performed relatively poorly in the model due to the significant increase in population and the lack of increase in roadways to serve the increase in demand. The population is anticipated to roughly double by 2040, which in this scenario means more people would be using the same number of roads, thereby increasing the VMT and VHT numbers significantly. The results from Scenario 2 show that lane miles were only increased by 16% but the improvements had a 1.4% reduction on regional VMT and a 13% reduction on regional VHT as compared to Scenario 1. This proves that we can benefit the efficiency of our arterial system by making improvements to a modest number of roadways.

Scenario 3 was developed to envision how facilities can be used more flexibly and tailored to their individual contexts. Evidence of mode shift has been found in our region since the implementation of the MoPac Express Lanes. The MoPac express lanes enable drivers to travel up to 21 mph faster than those on the non-tolled lanes which equates to roughly 25 minutes of travel time savings on the route. The results confirm that enabling more nuanced utilization of facilities can generate a significant impact.

Scenario 4 also improved the performance of the network as compared to Scenario 1 "No-Build". Regional VMT is reduced due to more direct routes associated with a more connected network of roadways. Short trips that might otherwise be relegated to limited access roads or principal arterials would then be shifted to minor arterials. This enables the network to work more efficiently by distributing different trip types to more appropriate functional classes. While this scenario does elicit a reduction in VMT and VHT, it does also include a significant increase in lane miles (37%). Consequently, this increase in lane miles is another factor contributing to the reductions in VMT and VHT by enabling more direct, shorter trips. The 37% increase in lane miles correlates to a 3% reduction in VMT and a 20% reduction in VHT.

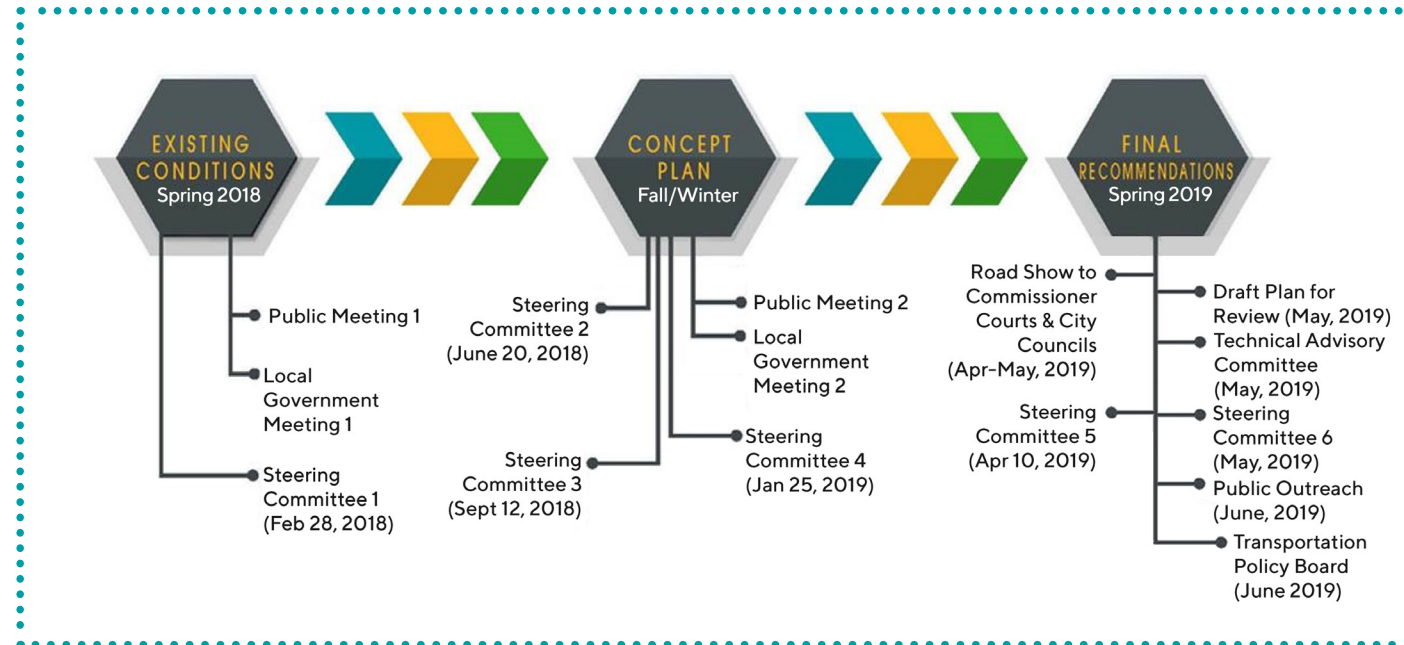
Lastly, the results for Scenario 5 show that the same network efficiency improvements generated in Scenario 2 can be realized, and even amplified, with this expanded network as well. With this network which increases the lane miles by 26% over Scenario 1, we see that VMT is reduced by 3% and VHT is reduced by 22%. Moreover, when comparing Scenario 5 with Scenario 2, we see a 1.5% reduction in VMT and a 10% reduction in VHT with an 8% increase in lane miles. These results show that with strategic improvements we have the potential to improve safety, connectivity, and congestion all while also reducing the miles and amount of time driven.

These results illustrate how the improvements assumed in each scenario benefit the network as a whole. It is clear that if nothing is done, network performance will worsen as the CAMPO region grows. However, these results also show that strategic improvements can have substantial impacts on the regional network.



»» Next Steps

As the final recommendations are being prepared for review, additional outreach to the Steering Committee, with local governments, and with the public are being readied to ensure that the plan meets the needs and concerns of the region. The full project timeline is shown in the figure below.



Finally, CAMPO will present a full draft study for review that includes the two draft chapters already delivered to the Steering Committee (Existing Conditions and Pattern Book), as well as a full Concept Plan that presents the vision network, the Regional Corridor Map and Inventory, and the findings from the transportation demand modeling analysis of the Tier One and vision networks.



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F 737.708.8140

E campo@campotexas.org

Capital Area Metropolitan Planning Organization

@CampoTexas

Capital Area Metropolitan Planning Organization

@CampoTexas

Capital Area MPO



SUMMER 2019 OPEN HOUSES

CAMPO invites you to participate in person or online to learn about the **Regional Arterials Study** and other local planning initiatives and to provide comments.



Attend an Open House

The open houses are a come-and-go format so come at your convenience. Children's activities will be available.

June 11 – San Marcos Activity Center

4 – 7 p.m.

501 E. Hopkins Street, San Marcos, TX 78666

June 12 – Marble Falls Public Library

4 – 7 p.m.

101 Main Street, Marble Falls, TX 78654

June 13 – City of Elgin: Sip Shop & Stroll

5 – 8 p.m.

14 N. Main Street, Elgin, TX 78621

Information on the Mokan Subregional Study will also be available.

June 14 – Project Connect Community Office

10 a.m. – 2 p.m.

607 Congress Avenue, Austin, TX 78701

Information on the Mokan Subregional Study will also be available.

June 17 – Allen R. Baca Center

4 – 7 p.m.

301 W. Bagdad Avenue, Round Rock, TX 78664

Information on the Mokan Subregional Study will also be available.

June 18 – Lockhart Public Library

4 – 7 p.m.

217 S. Main Street, Lockhart TX 78644.

June 19 – Bee Cave Public Library

4 – 7 p.m.

4000 Galleria Parkway, Bee Cave, TX 78738



Participate Online

Visit campotexas.org to participate in the online open house and submit electronic comments.

Online open house starts **June 10, 2019**.

All information available in person will also be available online.

Comment Period

The comment period is **June 10 – July 15, 2019**, and comments may be submitted in person at the meetings or via email or mail.

Persons with special needs or disabilities who plan to attend open houses and require auxiliary aids, services, or translations are requested to call (512) 215-8225 at least five working days prior to the meeting so that appropriate arrangements can be made.



campotexas.org



comments@campotexas.org



(512) 215-8225



3300 N. Interstate 35, Suite 630, Austin, Texas 78705



Date: June 10, 2019
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Kelly Porter, Regional Planning Manager
Agenda Item: 13A
Subject: Discussion and Approval of San Marcos Platinum Planning Study Interlocal Agreement (ILA)

RECOMMENDATION

CAMPO staff requests that the Transportation Policy Board authorize the CAMPO Executive Director to execute an Interlocal Agreement (Attachment A) with the City of San Marcos for the San Marcos Platinum Planning Study.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization seeks to assist San Marcos in conducting a study and developing recommendations to enhance multi-modal transportation safety, mobility and connectivity, and economic development potential.

FINANCIAL IMPACT

In May 2018, the Transportation Policy Board approved \$800,000 of Surface Transportation Block Grant (STBG) funds with a \$200,000 local match for this study.

BACKGROUND AND DISCUSSION

San Marcos is a rapidly growing community about 30 miles south of Austin. The city has a population of over 60,000 people and serves as the county seat for Hays County. As the southern gateway for the Capital Area, this study seeks to help San Marcos and the region manage its growth challenges by creating environments that promote multiple travel options, enhance economic development and housing options near high-quality transportation investments, and position the urban core to become a premier center for the City of San Marcos and the Capital Area region.

The San Marcos Platinum Planning Study includes multiple corridors and centers:

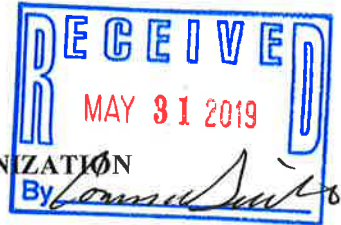
- Corridor Plan – Development of a set of context-sensitive corridor concepts and strategies for several miles on Guadalupe Street (SH 123), Hopkins Street, and a future north/south connector corridor east of IH-35 (possible SH 21 extension), which addresses access management strategies, multi-modal transportation elements, safety improvements, operational improvements, and recommendations for a private realm built-form that supports different modes of transportation and a sense of place.
- Centers Plan – Development of concepts and strategies for a vibrant mixed-use center oriented around the Downtown and Midtown Neighborhoods, as well as other key nodes in the study area such as the proposed redevelopment of the City Government complex.
- This includes development concepts for a dense mixed-use core (Downtown and Midtown) and catalytic sites (City Government complex, SH 21 extension/SH 123 intersection, NW Corner of IH 35/Hopkins St intersection), providing services and amenities which encourage the use of multiple modes of transportation.

SUPPORTING DOCUMENTS

Attachment A – *San Marcos Platinum Planning Study Interlocal Agreement (ILA)*

Attachment B – *Draft Resolution #2019-6-13A*

**INTERLOCAL AGREEMENT BETWEEN
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
AND
CITY OF SAN MARCOS
FOR THE
SAN MARCOS PLATINUM PLANNING STUDY**



THIS INTERLOCAL AGREEMENT (“Agreement”) is made by and between the CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION, a metropolitan planning organization, (“CAMPO”) and the CITY OF SAN MARCOS, a Texas Home Rule Municipal Corporation in Hays County, (“the City”) pursuant to the authority granted and in compliance with the provisions of the Interlocal Cooperation Act, Chapter 791, *Texas Government Code*.

WHEREAS, the Texas Interlocal Cooperation Act, Texas Government Code Chapter 791 (the “Act”), provides that any one or more public agencies may contract with each other for the performance of governmental functions or services for the promotion and protection of the health and welfare of the inhabitants of this State and for the mutual benefit of the parties; and

WHEREAS, the Governor of the State of Texas has designated CAMPO (formerly the Austin Transportation Study), acting through its Transportation Policy Board, to be the Metropolitan Planning Organization (MPO) for the Austin urbanized area(s), and the lead agency for the region’s Metropolitan Planning process; and

WHEREAS, the Metropolitan Planning process addresses requirements under state and Federal law that promote efficient system management and operation; and

WHEREAS, CAMPO’s Platinum Planning Program seeks to generate comprehensive and detailed multimodal planning at the local level that will generate regionally significant benefits through projects and policies; and

WHEREAS, CAMPO’s Platinum Planning Program translates federal and state transportation guidelines into actions that are consistent and appropriate for our region’s and local communities’ context; and

WHEREAS, San Marcos is a rapidly growing community about 30 miles south of Austin that is seeking to manage its growth challenges by creating environments that promote multiple travel options, enhance economic development and housing options near high-quality transportation investments, and position its urban core to become a premier center for the City of San Marcos and the Capital Area region; and

WHEREAS, the City wishes to partner with CAMPO to complete a study of the Downtown/Midtown core and the following corridors: Guadalupe Street between University Drive and FM-110, Hopkins Street starting near the downtown square and ending near SH-21 east of the City, and a north/south connector from SH-80 to IH-35 at Posey Road, in accordance with CAMPO’s Platinum Planning Program, to address the potential uses of this corridor, and recommend projects and implementation plans that enhance multi-modal transportation, safety, mobility and connectivity, enhance economic development potential, and establishes the area as a premier center for the City of San Marcos and the Capital Area region, as further described in the Scope of Work (Attachment “A”).

NOW, THEREFORE, in consideration of the mutual covenants and promises made by the parties, CAMPO and the City hereby agree as follows:

I. PAYMENT

CAMPO's and the City's payment obligations are payable only and solely from funds appropriated by the City Council of the City of San Marcos and the CAMPO Transportation Policy Board, respectively ("Appropriated funds") and available for the purpose of this purchase. The absence of appropriated funds or other lawfully available funds shall render this Agreement null and void to the extent funds are not appropriated or available. Within 45 days of the adoption of the City's annual budget or CAMPO's Unified Planning Work Program, the applicable party shall provide the other party written notice of the failure of the party's governing body to make adequate appropriation for any fiscal year to pay for the amounts due under this Agreement, or the reduction of any appropriation to an amount insufficient to permit the applicable party to pay its obligation under this Agreement.

II. OBLIGATIONS OF CAMPO

- A. CAMPO shall support the inclusion of the City's Vision San Marcos Comprehensive Plan, including the Transportation Master Plan and Downtown Master Plan, as part of the San Marcos Platinum Planning Study.
- B. CAMPO agrees to actively work with the City in the development of the San Marcos Platinum Planning Study consistent with Attachment A – Scope of Work.
- C. CAMPO will form a steering committee that includes the City, TxDOT and other stakeholders to guide the planning process of the San Marcos Platinum Planning study.
- D. CAMPO will manage all phases of development and administration of a consultant contract, including, but not limited to, procurement, contract execution, review and approval of deliverables, enforcement of contract terms and conditions, payment of invoices, and contract close-out. CAMPO will actively engage and partner with the City throughout the process to ensure that the final plan meets the needs of the City, the goals of the City's Vision San Marcos Comprehensive Plan, and the Platinum Planning Program.
- E. CAMPO will coordinate with the City on any proposed and/or necessary changes to the Project Schedule, Public Participation Plan, and other related documents, prior to approval.
- F. CAMPO will pay an amount not to exceed \$680,000 or 80% of the total project costs of \$850,000 to cover planning services described under in Attachment A - Scope of Services.
- G. CAMPO shall include all required deliverables identified in Attachment A - Scope of Work in the executed agreement with the consultant hired to complete the San Marcos Platinum Planning Study.
- H. CAMPO will submit the completed San Marcos Platinum Planning Study for possible acceptance by the Transportation Policy Board.

III. OBLIGATIONS OF THE CITY

- A. The City supports the inclusion of CAMPO's Platinum Planning Program elements as part of the San Marcos Platinum Planning Study as detailed in Attachment B.

- B. The City will actively work with CAMPO in the development of the San Marcos Platinum Planning Study consistent with Attachment A - Scope of Work.
- C. The City will remit to CAMPO **\$170,000 or 20% of the \$850,000** total project cost as the local match for this study, within thirty (30) days of the effective date of this Agreement.
- D. The City will participate in the consultant selection process and the planning process of the San Marcos Platinum Planning Study.
- E. The City will present the San Marcos Platinum Planning Study to its local decision-making bodies for review and possible adoption and implementation.
- F. Upon completion of the San Marcos Platinum Planning Study, the City will track and report to CAMPO on plan implementation activity such as transportation investments, new development projects, public and private dollars invested, new policies established or amended, etc.

IV. TERM AND TERMINATION

- A. This Agreement is effective on the date of the last party to sign. The Agreement terminates on **February 1, 2021**, unless otherwise terminated pursuant to this Agreement.
- B. If either party defaults in the performance of any terms or conditions of this Agreement the defaulting party shall have 30 days after receipt of written notice of such default within which to cure such default. If such default is not cured within such period of time then the offended party shall have the right without further notice to terminate this Agreement.
- C. This Agreement may be terminated, in whole or in part, by either party whenever such termination is found to be in the best interest of either party. Either party shall provide written notification to the other party at least thirty (30) days in advance of the effective date of the termination. All notices pursuant to this Agreement shall be deemed given when either delivered in person or deposited in the United States mail, postage prepaid, certified mail, return receipt requested, addressed to the appropriate party at the following address:

If to CAMPO: Ashby Johnson
 Executive Director
 CAMPO
 3300 N. Interstate Highway 35, Ste 630
 Austin, Texas 78705

with a copy to: Kelly Porter, AICP
 Regional Planning Manager
 CAMPO
 3300 N. Interstate Highway 35, Ste 630
 Austin, Texas 78705

If to the City: Jane Hughson
 Mayor
 City of San Marcos
 630 E Hopkins Street
 San Marcos, Texas 78666

with a copy to: Laurie Moyer, PE
Director of Engineering and Capital Improvement
City of San Marcos
630 E Hopkins Street
San Marcos, Texas 78666

V. RESTRICTION ON LOBBYING

In accordance with 31 USC Section 1352, CAMPO and the City hereby certify that no Federal appropriated funds have been or will be paid by or on behalf of CAMPO and/or the City 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 in connection with the awarding of any Federal contract, the making of any Federal grant or loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of Federal contract, grant, loan or cooperative agreement. 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 in connection with this federal contract, grant, loan, or cooperative agreement, CAMPO and/or the City shall complete and submit standard form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions. CAMPO and/or the City shall require that the language of this certification be included in the award documents for all sub-awards at all tiers and that all subcontractors shall certify and disclose accordingly. CAMPO and its subcontractors shall require that the language of this certification be included in any subcontract exceeding \$100,000 by any tier in that any such subcontractor shall certify and disclose accordingly.

VI. INSPECTION OF WORK AND RETENTION OF DOCUMENTS

- A. CAMPO when federal funds are involved, shall grant the U.S. Department of Transportation, the Texas Department of Transportation and any authorized representative thereof, the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed hereunder and the premises in which it is being performed.
- B. All records or materials required by or produced under this Agreement, including records produced by any subcontractor to CAMPO and/or the City, shall be maintained for at least four (4) years after CAMPO and/or the City payment under this Agreement or the termination or expiration of this Agreement.

VII. PROCUREMENT

In accordance with the Interlocal Cooperation Act, it is mutually agreed that all parties hereto shall conduct all procurements and award all contracts necessary to this Agreement in accordance with federal and state laws and regulations, including Federal Transit Administration Circular 4220.1D, if federal funds are used to execute procurement and award of services. No officer, employee, independent consultant, or elected official of either party who is involved in the development, evaluation, or decision-making process of the performance of any procurement related to this Agreement shall have a financial interest, direct or indirect, in the Agreement resulting from the procurement.

VIII. LEGAL CONSTRUCTION

If any of the provisions contained in this Agreement are for any reason held to be unconstitutional, void, or invalid, illegal or unenforceable in any respect, such unconstitutionality, invalidity, illegality or unenforceability shall not affect the remaining portions of the Agreement; and this Agreement shall be construed as if such unconstitutional, void, or invalid, illegal or unenforceable provision had never been contained herein.

IX. LAW AND VENUE

The laws of the State of Texas govern all matters arising out of this Agreement, and venue shall lie in the state courts of Travis County, Texas. The parties acknowledge and agree that each party shall be responsible for any attorney's fees incurred by that party relating to this Agreement

X. NON-DISCRIMINATION

It is mutually agreed that all parties hereto are bound by the provisions of Title 49, Code of Federal Regulations, Part 21, which was promulgated to effectuate Title VI of the Civil Rights Act of 1964, Title 23, Code of Federal Regulations, Part 710.405(b), and Executive Order 11246 titled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR Part 60).

XI. INTERPRETATION OF LAWS AND AUTHORITIES

CAMPO is responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of the contract work.

XII. ALTERATION, AMENDMENT, OR MODIFICATION

- A. This Agreement may not be altered, amended, or modified except in writing and any alterations, amendments, or modifications must be approved by both parties.
- B. This Agreement constitutes the entire Agreement between CAMPO and the City. No other agreement, statement or promise relating to the subject matter of this Agreement that is not contained in the Agreement is valid or binding

WHEREFORE, premises considered, this INTERLOCAL AGREEMENT is executed; and

Approved to be effective on the date of the last party to sign.

CITY OF SAN MARCOS

By: Jane Hughson
Jane Hughson,
Mayor

Date: 5/21/19

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

By: Ashby Johnson
Ashby Johnson,
Executive Director

Date: 06.04.19

ATTEST:

By: Sam Lee Case
Title: City Clerk

By: _____

Title: _____

Approved as to form only:

**ATTACHMENT A
SCOPE OF WORK**

SCOPE OF WORK

Project Name: San Marcos Platinum Planning Study

Capital Area Metropolitan Planning Organization (Capital Area MPO) is seeking services from a qualified consultant to conduct a study and develop recommendations to further the goals of Capital Area MPO's Platinum Planning Program and advance the planning efforts of the City of San Marcos (Vision San Marcos Comprehensive Plan, San Marcos Downtown Master Plan, San Marcos Development Code, San Marcos Transportation Master Plan, etc.). The recommendations should address the immediate and future mobility issues which stem from population growth and development pressures prevalent in the region. The Consultant will develop strategies that apply the elements of the Platinum Planning Program to the study area and recommend projects and implementation plans that enhance multi-modal transportation safety, mobility and connectivity, enhance economic development potential, and establish the study area as dynamic and functional for the City of San Marcos.

Capital Area MPO's Platinum Planning Program seeks to generate comprehensive and detailed multimodal transportation planning at the local level that will generate regionally significant benefits through projects and policies. The program aligns local and regional planning through a progressive, integrated, and inclusive process. Plans completed as part of this program meet shared goals and are inclusive of state of the practice elements. Specifically, these plans will outline synergies between transportation, land use, and other planning areas to better understand how the system performs. Recommendations from plans completed through this program will inform future iterations of the Regional Transportation Plan. The Platinum Planning Program includes three spatial areas: Subregions, Corridors, and Centers; since this study includes multiple corridors and centers, it is considered a subregional plan.

San Marcos is a rapidly growing community about 30 miles south of Austin. The city has a population of over 60,000 people and serves as the county seat for Hays County. San Marcos enjoys a nice reputation due to its walkable downtown, family-oriented neighborhoods, the San Marcos River and Texas State University. The city also serves as the southern gateway for the Capital Area. This study seeks to help San Marcos and the region manage its growth challenges by creating environments that promote multiple travel options, enhance economic development and housing options near high-quality transportation investments, and position the urban core to become a premier center for the City of San Marcos and the Capital Area region.

The Downtown/Midtown center is a major destination in San Marcos situated adjacent to Texas State University and containing the City's primary parks system and civic buildings. The Center includes two major grocery stores and the Historic Downtown, which has been a priority since the City adopted the 2008 Downtown Master Plan. Downtown and Midtown were included as *High Intensity Zones* on the 2013 Comprehensive Plan Map, but while not identified therein, the area between Downtown and Midtown is integral to the detailed study of the overall area as a center. The connecting area between Downtown and Midtown predominately consists of City

and Texas State University property and is a linkage for parkland and municipal facilities. The City is currently considering a public private redevelopment of several tracts in this area.

In 2018, the City of San Marcos adopted a new Development Code to allow higher density opportunities in the Midtown area which currently consists of traditional, automobile oriented commercial and multi-family developments. The City is also currently engaged in relevant planning efforts with Texas State University to study options for more seamless transit service and consideration of multi-modal facilities to support the transit effort is important to the center.

The study area also includes multiple on-system TxDOT roadways which need to evolve to support multi-modal travel with adjacent mixed-use land use rather than the original rural/suburban land use in place.

The San Marcos Platinum Planning Study includes multiple corridors and centers:

1. Corridor Plan – Development of a set of context-sensitive corridor concepts and strategies for several miles on Guadalupe Street (SH 123), Hopkins Street, and a future north/south connector corridor east of IH-35 (possible SH 21 extension), which addresses access management strategies, multi-modal transportation elements, safety improvements, operational improvements, and recommendations for a private realm built-form that supports different modes of transportation and a sense of place.
2. Centers Plan – Development of concepts and strategies for a vibrant mixed-use center oriented around the Downtown and Midtown Neighborhoods, as well as other key nodes in the study area such as the proposed redevelopment of the City Government complex. This includes development concepts for a dense mixed-use core (Downtown and Midtown) and catalytic sites (City Government complex, SH 21 extension/SH 123 intersection, NW Corner of IH 35/Hopkins St intersection), providing services and amenities which encourage the use of multiple modes of transportation.

The consultant should have experience and knowledge in planning for implementation consistent with the Platinum Planning Program elements:

1. Multimodal and Mixed-Use – Create connections to housing, jobs, and services through the establishment of dynamic mixed-use environments, well-connected street grids, high-quality transit options, as well as safe and useful pedestrian/bicycle accommodations.
2. Housing – Develop a mix of housing types and price points appropriate for the study area context that provides living options that can accommodate a variety of incomes, abilities, and familial types.
3. Environment – Create a healthy environment that proactively protects and enhances air, water, land, and people.
4. Economic Development – Promote the economic competitiveness of the study area to yield positive impacts on the local tax base, high-quality jobs, and community services.
5. Equity – Create positive social, economic, and environmental outcomes for all residents and stakeholders in the study areas while minimizing adverse impacts.

Additionally, the consultant will perform an analysis to assist the City in determining the impacts and a schedule of highway “turn back” of the following State highways: Loop 82, SH 80/East Hopkins Street and SH 123.

Study Area (See below for the study area maps)

The focus of the San Marcos Platinum Planning Study is the Downtown/Midtown core and the following corridors: Guadalupe Street (SH 123) between University Drive and FM-110, Hopkins Street (SH 80) starting near the downtown square and ending near SH-21 east of the City, and a north/south connector from SH-80 to IH-35 at Posey Road (potential extension of SH 21). As stated previously, this study includes two areas of focus:

1. Corridors Plan Focus Areas – This study should consider an optimum integration of transportation options for multimodal connectivity throughout the focus areas.
 - Guadalupe Street (SH 123) – The section from University Drive on the west, to FM-110 on the east. This corridor changes from a rural four lane bi-directional road with one center turn lane to an urban arterial with 2-3 lanes of one-way travel acting as a couplet with South LBJ Drive. The portion of the corridor in downtown has sidewalks but they become irregular roughly a half mile east of IH-35 before becoming non-existent as the corridor turns into a rural road. Land use along Guadalupe Street includes mostly retail and commercial spaces (ranging from urban to drive-thru suburban), fuel stations, and an overall auto-centric low-density built form.
 - Hopkins Street (SH 80) – The section starting near the downtown square and ending near CR 1984 at the San Marcos Air, Rail, and Truck (SMART) Terminal east of the City. This corridor changes from rural to urban with four lanes of bi-directional travel with one center turn lane. The corridor includes discontinuous sidewalks and a lack of streetscaping elements. Land use along Hopkins Street is similar to that of Guadalupe Street’s and includes mostly retail and commercial spaces, fuel stations, City Government complex (Activity Center, Library and Municipal offices) with an overall auto-centric low-density built form.
 - North/South Connector (SH 21 extension) - This corridor does not yet exist but is envisioned as an alternative relief route to IH-35. The corridor is defined as running north/south roughly one mile east of IH-35 from SH-80 to the Comal County Line. Most of the future right-of-way is in a rural context with portions having suburban characteristics.
2. Centers Plan Focus Area - Development of a plan for a vibrant mixed-use center oriented around the Downtown and Midtown neighborhoods. This includes development concepts for dense mixed-use catalytic sites including the City Government complex, SH 21 extension/SH 123/RR12 intersection, and the northwest corner of the IH 35/Hopkins St

Capital Area MPO and City of San Marcos Platinum Planning Study

intersection providing a mix of housing types/price points, services and amenities which encourage and leverage the use of multiple modes of transportation.

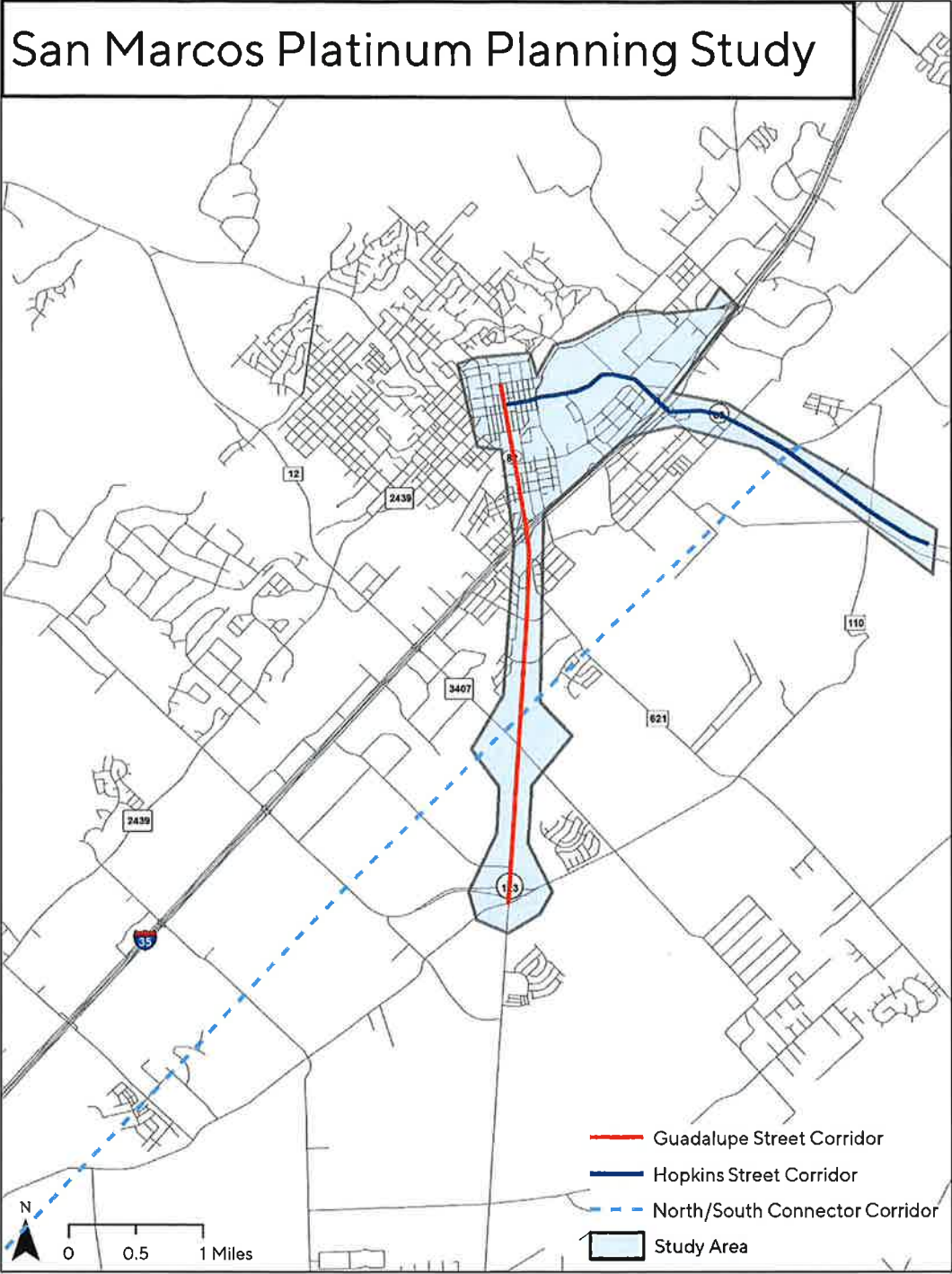
Our Scope of Services is presented in five stages (Tasks 0 – 3):

Task 0. Project Management & Public/Stakeholder Engagement

Task 1. Existing Conditions and Needs Assessment

Task 2. Concept Plan

Task 3. Draft Project, Policy Recommendations, Implementation Plan, Project Prioritization, and Final Report



Task 0. Project Management & Public/Stakeholder Engagement

0.1 - Project Management

Capital Area MPO's Regional Planning Manager, or his designee, will serve as the Capital Area MPO Project Manager, and the City of San Marcos will serve as the local partner for this study. The consulting firm's Project Manager will serve as the primary point of contact for all communication between Capital Area MPO and the consulting team. The Capital Area MPO Project Manager will serve as the liaison between the local partners and the consultant team. The consulting team may not change team membership or organizational structure without the written approval of the Capital Area MPO Executive Director.

Effective two-way communication is essential on a project of this complexity and importance. The Consultant will schedule bi-weekly (or more frequent, if directed by Capital Area MPO) meetings with Capital Area MPO staff and local partners with ad hoc meetings as needed. On-line conference calls will be scheduled with screen sharing, as needed or as directed by Capital Area MPO, to go over issues and maintain communication in the most efficient way.

0.2 - Schedule

Work is to begin upon the execution of a Notice to Proceed from Capital Area MPO and is expected to take nine months to complete. A schedule shall be proposed by the Consultant within 10 business days of contract execution and approved by the Capital Area MPO Project Manager. Capital Area MPO reserves the right to extend this timeline, subject to the approval of the Transportation Policy Board.

0.3 - Progress Reports and Invoices

The Consultant will prepare and submit detailed narrative progress reports and itemized invoices to the Project Manager. Invoices will include all work performed during the reporting period only. Detailed narrative progress reports shall include:

- A brief description of work accomplished for each task.
- The percentage of completion of the overall work project and each task.
- Changes in the estimated value (budget) of each work task.
- Special problems or delays encountered or anticipated.
- The anticipated work activities for the next work period.
- Log of communication associated with study that includes the person and entity contacted, reason, date, and time (includes phone calls, emails, etc.)
- Additional information as directed by the Capital Area MPO Project Manager

The progress reports must include work performed by all sub-consultants associated with the consultant team. The Consultant will be required to submit to the Capital Area MPO Project Manager one consolidated progress report for review, accompanied by supporting documentation for each reimbursement request.

0.4 - Sub-Consultant Management and Meetings

The consultant will prepare contracts for any sub-consultant(s), monitor sub-consultant staff activities, ensure sub-consultant(s) adherence to the project schedule, and review and recommend approval of sub-consultant invoices.

0.5 - Quality Assurance and Quality Control

The Consultant will provide continuous quality assurance and quality control throughout the life of the study. Capital Area MPO may refuse to process invoices for payment until work, deliverables and related project management tasks are completed to Capital Area MPO's satisfaction.

0.6 - Public and Stakeholder Engagement

The Consultant will work with Capital Area MPO staff and the City of San Marcos to develop a robust and inclusive public participation plan that will lead to meaningful participation of various stakeholders. The stakeholder participation plan shall include but is not limited to the following subtasks:

0.6A - Steering Committee Meetings (Minimum of Five)

A Steering Committee will be established by Capital Area MPO and the City of San Marcos to guide the study. This committee will have representation from Capital Area MPO, City of San Marcos, TxDOT, and other stakeholders. At least 5 business days prior to each project meeting or activity, the Consultant shall prepare and send the agenda and agenda support materials to the Capital Area MPO Project Manager. The Capital Area MPO Project Manager and City of San Marcos representative will review and approve all meeting materials prior to their delivery to the Steering Committee members. At least one steering committee meeting shall be held as part of each task (1-5) in the planning process. A project kick-off meeting shall be held with Capital Area MPO and the City of San Marcos to develop draft study goals that are consistent with both the needs of the City of San Marcos and Capital Area MPO's Platinum Planning Program elements.

0.6B - Public Meetings (Minimum of Four)

Public meetings will be held at integral points during the study pursuant to the approved schedule to gain the perspective of local residents, key Neighborhood Associations, Business Leaders, Community Leaders, and other entities or specific groups recommended by the Steering Committee. This planning process shall be conducted in close coordination with Capital Area MPO and the City of San Marcos. Through the public outreach processes, people will have the opportunity to comment on the plan and planning efforts electronically or in person at meetings. The Consultant team shall collaborate with Capital Area MPO's Public Outreach Group and the San Marcos Project Team to broaden the channels of communication with the public. The Consultant shall facilitate and provide support personnel and exhibits for the outreach meetings. All exhibits and other materials for Public Meetings shall be submitted to the Capital Area MPO Project Manager at least 5 business days prior to the meeting for review and

approval. The Consultant shall collaborate with the Capital Area MPO Public Outreach personnel and the San Marcos Project Team to coordinate necessary logistics for the meetings. The public meeting schedule shall be revised, to include scheduling additional public meetings, as directed by the Capital Area MPO Project Manager.

0.6C - Targeted Outreach

Consistent with the Capital Area MPO's Platinum Planning Program, outreach will be conducted to ensure vulnerable populations are represented in the planning efforts. For this study, vulnerable populations are defined as low-income, minority, senior, school-aged, people with disabilities, zero car households, and populations with limited English proficiency. Throughout the project, if Capital Area MPO and the City of San Marcos determine there is a need for public outreach materials to be advertised or produced in a language other than English or Spanish, the consultant shall produce print and electronic materials in multiple languages (prevalent in the study area) as directed by the Capital Area MPO Project Manager.

0.6D – Focus Groups

Focus groups will also be undertaken to solicit feedback from professional organizations like the development, business/commerce, and shipping/freight communities. These focus groups will be conducted as needed to determine impacts to relevant communities.

0.6E - Project Web Site and Other Methods

Capital Area MPO will develop and host a project web site throughout the duration of the study effort. The Consultant shall be responsible for submitting deliverables and other content as directed by the Capital Area MPO Project Manager for posting to the project web site. As part of Task 0, the consultant may suggest to Capital Area MPO, and upon approval, develop additional outreach methods relevant to the study area; such as through social media, online town hall meetings, apps, webinars, focus groups, etc.

As described in detail above, the Consultant shall deliver to Capital Area MPO the following for Task 0:

1. Detailed schedule indicating compliance with the nine-month completion timeframe and all required items within Tasks 1-6.
2. Copies of sub-consultant contracts, within 30 days of contract execution.
3. Monthly invoices and detailed narrative progress reports (including travel related expense receipts, and any equipment purchase receipts, time-sheets and other direct expense receipts). All receipts and documentation shall be maintained at the billing site for contract monitoring/audit purposes. The consultant is also required to submit a project schedule and timeline which includes important tasks and milestones for review and approval by the Capital Area MPO project manager.
4. Public Participation Plan, including a proposed public meeting schedule.

5. Surveys, questionnaires, or comment cards for public meeting participants to fill out as well as provide Capital Area MPO with an electronic version to post on the Capital Area MPO study website.
6. Draft study vision, goals, and objectives to be developed by the steering committee and vetted by the public and other key stakeholders.
7. Meeting materials including, but not limited to, informational hand-outs, written materials, sign-in sheets, the printing of meeting hand-outs and the preparation and production of meeting display boards in high resolution color.
8. Documentation of the meetings shall include: photographs of each event, copies of informational displays, the number of people in attendance at each meeting, copies of handouts and questionnaires distributed at the meetings, comment cards and letters received, attendance sheets from each meeting, and the contact information used in mailings.
9. Meeting summaries of each meeting in Microsoft Word format within ten (10) business days of the meeting date.
10. An appropriate range of exhibits and displays for all meetings. The Consultant shall produce additional exhibits and displays for any and all meetings as directed by the Capital Area MPO Project Manager. The quality and content of exhibits and displays shall be subject to review and approval as required by the Capital Area MPO Project Manager. The Capital Area MPO Project Manager may direct edits and revisions to exhibits and displays.
11. All Steering Committee agendas and supporting material. The quality and content of agendas and materials shall be subject to review and approval as required by the Capital Area MPO Project Manager. The Capital Area MPO Project Manager may direct edits and revisions to agendas and materials.
12. Content and deliverables for posting on the project website.

Task 1. Existing Conditions and Needs Assessment

1.1 - Comprehensive Review of Existing Studies, Plans, TxDOT-City Agreements and Reports

This task involves the review and evaluation of current local, state, and regional documents and policies relevant to transportation and supportive land use planning. The following documents will be provided for review by the City of San Marcos, Capital Area MPO, TxDOT, Hays County, etc.:

- Vision San Marcos Comprehensive Plan (2013)
- City of San Marcos Downtown Master Plan (2008)
- City of San Marcos Development Code (2018)
- Transportation Master Plan (2018)
- City of San Marcos Design Manual
- Streetscape Improvements Manual
- City of San Marcos Thoroughfare Plan (2018)

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- San Marcos Five-Year Transit Plan
- Capital Area MPO 2040 Regional Transportation Plan
- Capital Area MPO 2045 Regional Active Transportation Plan
- Capital Area MPO 2045 Regional Arterials Plan
- San Marcos Water Master Plan (2014)
- Greater San Marcos Vision 2020 Strategy
- City of San Marcos Neighborhood Planning Workshops Report
- 2018 San Marcos CDBG Action Plan
- Hays County Transportation Plan
- My35 Plans and Projects List
- City of San Marcos ADA Transition Plan
- San Marcos Parks Master Plan Update (2017)
- 2020-2029 Capital Improvements Plan
- San Marcos Stormwater Master Plan
- CDBG-DR Action Plan
- Wastewater Master Plan (2014)
- Water Master Plan Update (2016)
- Traffic Counts
- Signal Timing Plans
- City of San Marcos Data Files – Most recent Geographic Information System (GIS) files from the City and other databases, including aerial mapping and associated data files that shows the location of City limits property lines, street curbs, street names, sidewalks, trails, topography, known environmental features, land use, zoning and other features
- City of San Marcos affordable and workforce housing policy
- City of San Marcos Downtown TIF Plan
- Final Report of City of San Marcos: TxDOT Roadway Negotiations Services
- TxDOT-City agreements including Municipal Maintenance Agreement and other operational agreements
- Other previous studies relevant to the project

1.2 - Existing conditions

The Consultant shall collect any other data necessary to evaluate existing transportation demographic, market, and land use conditions relevant to the Platinum Planning Program elements within the study area. This effort shall include, at a minimum, an evaluation of the existing street network and connectivity (specifically across IH-35, railroads and rivers, and between major corridors), access to the Downtown and Midtown neighborhoods, environmental factors, potential right-of-way for the North/South Connector, transportation mode split, any impediments to the use of alternative modes of transportation (San Marcos Transit, Texas State University bus service, bicycle, pedestrian, etc.), an inventory of existing land uses, existing supportive built environment factors, and any other data requested by the Capital Area MPO Project Manager.

The data collection will pay particular attention to the use of various multimodal transportation related items such as pedestrian, transit and bicycle facilities, streetscapes and street sections, branding and wayfinding/signage, traffic operations, parking, safety, land use market trends, existing built form/building types, housing, infill development, adaptive reuse, public spaces and opportunities for economic development. Specific tasks that shall be examined as part of both the Center and Corridor components of this study include, but shall not be limited to:

- Current development projects
- Housing market conditions analysis
- Retail market conditions analysis
- Parking analysis
- Traffic counts and operations analysis
- Driveway and access assessment
- Street grid connectivity and barriers analysis
- Pedestrian, bicycle, transit and vehicle safety analysis
- Traffic signal analysis
- Intersection analysis
- Roadway design and loading
- Sidewalk inventory
- Pedestrian and bicycle safety analysis
- Fiscal impact analysis
- Land suitability analysis (including topography)
- Land use susceptibility to change analysis
- Public health impacts
- TxDOT roadway turn back assessment for Loop 82/Guadalupe, University Drive, East Hopkins Street/SH 80 and SH 123
- Additional tasks for examination deemed necessary by the Capital Area MPO Project Manager

1.3 – Revision of Goals and Objectives

The Consultant shall work with Capital Area MPO, the City of San Marcos and the Steering Committee to revise the study goals and objectives as needed.

As described in detail above, the Consultant shall deliver to Capital Area MPO the following for Task 1:

- Existing Conditions and Needs Assessment Report, inclusive of feedback from the first public involvement meeting.
- Additional tasks for deliverables deemed necessary by the Capital Area Project Manager

Task 2: Develop Concept Plan

The Consultant shall prepare draft conceptual plans that are specific for both the Center and each Corridor component of the study based on the existing conditions and needs assessment. Although the study has two components, the concepts for both components shall be complimentary and integrative. This concept plan shall identify relevant projects and policies to improve the transportation network, and supportive land uses, that if implemented, will enhance mobility, connectivity, safety, and various multimodal travel options. It should also support economic development in the area, have minimal adverse impacts on the environment, enhance the sense of place, and provide for a housing mix that meets the needs and goals of the community.

Specifically, the study shall provide an analysis of the current and potential future land use mix within the study area. This analysis should propose specific improvements to transportation infrastructure that will improve multimodal transportation safety and access. The analysis shall also identify possible investment strategies and policies to leverage the desired land use and housing mix, development types, and analyze the market feasibility of the improvements.

2.1A - Concept Plan for the Corridor Component

- **Corridor Performance** – Develop concepts that will improve and optimize the transportation network’s performance and safety in the corridor. This includes development of access management concepts, operational strategies, intersection improvements, roadway cross-sections and streetscaping concepts that balance the needs of a variety of users/modes (pedestrians, cyclists, transit, and automobiles), enhance traffic flow, improve environmental quality, and increase economic development.
- **Land Use, Private Realm, and the Transect** – Develop land use and built form recommendations that are supportive and complementary to effective transportation corridors. This should include concepts for development pattern intensities that may change and transition along the corridors from the center area in the Downtown and Midtown neighborhoods to the more suburban areas radiating outward. All concepts shall include recommendations that will be conducive to and promote mobility, as well as address the placement and supply of parking. In addition, recommendations shall include strategies on how the corridors should develop and redevelop to become effective multimodal transportation corridors and iconic gateways into San Marcos over time. Development of a specific transect for these corridors shall be included.
- **Connections to and within the Center and Catalytic Sites** – Develop concepts that identify ways to better connect the Downtown and Midtown neighborhoods into a cohesive, unified center. Hopkins Street and Guadalupe Street should be leveraged as multimodal transportation corridors to provide access into and throughout the Downtown/Midtown center and the catalytic sites.

- **Turn Back of State System Highways** – Develop recommendations to assist the City in determining the impacts and a schedule of “turn back” of the following State highways: Loop 82, SH 80/East Hopkins Street and SH 123. The Capital Area MPO 2045 Regional Arterials Plan includes “turn back” recommendations.

2.1B - The Concept Plan for the Centers Component shall include:

- **Circulation and Connectivity** - Develop a multimodal connectivity plan. The concept shall address:
 - Identifying transportation opportunities and specific needs for all modes of transportation in the corridors and center. The potential for multimodal transportation connections between the Downtown/Midtown center and adjacent neighborhoods using the corridors. Specific attention shall be given to connectivity across IH-35 and the San Marcos River.
 - Improvements to the pedestrian and bicycle realm, appropriate sidewalks and bikeways, streetscapes, pedestrian crossings, intersection improvements, signals and other supportive infrastructure.
 - Identifying opportunities and specific needs for transit in the area.
 - Strategies for parking management, including on-street, shared parking, and other arrangements.
 - Other strategies that will help balance the needs of users traveling through the center, as well as those destined to the center. Addressing street grid connections and redundancy, as well as mode shift will be crucial in this analysis.
- **Economic and Urban Development** - Identify opportunities for context sensitive, mixed-use infill, grayfield/brownfield redevelopment, and new greenfield development (both vertical and horizontal) that creates a multimodal, safe, comfortable, and vibrant environment, destination, and investment opportunity.
 - The Concept Plan shall include provisions for additional retail, services, entertainment and other amenities that will make the area attractive and provide basic services for residents and a unique experience for visitors.
 - Catalytic project concepts should be developed to examine the redevelopment of the three catalytic sites (City Government complex, SH 21 extension/SH 123 intersection, and the NW Corner of IH 35/Hopkins St intersection) that are conducive to multimodal transportation investment. This may include mixed-use or housing components. Pro formas, maps, renderings, and other pertinent information, shall be developed as part of each case study project.
 - Potential opportunities for public/private partnerships should be explored as part of this task.
- **Housing** - Identify concepts and strategies for inclusion of an appropriate mix of housing types throughout the study area that serve the needs of the community and properly utilize and leverage the local and regional transportation investments in the area. This work should be based on the local characteristics and should include a broad spectrum of

price points and housing typologies to appropriately serve the local needs. Moreover, an assessment will need to be done to determine needed subsidies and tax revenue and how this potential housing could benefit possible transit service.

- **Environment and Place**

- Infrastructure Design – Develop concepts for infrastructure design that minimize impacts to the natural environment, including construction materials, storm water infrastructure, landscaping, scenic roadway design, etc.
- Public and Green Space – Concept should identify the areas of opportunity for high-quality public/gathering spaces, green space, and areas that should be considered for preservation or limited development.
- Placemaking – Develop concepts and visuals that demonstrate elements of high-quality aesthetics in both the public and private realm through streetscaping, greenery, public art, architecture, and view sheds. The placemaking concept shall include provisions for wayfinding and branding of the area.
- Environmental Justice - Provide guidance on policies and projects that will benefit and minimize adverse impacts to vulnerable populations.

As described in detail above, the Consultant shall deliver to Capital Area MPO the following for Task 2:

1. Completed concept plan report narrative with graphics and methodology inclusive of cross-section and connectivity strategies.
2. Catalytic project case study narrative, maps, pro formas, and renderings.
3. Corridor Transect for Guadalupe Street, Hopkins Street, possible north-south corridor, and other relevant corridors.

Task 3: Draft Recommendations, Implementation Strategies, Prioritization, and Final Report

The consultant shall create near, short, medium, and long-term projects, and policy recommendations that are tailored to the needs of the stakeholder/implementing entities in the study area. Timeframes for the recommendations and implementation strategies are defined as:

- Near-Term: 1 Year or Less
- Short-Term: 2–4 years
- Medium-Term: 5–10 years
- Long-Term: 11 years or more

Recommendations and strategies shall include, but shall not be limited to:

- Maps, renderings, and drawings of proposed improvements and concepts
- Recommended roadway sections/schematics

- Recommended mobility management solutions to include traffic flow
- Proposed changes or additions to the infrastructure design criteria
- Cost estimates and funding sources for proposed improvements (separated by implementer(s))
- Draft final fiscal impact analyses
- Description of tools and partnerships needed for housing concepts
- Proposed Development Code language or zoning map change recommendations; this should include recommendations on parking, consistent with the Vision San Marcos Comprehensive Plan and the San Marcos Downtown Master Plan.
- Proposed changes to local and regional thoroughfare maps
- Proposed economic development agreement and partnership language (as needed)

3.1 - Evaluation Categories and Measures of Effectiveness

The Consultant shall develop a set of criteria to assist in evaluating each improvement concept. The broad categories of transportation efficacy, safety, VMT, travel times, right-of-way, socio-economic impacts, urban design, health impacts, environmental impacts, pedestrian/bicyclist impacts, and cost effectiveness will be further defined into evaluation criteria. These criteria shall be written so that it may be included in the Capital Area MPO Transportation Improvement Program and Regional Transportation Plan project selection criteria, if so desired.

3.2 - Evaluation of Cost-Effectiveness, Impacts, and Priorities

The Consultant shall evaluate cost-effectiveness to determine if the improvements cause sufficient user benefits to justify the investment. The Consultant shall evaluate cost effectiveness by determining the monetary benefits associated with the reduction in vehicle delay due to short-term improvements, as well as compare the benefit to the implementation cost. Benefits shall be determined using the results of the peak hour model and converting the hourly delay values to estimated daily and annual delays, which will then be multiplied by an average cost per hour of delay to achieve annual benefits (dollar-value). Projects and policies shall also be evaluated based on the components outlined in Task 3. The Consultant shall develop a prioritized list of projects and policies based on the outcomes of the evaluation.

3.3 - Final Report with Recommendations

The Consultant shall prepare and deliver a final report at the conclusion of the study. The report will be reviewed by Capital Area staff, the City of San Marcos and the Steering Committee. The report, executive summary, and visuals must be approved by Capital Area MPO before going to print. The report shall include:

- Documentation of public and stakeholder input across all project stages, overview of the planning process; existing conditions report, concept plan, and final recommendations/implementation report;
- Discussion of any concepts considered but eliminated for not addressing the study goals and objectives;

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- Description of the study effort associated with identification, definition, development, and refinement of urban design and multimodal transportation improvement concepts;
- Explanation of methodology and evaluation criteria used;
- Summary of recommended transportation and land use projects along with project descriptions, costs, benefits, and potential funding sources for each of the implementing entities;
- Catalytic project and center implementation strategy and marketing document;
- Corridor Transects that includes concepts for both the public and private realm;
- Complete fiscal impact analysis for the concept plan methodology;
- Narrative on air quality benefits;
- List of recommended projects should be prioritized in cooperation with the Steering Committee and the stakeholders;
- Narrative on impacts and benefits to Environmental Justice populations;
- Health impact assessment;
- Sample ordinances, design manual, and agreement language needed for implementation (include in appendix);
- Catalytic project pro formas (include in appendix);
- Any additional content deemed necessary by the Capital Area MPO Project Manager.
- Summary of public engagement activities, ideas from those activities, how public ideas were included in the final recommendation, and why ideas (if any) were not included in the final recommendations (cost, not feasible, doesn't meet study goals, etc.).

As described in detail above, the Consultant shall deliver to Capital Area MPO the following for Task 3:

1. A summary of current and planned transportation projects and near, short, medium, and long-term project recommendations that will impact the study area.
2. Proposed cost estimates, funding sources, policy changes or additions, and partnership(s) needed to implement study recommendations.
3. Draft catalytic project and center implementation strategy and marketing document (not to exceed two pages)
4. Prioritized list of projects and policies.
5. Draft environmental justice analysis.
6. Draft health impact analysis.
7. Draft final fiscal impact analysis.

8. Draft recommendations and strategies outlined above. Recommended concept for future development with integrated transportation concepts.
9. A minimum of five ground level and/or bird's eye view artistic renderings and/or computer-generated photo simulations of (transportation) improvement concepts to help the public visualize recommended improvements of significance.
10. Suggested strategies to influence development toward achieving the concept plan.
11. Recommended near, short, medium, and long-term transportation projects to improve mobility in the study area.
12. Benefit cost analysis for each recommended project.
13. Identification of potential funding sources for each recommended project.
14. Base maps showing the location, layout, and typical sections for each concept considered (one high resolution, reproducible digital copy).
15. Executive Summary of the study report with its high resolution, reproducible digital copy, not to exceed five pages. (Word and PDF format).
16. Catalytic project and center implementation marketing brief with its high resolution, reproducible digital copy, not to exceed two pages (Word and PDF format), for use in future development/redevelopment efforts.
17. All associated supporting documents located in the appendices.
18. Final Draft and Draft Study incorporating all deliverables from Tasks 1-5, unless otherwise directed
19. Twenty-five (25) Hard Copies in Color of the Final Report, Fifty (50) Hard Copies in Color of the Executive Summary, and Ten (10) Hard Copies in Color of the Appendices. Final Report should be in 8.5' X 11' format.
20. All GIS, Photoshop, InDesign, Illustrator, MSWord, MS Excel, photo, graphics and other associated files.
21. Any additional content deemed necessary by the Capital Area MPO.

ATTACHMENT B PLATINUM PLANNING ELEMENTS

The Platinum Planning Program provides an organized structure for CAMPO's Long-Range Planning work. The program seeks to generate comprehensive and detailed multimodal planning at the local level that will generate regionally significant benefits through projects and policies. The program aligns local and regional planning through a progressive, integrated, and inclusive process. Plans completed as part of this program meet shared goals and are inclusive of state of the practice elements consistent with *2040 Regional Transportation Plan* goals. Specifically, these plans will outline synergies between transportation, land use, and other planning areas to better understand how the system performs. Recommendations from plans completed through this program will inform future iterations of the Regional Transportation Plan.

The Platinum Planning Program includes three spatial areas:

Subregions— Focuses on large areas across jurisdictional boundaries and travel sheds. These plans will emphasize development of land use and transportation network scenarios that yield to a shared vision across communities in the study area. Subregional efforts will also be inclusive of analysis and recommendations for multiple corridors and centers (as described below), as well as other interstitial areas.

Corridors – Focuses on mostly linear corridors and facilities across jurisdictional boundaries. These plans will focus on projects specific to a principle corridor but also take into account adjacent and intersecting facilities. Corridor planning will consider not only the context, form, and function of the corridor but also how each corridor should perform as part of the larger system; specifically its effectiveness at providing safe and efficient multimodal mobility between and access with-in centers.

Centers – Focuses on districts and areas of typically one square mile or less, but may also include elements of corridor planning, particularly as corridors connect nodes. Centers plans will provide clear guidance on how to develop vibrant mixed-use environments that possess the density, diversity and design attributes that produce lower VMT, and support transit, bicycling, and walking.

Platinum Planning seeks to integrate:

1. Multi-modal and Mixed-use – Create connections to housing, jobs, and services through the establishment of dynamic mixed-use environments, well-connected street grids, high-quality transit options, as well as safe and useful pedestrian/bicycle accommodations.
2. Housing – Develop a mix of housing types and price points appropriate for the study area context that provides living options that can accommodate a variety of incomes, abilities, and familial types.
3. Environment – Create a healthy environment that proactively protect and enhance air, water, land and people.
4. Economic Development – Promote the economic competitiveness of the study area to yield positive impacts on the local tax base, high-quality jobs, and community services.
5. Equity – Create positive social, economic, and environmental outcomes for all residents and stakeholders in the study areas while minimizing adverse impacts.



RESOLUTION 2019-6-13A

Authorizing the CAMPO Executive Director to Enter into an Interlocal Agreement with the City of San Marcos for the Receipt of Local Funds for the San Marcos Platinum Planning Study

WHEREAS, the Capital Area Metropolitan Planning Organization (CAMPO) issued a competitive call for sponsors to apply for Federal and State funding assistance for transportation projects; and

WHEREAS, the City of San Marcos submitted an application for the San Marcos Platinum Planning Study; and

WHEREAS, the City of San Marcos was subsequently selected to receive up to \$800,000 in Federal Surface Transportation Block Grant (STBG) funding for the San Marcos Platinum Planning Study; and

WHEREAS, CAMPO and the City of San Marcos will partner in the execution of the San Marcos Platinum Planning Study; and

WHEREAS, the City of San Marcos will transfer the committed funding for the match of no less than \$200,000 to CAMPO prior to issuing a Notice to Proceed with a contractor approved by the Transportation Policy Board; and

WHEREAS, the City of San Marcos and CAMPO will execute an Interlocal Agreement approving the transfer of funds; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to authorize the execution of an Interlocal Agreement with the City of San Marcos for the San Marcos Platinum Planning Study; 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.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 10th day of June 2019.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DRAFT



Date: June 10, 2019
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Kelly Porter, Regional Planning Manager
Agenda Item: 13B
Subject: Discussion and Approval of Bergstrom Spur Platinum Planning Study Interlocal Agreement (ILA)

RECOMMENDATION

CAMPO staff requests that the Transportation Policy Board authorize the CAMPO Executive Director to execute an Interlocal Agreement (Attachment A) with the City of Austin for the Bergstrom Spur Platinum Planning Study.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO and City of Austin will partner to conduct a study and develop a plan that will enhance multi-modal safety and connectivity, enhance economic development potential, and establish the Bergstrom Spur corridor as a premier connection from south Austin to the Austin Bergstrom International Airport (ABIA).

FINANCIAL IMPACT

In May 2018, the Transportation Policy Board approved \$280,000 of Surface Transportation Block Grant (STBG) funds for this study.

BACKGROUND AND DISCUSSION

The Bergstrom Spur is an abandoned rail corridor, approximately 6 miles long, connecting south Austin to ABIA. It is close in proximity to major employers, hotels, conference facilities, and health centers such as St. David's South Austin Hospital. The City's Urban Trails Master Plan identified the Bergstrom Spur (referred to as E Ben White Blvd Rail Corridor) as a Tier 1 Trail, the highest priority classification. The corridor was prioritized due to its potential to enhance the accessibility of other urban trails in the southeast area including the Country Club Creek Trail and the shared-use path along SH 71. Capital Metro has also identified this corridor for right-of-way preservation in its Project Connect Central Texas High-Capacity Transit Vision. Overall, the Bergstrom Spur presents the opportunity to realize an east-west connection that could serve as an all ages and abilities urban trail in the short-term and, in the long-term, as a potential future route for high-capacity transit as outlined in Project Connect.

SUPPORTING DOCUMENTS

Attachment A – *Bergstrom Spur Platinum Planning Study Draft Interlocal Agreement (ILA)*
Attachment B – *Draft Resolution #2019-6-13B*

**INTERLOCAL AGREEMENT BETWEEN
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)
AND
CITY OF AUSTIN
FOR
BERGSTROM SPUR CORRIDOR PLATINUM PLANNING STUDY**

THIS INTERLOCAL AGREEMENT (the “Agreement”) is made by and between the CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION, a **metropolitan planning organization**, (“CAMPO”) and the CITY OF AUSTIN, a **Texas Home Rule Municipal Corporation located in in Hays, Travis, and Williamson Counties**, (the “City” and with CAMPO the “Parties” and each individually a “Party”) as of the date the last Party signs and executes this Agreement (the “Effective Date”) pursuant to the authority granted and in compliance with the provisions of the Interlocal Cooperation Act, Chapter 791, *Texas Government Code*

WHEREAS, the Texas Interlocal Cooperation Act - Chapter 791, Texas Government Code (the “Act”), provides that a local government may contract or agree with another local government or state agency to perform governmental services; and

WHEREAS, the City is a local government pursuant to the definition provided in section 791.003 of the Act; and

WHEREAS, CAMPO is a local government pursuant to the definition provided in section 791.003 of the Act; and

WHEREAS, the Governor of the State of Texas has designated CAMPO (formerly the Austin Transportation Study), acting through its Transportation Policy Board (the “Transportation Policy Board”), to be the Metropolitan Planning Organization for the Austin urbanized area(s) and the lead agency for the region’s Metropolitan Planning Process (the “Metropolitan Planning Process”); and

WHEREAS, the Metropolitan Planning process addresses requirements under state and federal law that promote efficient system management and operation; and

WHEREAS, CAMPO’s Platinum Planning Program (the “Platinum Planning Program”) seeks to generate comprehensive and detailed multimodal planning at the local level that will generate regionally significant benefits through projects and policies; and

WHEREAS, The Platinum Planning Program translates federal and state transportation guidelines into actions that are consistent and appropriate for regional and local communities’ context; and

WHEREAS, an approximately 6-mile-long abandoned rail corridor exists between Vinson Drive and US-183 (the “Bergstrom Spur”) that has the potential to provide public and active transportation options from the southern portion of the City to the Austin’s Bergstrom International Airport; and

WHEREAS, further development of the Bergstrom Spur is planned in the City's Urban Trails Master Plan (the "Urban Trails Master Plan") and the Capital Metropolitan Transportation Authority's ("Capital Metro") Project Connect; and

WHEREAS, the Parties desire the creation of a study of the Bergstrom Spur in accordance with the Platinum Planning Program that will address the potential uses of the Bergstrom Spur and recommend projects and implementation plans that enhance multi-modal transportation, safety, mobility, and connectivity as well as enhanced economic development potential (the "Study") as further described in the Scope of Work attached here as Attachment A (the "Scope of Work").

NOW, THEREFORE, in consideration of the above recitals, the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, the Parties agree as follows:

I. PAYMENT

CAMPO's and the City's payment obligations under this Agreement are payable only and solely from funds appropriated by the Transportation Policy Board and the City Council of the City of Austin respectively and made available for the purpose of this Agreement (the "Appropriated Funds"). The absence of Appropriated Funds or other lawfully available funds shall render this Agreement null and void. Within 45 days of the adoption of the City's annual budget or CAMPO's Unified Planning Work Program, the applicable Party shall provide the other Party written notice of a failure of the Party's governing body to make adequate appropriation for any fiscal year to pay for the amounts due under this Agreement or the reduction of any Appropriated Funds to an amount insufficient to permit the applicable party to pay its obligation under this Agreement.

II. OBLIGATIONS OF CAMPO

- A. CAMPO shall support the inclusion of the Urban Trails Master Plan as part of the Study.
- B. CAMPO agrees to actively work with the City in the development of the Study consistent with the attached Scope of Work.
- C. CAMPO will form a steering committee that includes the City, Capital Metro, and other stakeholders to guide the planning process of the Study.
- D. Pursuant to the terms of this Agreement, CAMPO will, with the consent of the City, select a consultant to produce the Study and execute an agreement with the Consultant (the "Consultant Contract") setting forth the terms under which the Study is to be produced including without limitation the terms included in the attached Scope of Work. Except as specifically provided for by this Agreement, CAMPO will manage all phases of development and administration of the Consultant Contract, including, but not limited to, procurement, contract execution, review and approval of deliverables, enforcement of contract terms and conditions, payment of invoices, and contract close-out. CAMPO will actively engage and partner with the City

throughout the process to ensure that the final plan meets the needs of the City, the goals of the City's Urban Trails Master Plan, and the Platinum Planning Program.

- E. CAMPO will coordinate with the City on any proposed or necessary changes to the project schedule, public participation plan, or other related documents prior to approval.
- F. CAMPO will pay an amount not to exceed **\$280,000 or 80% of the total project costs of \$350,000** for planning services described in the attached Scope of Work.
- G. CAMPO shall include all required deliverables identified in the attached Scope of Work in the Consultant Contract.
- H. CAMPO will submit the completed Study for possible acceptance by the Transportation Policy Board.

III. OBLIGATIONS OF THE CITY

- A. The City supports the inclusion of the Platinum Planning Program elements as part of the Study as detailed in Attachment B.
- B. The City will actively work with CAMPO in the development of the Study consistent with the attached Scope of Work.
- C. The City will remit to CAMPO a lump sum of **\$70,000** as the local match within thirty (30) days of the Effective Date to be spent on costs and expenses directly related to the creation of the Study (the "City Contribution").
- D. The City will participate in the selection of the Consultant and the planning process for the Study.
- E. The City will present the Study to its local decision-making bodies for review and possible adoption and implementation.
- F. Upon completion of the Study, the City will track and report to CAMPO on implementation activity related to the Study such as transportation investments, new development projects, public and private dollars invested, new policies established or amended, etc.

IV. TERM AND TERMINATION

- A. This Agreement is effective as of the Effective Date and will terminate on **November 2, 2020**, unless otherwise terminated pursuant to this Agreement.
- B. If either Party defaults in the performance of any terms or conditions of this Agreement, the defaulting Party shall have 30 days after receipt of written notice of such default to cure the default. If the default is not cured within 30 days after receipt of written notice, then the non-

defaulting party shall have the right without further notice to terminate this Agreement, provided that if CAMPO is the defaulting Party, CAMPO will return 100% of the City Contribution immediately upon receiving written notice from the City of the City's intention to terminate this Agreement.

- C. This Agreement may be terminated, in whole or in part, by either party whenever such termination is found to be in the best interest of either party provided that if CAMPO terminates this Agreement before the Study is completed to the City's satisfaction, CAMPO will return 100% of the City Contribution upon termination. Either party shall provide written notification to the other party at least thirty (30) days in advance of the effective date of the termination.
- D. All notices pursuant to this Agreement shall be deemed given when either delivered in person or deposited in the United States mail, postage prepaid, certified mail, return receipt requested, addressed to the appropriate party at the following address:

If to CAMPO: Ashby Johnson
Executive Director
CAMPO
3300 N. Interstate Highway 35, Ste 630
Austin, Texas 78705

with a copy to: Kelly Porter, AICP
Regional Planning Manager
CAMPO
3300 N. Interstate Highway 35, Ste 630
Austin, Texas 78705

If to the City: Robert Mendoza
Public Works Department Director
City of Austin
505 Barton Springs Road, Ste 800
Austin, Texas 78704

with a copy to: Janae Spence
Urban Trails Program Manager
City of Austin
505 Barton Springs Road, Ste 800
Austin, Texas 78704

V. RESTRICTION ON LOBBYING

In accordance with 31 USC Section 1352, CAMPO and the City hereby agree that no Federal appropriated funds have been or will be paid by or on behalf of CAMPO and/or the City 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 in connection with the awarding of any Federal contract, the making of any Federal grant or loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of Federal contract, grant, loan or cooperative agreement. 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 in connection with this federal contract, grant, loan, or cooperative agreement, CAMPO and/or the City shall complete and submit standard form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions. CAMPO and/or the City shall require that the language of this certification be included in the award documents for all sub-awards at all tiers and that all subcontractors shall certify and disclose accordingly. CAMPO and its subcontractors shall require that the language of this certification be included in any subcontract exceeding \$100,000 by any tier in that any such subcontractor shall certify and disclose accordingly.

VI. INSPECTION OF WORK AND RETENTION OF DOCUMENTS

- A. CAMPO, when federal funds are involved, shall grant the U.S. Department of Transportation, the Texas Department of Transportation, and any authorized representative thereof, the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed hereunder and the premises in which it is being performed.
- B. All records or materials required by or produced under this Agreement, including records produced by any subcontractor to CAMPO and/or the City, shall be maintained for at least four (4) years after CAMPO and/or the City payment under this Agreement or the termination or expiration of this Agreement.

VII. PROCUREMENT

In accordance with the Interlocal Cooperation Act, it is mutually agreed that the Parties shall conduct all procurements and award all contracts necessary to this Agreement in accordance with federal and state laws and regulations, including Federal Transit Administration Circular 4220.1D if federal funds are used to execute procurement and award of services. No officer, employee, independent consultant, or elected official of either Party who is involved in the development, evaluation, or decision-making process of the performance of any procurement related to this Agreement shall have a financial interest, direct or indirect, in the Consultant Contract.

VIII. LEGAL CONSTRUCTION

The finding by any court of competent jurisdiction that any of the provisions contained in this Agreement are unconstitutional, void, invalid, illegal, or unenforceable in any respect shall not affect the remaining portions of the Agreement; and this remainder of this Agreement shall be construed as if such unconstitutional, void, or invalid, illegal or unenforceable provision had never been contained herein.

IX. LAW AND VENUE

The laws of the State of Texas govern all matters arising out of this Agreement, and venue shall lie in the state courts of Travis County, Texas. The Parties acknowledge and agree that each Party shall be responsible for its own attorney's fees incurred in relation to this Agreement.

X. NON-DISCRIMINATION

It is mutually agreed that, with respect to this Agreement, all Parties are bound by the provisions of Title 49, Code of Federal Regulations, Part 21, which was promulgated to effectuate Title VI of the Civil Rights Act of 1964, Title 23, Code of Federal Regulations, Part 710.405(b), and Executive Order 11246 titled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR Part 60).

XI. AUTHORITIES

CAMPO is responsible for the settlement of all contractual and administrative issues arising out of the Consultant Contract.

XII. ALTERATION, AMENDMENT, OR MODIFICATION

- A. This Agreement may not be altered, amended, or modified except in writing and any alterations, amendments, or modifications must be approved by both Parties.
- B. This Agreement constitutes the entire Agreement between CAMPO and the City. No other agreement, statement, or promise relating to the subject matter of this Agreement that is not contained in this Agreement is valid or binding.

XIII. INTERPRETATION OF TERMS AND INCORPORATION OF EXHIBITS

Except where the context otherwise clearly requires in this Agreement: words imprint the singular will include the plural and vice versa; all recitals set forth in this Agreement and all exhibits attached to this Agreement are incorporated by reference for all pertinent purposes as though set forth in length; references to any document means that document as amended or as supplemented; and references to any party means that party, its successors, and assigns.

XIV. ASSIGNMENT

The Parties to this Agreement may not assign or transfer their rights and obligations under this Agreement without written approval of the other Party.

XV. WAIVER

No waiver of any provision of this Agreement will be deemed to constitute a waiver of any other provision or any other agreement between the Parties. No waiver of any provision of this Agreement will be deemed to constitute a continuing waiver unless expressly provided for by written amendment to this Agreement, nor will the waiver of any default under this Agreement be deemed a waiver of any subsequent defaults of the same type. The failure at any time to enforce

this Agreement or any covenant by any Party, or their successors or assigns whether the violations are known or not, shall not constitute a waiver or estoppel of the right to do so.

XVI. COUNTERPARTS

This Agreement may be executed in multiple counterparts which taken together will constitute a single Agreement.

[The remainder of this page has been intentionally left blank. Signatures on the next page]

DRAFT

CITY OF AUSTIN

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

By: _____
Steve Adler,
Mayor

By: _____
Ashby Johnson,
Executive Director

Date: _____

Date: _____

ATTEST:

By: _____

By: _____

Title: _____

Title: _____

Approved as to form only:

DRAFT

ATTACHMENT A DRAFT SCOPE OF WORK

BERGSTROM SPUR CORRIDOR PLATINUM PLANNING STUDY

Capital Area MPO and City of Austin will partner to conduct a study and develop a plan to further the goals of Capital Area MPO's Platinum Planning Program and the City of Austin Urban Trails Master Plan (UTMP), as well as other relevant, local, state, and regional plans pertaining to the Bergstrom Spur in south Austin. Capital Area MPO will utilize the services under its General Planning Consultant (the Consultant) contract to complete the plan. The plan will apply the elements of the Platinum Planning Program to the study area and recommend projects that will enhance multi-modal safety and connectivity, enhance economic development potential, and establish the corridor as a premier connection from south Austin to the Austin Bergstrom International Airport (ABIA).

Capital Area MPO's Platinum Planning Program seeks to generate comprehensive and detailed multimodal transportation planning at the local level that will generate regionally significant benefits through projects and policies. The program aligns local and regional planning through a progressive, integrated, and inclusive process. Plans completed as part of this program meet shared goals and are inclusive of state of the practice elements. Specifically, these plans will outline synergies between transportation, land use, and other planning areas to better understand how the system performs. Recommendations from plans completed through this program will inform future iterations of the Regional Transportation Plan. The Platinum Planning Program includes three spatial areas: Subregions, Corridors, and Centers.

The Bergstrom Spur is an abandoned rail corridor, approximately 6 miles long and 50-feet wide in south Austin. Connecting south Austin to ABIA, it is also close in proximity to 15 major employers in addition to multiple hotels, conference facilities and health centers such as St. David's South Austin Hospital. The UTMP has identified the Bergstrom Spur (referred to as E Ben White Blvd Rail Corridor) as a Tier 1 Trail, which is the highest priority classification. The corridor was prioritized due to its potential to enhance the accessibility of other urban trails in the southeast area including the Country Club Creek Trail and the shared-use path along SH 71. CapMetro has also identified this corridor for right-of-way preservation in its Project Connect Central Texas High-Capacity Transit Vision. Overall, the Bergstrom Spur presents the opportunity to realize an east-west connection that could serve as an all ages and abilities urban trail in the short-term and, in the long-term, as a potential future route for high-capacity transit as outlined in Project Connect. The goal of this study is to identify necessary right-of-way acquisition and the overall costs of the full vision for the possibility of both high-capacity transit and a trail. The Bergstrom Spur Corridor Study includes one of the Platinum Planning spatial area types:

- Corridor Plan – Development of a context-sensitive corridor plan for the 6-mile long former freight rail corridor which includes multi-modal transportation strategies, healthy community amenities, positive social and economic elements, and recommendations for a private realm built-form that enhances multimodality and a sense of place.

The plan should demonstrate consistency with the Platinum Planning Program elements:

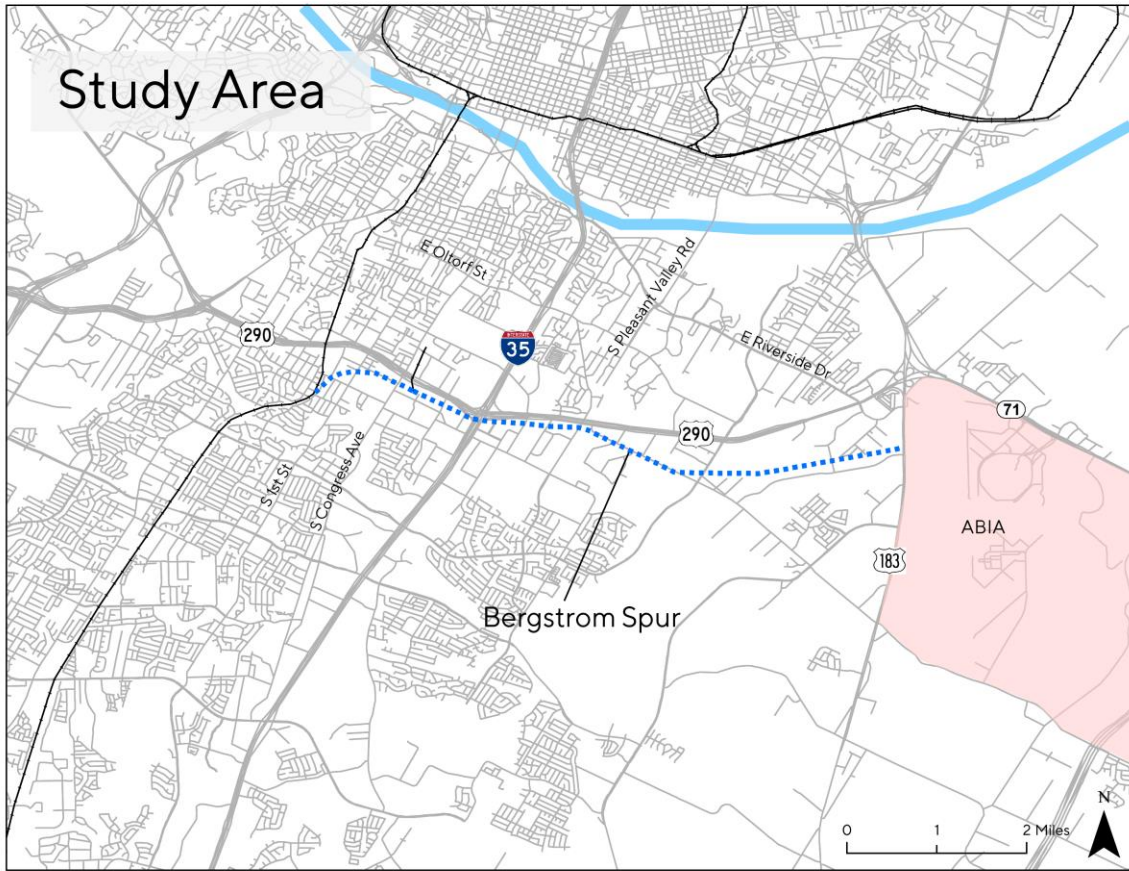
1. Multi-modal and Mixed-use – Create connections to housing, jobs, and services through the establishment of dynamic mixed-use environments, well-connected street grids, high-quality transit options, as well as safe and useful pedestrian/bicycle accommodations.
2. Housing – Develop a mix of housing types and price points appropriate for the study area context that provides living options that can accommodate a variety of incomes, abilities, and familial types.
3. Environment – Create a healthy environment that proactively protects and enhances air, water, land, and people.
4. Economic Development – Promote the economic competitiveness of the study area to yield positive impacts on the local tax base, high-quality jobs, and community services.
5. Equity – Create positive social, economic, and environmental outcomes for all residents and stakeholders in the study areas while minimizing adverse impacts.

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Study Area (See below for the study area map)

The focus of the Bergstrom Spur study includes the corridor area just south of Ben White Blvd from Vinson Drive to US 183. As stated previously, this study includes one area of focus:

- Corridor Plan Focus Area – The Bergstrom Spur abandoned rail corridor, approximately 6 miles long and 50-feet wide from Vinson Drive to US 183. The corridor runs east/west just south of Ben White Blvd and crosses IH 35. Land use along the corridor includes manufacturing, miscellaneous industrial, commercial, and office uses. The entirety of the corridor is within an environmental justice area as identified by the Capital Area MPO 2040 Plan.



Schedule

Work is to begin upon the execution of a Notice to Proceed from Capital Area MPO and is expected to take 9 months to complete. Capital Area MPO reserves the right to extend this timeline, subject to the approval of the Transportation Policy Board.

Our Scope of Services is presented in five stages (Tasks 0 – 4):

- Task 0. Public/Stakeholder Involvement.
- Task 1. Existing Conditions and Needs Assessment
- Task 2. Concept Plan
- Task 3. Draft Project and Policy Recommendations
- Task 4. Implementation Plan and Project Prioritization

Project Management

Capital Area MPO's Regional Planning Manager, or his designee, will serve as the Capital Area MPO Project Manager, and the City of Austin will serve as the local partner for this study. The Consulting firm's Project Manager will serve as the primary point of contact for all communication between Capital Area MPO and the consulting team. The Capital Area MPO Project Manager will serve as the liaison between the local partners and the consultant team. The Consulting team may not change team membership or organizational structure without the written approval of the Capital Area MPO Executive Director.

Effective two-way communication is essential on a project of this complexity and importance. The Consultant will schedule bi-weekly (or more frequent, if desirable) meetings with Capital Area MPO staff and local partners with ad hoc meetings as needed. On-line conference calls will be scheduled with screen sharing as needed to go over issues and maintain communication in the most efficient way.

Progress Reports and Invoices

The Consultant will prepare and submit detailed narrative progress reports and itemized invoices to the Capital Area MPO Finance and Administration Manager, and copy the Capital Area MPO Regional Planning Manager. Invoices will include all work performed during the reporting period only. Detailed narrative progress reports shall include:

- A brief description of work accomplished for each task.
- The percentage of completion of the overall work project and each task.
- Changes in the estimated value (budget) of each work task.
- Special problems or delays encountered or anticipated.
- The anticipated work activities for the next work period.
- Log of communication associated with study that includes the person and entity contacted, reason, date, and time (includes phone calls, emails, etc.).

The progress reports must include work performed by all firms associated with the consultant team. The Consultant will be required to submit to the Capital Area MPO Project Manager one consolidated progress report for review, accompanied by supporting documentation for all reimbursement requests.

Sub-Consultant Management and Meetings

The consultant will prepare contracts for any sub-consultant(s), monitor sub-consultant staff activities, ensure sub-consultant(s) adherence to the project schedule, and review and recommend approval of sub-consultant invoices.

Quality Assurance and Quality Control:

The Consultant will provide continuous quality assurance and quality control throughout the life of the study. Capital Area MPO may refuse to process invoices for payment until work, deliverables and related project management tasks are completed to Capital Area MPO's satisfaction.

Consultant to Deliver to Capital Area MPO:

Copies of sub-consultant contracts, within 30 days of contract execution. Monthly invoice and detailed narrative progress report (including travel related expense receipts, and any equipment purchase receipts, time-sheets and other direct expense receipts). All receipts and documentation shall be maintained at the billing site for contract monitoring/audit purposes.

TASK 0. Public Engagement

The Consultant will work with Capital Area MPO staff and the City of Austin to develop a robust and inclusive public engagement plan that will lead to meaningful participation of various stakeholders. The stakeholder participation plan should include but is not limited to the following subtasks:

0.1 - Steering Committee Meetings (Minimum of Three)

A Steering Committee will be established by Capital Area MPO and the City of Austin to guide the study. This committee will have representation from Capital Area MPO, City of Austin, CapMetro, TxDOT, a community liaison, and other stakeholders (ideally not to exceed 7 members). Prior to each project meeting or activity, the Consultant will prepare agenda and agenda support materials for Steering Committee meetings. The Capital Area MPO Project Manager and City of Austin representative will review and approve all meeting materials prior to their delivery to the Steering Committee members. These meetings should coincide with tasks (1-4). A project kick-off meeting will be held with Capital Area MPO and the City of Austin to develop draft study goals that are consistent with both the needs of the City of Austin and Capital Area MPO's Platinum Planning Program elements.

0.2 - Public Meetings (Minimum of Three)

Public meetings will be held at integral points during the study to gain the perspective of local residents, key Homeowner Associations, Business Leaders, Community Leaders, and other entities or specific groups recommended by the Steering Committee. This planning process will be conducted in close coordination with Capital Area MPO and the City of Austin. Through the public outreach processes, people will have the opportunity to comment on the plan and planning efforts via email or in person at meetings. The Consultant team will collaborate with Capital Area MPO's Public Outreach Group to broaden the channels of communications with the public. The Consultant will facilitate and provide support personnel and exhibits for the outreach meetings. The Consultant will collaborate with the Capital Area MPO Public Outreach and City of Austin group to coordinate necessary logistics for the meetings.

Throughout the project, if Capital Area MPO and the City of Austin determine there is a need for public outreach materials to be advertised or produced in a language other than English, the consultant will produce print and electronic materials in several languages (prevalent in the study area).

0.3 - Project Web Site and Other Methods

Capital Area MPO will develop and host a project web site throughout the duration of the study effort. The Consultant will be responsible for submitting deliverables and other content, when available, to the Capital Area MPO Project Manager for posting to the project web site. As part of Task 0, the consultant may suggest to Capital Area MPO, and upon approval, develop additional outreach methods relevant to the study area; such as through social media, online town hall meetings, apps, webinars, focus groups, etc.

Consultant to Deliver to Capital Area MPO:

1. Public Participation Plan
2. Surveys, questionnaires, or comment cards for public meeting participants to fill out as well as provide Capital Area MPO with an electronic version to post on the Capital Area MPO study website.
3. Meeting materials including, but not limited to, informational hand-outs, written materials, sign-in sheets, the printing of meeting hand-outs and the preparation and production of meeting display boards in high resolution color.
4. Documentation of the meetings will include: photographs of the event, photographs or copies of informational displays, the number of people in attendance at each meeting, copies of handouts and questionnaires distributed at the meetings, comment cards and letters received, attendance sheets from each meeting, and the contact information used in mailings.
5. Meeting summaries of all meetings in Microsoft Word format within ten (10) business days of the meeting date.
6. An appropriate range of exhibits and displays for all meetings.

The consultant will be responsible for submitting content and deliverables to the Capital Area MPO Project Manager for posting on the project website.

Task 1. Existing Conditions and Needs Assessment

1.1 - Comprehensive Review of Existing Studies, Plans, and Reports

This task involves the review and evaluation of current local, state, and regional documents and policies relevant to infrastructure planning. The following documents will be provided for review by the City of Austin and Capital Area MPO:

- Capital Area MPO 2045 Regional Active Transportation Plan
- Capital Area MPO 2045 Regional Arterials Plan
- Capital Area MPO 2045 Regional Transit Plan (starting in May 2019)
- City of Austin Urban Trails Master Plan
- City of Austin Unified Development Code
- Imagine Austin Comprehensive Plan
 - Future Land Use Plan
- Austin Strategic Mobility Plan
- Pedestrian Safety Action Plan

- City of Austin 2016 Sidewalk Master Plan / ADA Transition Plan
- Austin Bicycle Master Plan (2014)
- Safe Routes to School Map
- Austin ISD Facility Master Plan 2019
- Capital Metro Project Connect Plan
- Capital Metro Service Plan 2020
- Austin Bergstrom International Airport 2040 Master Plan
- Austin 2015 Community Climate Plan
- Austin Strategic Housing Blueprint
- City of Austin GIS Files – Most recent Geographic Information System (GIS) files from the City and other databases, including aerial mapping and associated data files that shows the location of property lines, street curbs, street names, sidewalks, trails, MPO boundary, topography, known environmental features, land use, zoning and other features
- Review Austin Energy guidelines and limitations due to high voltage transmission lines as wells as distribution circuits
- Other previous studies relevant to the project

1.2 - Existing conditions

The Consultant will collect any other data necessary to evaluate existing demographic, market, transportation, and land use conditions relevant to the Platinum Planning Program elements within the corridor area. This effort should include an inventory of existing land uses; an evaluation of the existing street network connectivity (specifically across IH 35, South Congress Ave, and US 183) and mode split; and any impediments to the use of alternative modes of transportation and a supportive built environment.

The data collection should pay particular attention to the use of various transportation alternatives, safety, market trends, built-form and building types, infill development, adaptive reuse, mixed-use projects, public spaces, environmental justice indicators, and the opportunities for transit, pedestrian and bicycle facilities, economic development, streetscapes and street sections, and branding and wayfinding/signage. A few specific tasks that should be examined as part of the Corridor component of this study include but are not limited to:

- Transit accessibility analysis
- Pedestrian and Bicycle safety analysis
- Sidewalk inventory
- Land Use susceptibility to change analysis
- Street grid connectivity and barriers analysis
- Land suitability analysis
- Traffic counts and operations analysis
- Fiscal impact analysis
- Public health Impacts

1.3 – Goals and Objectives

The Consultant will work with Capital Area MPO, City of Austin and the Steering Committee to revise the study goals and objectives as needed.

Consultant to Deliver to Capital Area MPO:

- Existing Conditions and Needs Assessment Report

Task 2: Develop Concept Plan

The Consultant will prepare draft conceptual plans that are specific for the corridor component of the study based on the existing conditions and needs assessment. This concept plan should identify relevant projects and policies to improve the viability of the corridor for active transportation and transit, that if implemented, will enhance the mobility and safety, and multimodal travel options; have minimal impacts on the environment; support economic development in the area; improve public health, and enhance the sense of place.

Specifically, the study shall provide an analysis of the current and potential future land use mix within the study area. This analysis should propose specific improvements to transportation infrastructure that will improve multi-modal safety and access.

2.1 - Concept Plan for the corridor component shall include:

- **Active Transport and Transit Connectivity** - Develop a multi-modal connectivity plan and identify opportunities and specific needs for active transport and transit in the area.
 - Improvements to the pedestrian realm, appropriate sidewalks, streetscapes pedestrian crossings, signals and other supportive infrastructure.
 - The potential for transit and active transportation connections between the study area, Downtown Austin, ABIA, and adjacent neighborhoods. Specific attention should be given to connectivity across IH 35 and to the Cap Metro South Congress Park and Ride.
 - Other strategies that will help balance the needs of users traveling through the corridor area. Addressing street grid connections and redundancy, as well as mode shift will be crucial in this analysis.
- **Corridor Performance** – Develop concepts that will improve and optimize the multi-modal performance and safety of the corridor. This includes development of shared use trail and transitway concepts, multimodal transportation integration at intersections, and urban design concepts that balance the needs of a variety of users/modes (pedestrians, cyclists, and transit users), enhance environmental quality, and enhance economic development.
- **Economic and Urban Development** - Identify opportunities for context sensitive, mixed-use infill, grayfield/brownfield redevelopment, and new greenfield development (both vertical and horizontal) that creates a multi-modal, safe, comfortable, and vibrant environment, and investment opportunity.
 - Concept should include provisions for additional retail, services, entertainment and other amenities that will make the area attractive and provide basic services for residents, a unique experience for visitors and be oriented to the corridor.
 - A catalytic project concept should be developed to examine the redevelopment of manufacturing sites that are conducive for multi-modal transportation investment. This may include mixed-use or housing components. Pro formas, maps, renderings, and other pertinent information should be developed as part each case study project.

- **Environment and Place**
 - Environmental Justice - Provide guidance on policies and projects that will benefit and/or minimize negative impacts to vulnerable populations.
 - Public and Green Space – Concept should identify the area’s opportunity for high-quality public/gathering spaces, green space, and areas that should be considered for preservation or limited development.
 - Infrastructure Design – Develop concepts for infrastructure design that minimize impacts to the natural environment (may include construction materials, storm water infrastructure, landscaping, roadway design, etc.).
 - Place-making – Develop concepts and visuals that demonstrate elements of high-quality aesthetics in both the public and private realm through vernacular urban design, streetscaping, greenery, public art, architecture, and view sheds. The place-making concept should include provisions for wayfinding and branding of the area.
- **Land Use, Private Realm, and the Transect** – Develop land use and built form recommendations that are supportive of multi-modal transportation corridors. This should include concepts for densities and development pattern intensities that may change and transition along the corridor from the industrial areas to the underdeveloped areas on the east end. All concepts should include recommendations that will be conducive for and promote multi-modality. In addition, recommendations should include strategies on how the corridor should develop and redevelop to become a dynamic, multi-modal connection from frequent transit routes to south Austin and ABIA over time. Development of a transect specific for this corridor should be included.
- **Connections to Subdivisions** – Develop concepts that identify ways to better connect the corridor’s adjacent land uses to one another and the corridor itself. Multi-modal connections and treatments are critical to this concept.

Consultant to Deliver to Capital Area MPO:

1. Completed concept plan report narrative with graphics and methodology.
2. Case study narrative, maps, pro formas, and renderings.
3. Corridor Transect

Task 3: Draft Recommendations, Implementation Strategies, and Prioritization

The consultant shall create near, short, and long-term project and policy recommendations that are tailored to the needs of the stakeholder/implementing entities in the study area. Timeframes for the recommendations and implementation strategies are defined as:

- Near-Term – 1 Year or Less
- Short - Term – 2 to 4 years
- Medium Term – 5 – 10 years
- Long-Term – 11 years or more

Recommendations and strategies should include but are not limited to:

- Recommended corridor sections/schematics
- Cost Estimates and funding sources for proposed improvements (separated by implementer(s))
- Draft final fiscal impact analysis

- Proposed zoning ordinance language or map changes, this should include recommendations on parking
- Proposed changes or additions to subdivision regulations
- Proposed changes or additions to the infrastructure design criteria
- Proposed changes to local and regional transit maps
- Proposed corridor integration with transit routes, particularly frequent transit routes
- Proposed economic development and interlocal agreement language (as needed)
- Maps and drawings of proposed improvements and concepts

3.1 - Evaluation Categories and Measures of Effectiveness

Develop a set of criteria to assist in evaluating each improvement concept. The broad categories of transportation efficacy, active transportation viability, socio-economic impacts (including displacement risk), urban design, health impacts, environmental impacts, and cost effectiveness will be further defined into the evaluation criteria. This criteria should be written so that it may be included in the Capital Area MPO Transportation Improvement Program criteria, if so desired.

3.2 - Evaluation of Cost-Effectiveness, Impacts, and Priorities

The Consultant will evaluate cost-effectiveness to determine if the improvements cause sufficient user benefits to justify the investment. The Consultant will evaluate cost effectiveness by determining the monetary benefits associated with the reduction in VMT due to short-term improvements, as well as compare the benefit to the implementation cost. A prioritized list of projects and policies should be developed based on the outcomes of the evaluation.

Consultant to Deliver to Capital Area MPO:

1. A summary of current and planned transportation projects and near, short, medium, and long-term project recommendations that could impact mobility in the study area.
2. Proposed cost estimates, funding sources, policy changes or additions, and partnership needed to implement study recommendations.
3. Prioritized list of projects and policies
4. Draft environmental justice analysis
5. Draft health impact analysis
6. Draft final fiscal impact analysis
7. Draft ordinance and design manual changes or amendments
8. Draft interlocal and economic development agreement language

Task 4: Final Report with Recommendations

The Consultant will prepare and deliver a final report at the conclusion of the study. Capital Area MPO staff, the City of Austin, and the Steering Committee will review the report. The report, executive summary, and print must be approved by Capital Area MPO before going to print. The report will include:

- Documentation of public and stakeholder input, overview of the planning process;

existing conditions report, concept plan, and final recommendations/implementation report;

- Discussion of any concepts considered but eliminated for not addressing the study goals and objectives;
- Description of the study effort associated with identification, definition, development, and refinement of multi-modal transportation and urban design improvement concepts;
- Explanation of methodology and evaluation criteria used;
- Summary of recommended transit and active transportation projects along with project descriptions, costs, benefits, and potential funding sources for each of the responsible entities;
- Narrative on air quality benefits;
- List of recommended projects should be prioritized in cooperation with the Steering Committee and the stakeholders;
- Narrative on impacts and benefits to Environmental Justice populations; list of recommendations to mitigate impacts such as displacement on Environmental Justice populations
- Health impact analysis;
- Study area transect that includes concepts for both the public and private realm;
- Complete fiscal impact analysis for the concept plan methodology;
- Sample ordinances, design manual, and agreement language needed for implementation (include in appendix);

Consultant to Deliver to Capital Area MPO:

1. Recommended scenario for future development with integrated transit and active transportation concepts.
2. A minimum of seven ground level and/or bird's eye view artistic renderings and/or computer-generated photo simulations of improvement concepts to help the public visualize recommended improvements of significance.
3. Suggested strategies to influence development toward achieving the concept plan.
4. Recommended near, short, and long-term transit and active transportation projects to improve mobility in the study area.
5. Benefit/cost analysis for each recommended project.
6. Identified potential funding sources for each project recommended.
7. Base maps showing the location, layout, and typical sections for each concept considered (one high resolution, reproducible digital copy).
8. Draft Final/Final Report, including maps or other drawings and exhibits of each concept recommended (one high resolution, reproducible digital copy, PDF and Word formats).

9. Executive Summary of the study report with its high resolution, reproducible digital copy, not to exceed five pages. (Word and PDF format)
10. All associated supporting documents located in the appendices.
11. Twenty-five (25) Hard Color Copies of the Final Report, Fifty (50) Hard Color Copies of the Executive Summary and Ten (10) Hard Color Copies of the Appendices. The Final Report should be in 8.5" X 11" format, perfect binding.
12. All GIS, Photoshop, InDesign, Illustrator, MSWord, MS Excel, photo, graphics and other associated files.

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ATTACHMENT B PLATINUM PLANNING ELEMENTS

The Platinum Planning Program provides an organized structure for CAMPO's Long-Range Planning work. The program seeks to generate comprehensive and detailed multimodal planning at the local level that will generate regionally significant benefits through projects and policies. The program aligns local and regional planning through a progressive, integrated, and inclusive process. Plans completed as part of this program meet shared goals and are inclusive of state of the practice elements consistent with *2040 Regional Transportation Plan* goals. Specifically, these plans will outline synergies between transportation, land use, and other planning areas to better understand how the system performs. Recommendations from plans completed through this program will inform future iterations of the Regional Transportation Plan.

The Platinum Planning Program includes three spatial areas:

Subregions– Focuses on large areas across jurisdictional boundaries and travel sheds. These plans will emphasize development of land use and transportation network scenarios that yield to a shared vision across communities in the study area. Subregional efforts will also be inclusive of analysis and recommendations for multiple corridors and centers (as described below), as well as other interstitial areas.

Corridors – Focuses on mostly linear corridors and facilities across jurisdictional boundaries. These plans will focus on projects specific to a principle corridor but also take into account adjacent and intersecting facilities. Corridor planning will consider not only the context, form, and function of the corridor but also how each corridor should perform as part of the larger system; specifically its effectiveness at providing safe and efficient multimodal mobility between and access with-in centers.

Centers – Focuses on districts and areas of typically one square mile or less, but may also include elements of corridor planning, particularly as corridors connect nodes. Centers plans will provide clear guidance on how to develop vibrant mixed-use environments that possess the density, diversity and design attributes that produce lower VMT, and support transit, bicycling, and walking.

Platinum Planning seeks to integrate:

1. Multi-modal and Mixed-use – Create connections to housing, jobs, and services through the establishment of dynamic mixed-use environments, well-connected street grids, high-quality transit options, as well as safe and useful pedestrian/bicycle accommodations.
2. Housing – Develop a mix of housing types and price points appropriate for the study area context that provides living options that can accommodate a variety of incomes, abilities, and familial types.
3. Environment – Create a healthy environment that proactively protect and enhance air, water, land and people.
4. Economic Development – Promote the economic competitiveness of the study area to yield positive impacts on the local tax base, high-quality jobs, and community services.
5. Equity – Create positive social, economic, and environmental outcomes for all residents and stakeholders in the study areas while minimizing adverse impacts.



RESOLUTION 2019-6-13B

Authorizing the CAMPO Executive Director to Enter into an Interlocal Agreement with The City of Austin for the Receipt of Local Funds for the Bergstrom Spur Platinum Planning Study

WHEREAS, the Capital Area Metropolitan Planning Organization (CAMPO) issued a competitive call for sponsors to apply for Federal and State funding assistance for transportation projects; and

WHEREAS, City of Austin submitted an application for Bergstrom Spur Platinum Planning Study; and

WHEREAS, City of San Marcos was subsequently selected to receive up to \$280,000 in Federal Surface Transportation Block Grant (STBG) funding for the Bergstrom Spur Platinum Planning Study; and

WHEREAS, CAMPO and City of Austin will partner in the development of the Bergstrom Spur Platinum Planning Study; and

WHEREAS, City of Austin will transfer the committed funding for the match of no less than \$70,000 to CAMPO prior to going into contract with selected consultant; and

WHEREAS, City of Austin and CAMPO will execute an Interlocal Agreement approving the transfer of funds; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to authorize the execution of an Interlocal Agreement with City of Austin for the Bergstrom Spur Platinum Planning Study; 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.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 10th day of June 2019.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

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Date: June 10, 2019
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Kelly Porter, Regional Planning Manager
Agenda Item: 14
Subject: Discussion on Preliminary Results of Regional Arterials Study

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Regional Arterial Study seeks to understand the existing roles and functions of the region's major arterial corridors and to define their future roles and functions. Similar to Capital Metro's Project Connect, this study is an unconstrained analysis of our region's growing arterial needs. The study will provide the region with guidance in developing the roadway section of the 2045 long-range plan, however projects to be included in the 2045 plan will need to be submitted by local governments and other implementing agencies. The Transportation Policy Board would also have to vote again to include any project in the TIP and there would be rounds of public outreach tied to those decisions consistent with the Public Participation Plan that the TPB approved in January 2019.

The study is being developed in close coordination with local jurisdictions, TxDOT, and neighboring metropolitan planning organizations (MPO) including Killeen-Temple MPO and the Alamo Area MPO. The study is anticipated to provide common goals and implementation mechanisms for jurisdictions, transit agencies, CTRMA, TxDOT, and CAMPO in their efforts to improve the performance of current and future major arterial corridors and connecting/adjacent higher functional classification facilities. The Regional Arterials Study will include a facilities inventory, a review of the most current applicable regional policies and data, 2045 illustrative and priority networks, guidance and recommendations on facility design and policy, performance measures, and an implementation plan with project and policy priorities for the next 25 years. The Bastrop, Burnet, and Caldwell Counties' portion of the study will serve as an update to those communities' thoroughfare planning documents.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The purpose of the 2045 Regional Arterials Study is to evaluate a potential hierarchy of roads that could provide options for different travel needs; provide the basis for a well-connected variety of roads that work together within that hierarchy to move people, not just one transportation mode; establish suggested road spacing within the potential hierarchy and provide a menu of street cross sections to meet context sensitive goals; and identify suggested policy tools that help local entities within the region to work to achieve a regional connectivity goal.

The study is being guided through a 20-member steering committee made up of local and regional partners, including many entities represented on the TAC. The committee has met four times thus far to provide guidance on the existing conditions inventory and concept planning.

The committee will meet at least two more times before the study is complete including in June when they will be asked to make a recommendation on the study to the Technical Advisory Committee.

To date there have been two rounds of local government outreach (Spring and Fall 2018) in which officials from the cities, counties, school districts, TxDOT and other local government interests were invited to provide comments on planning elements such as the roadway inventory, connectivity needs, policy issues, and other items.

Local government and public meetings included at least one in each of the six counties for both rounds of outreach. Broad regional issues that have been identified as part of the planning process are:

- Connectivity Issues – disjointed network, topographic challenges, lack of river crossings, railroads, and lack of connections across limited access facilities.
- Network Hierarchy – facilities being used for unintended trip purposes (e.g. limited-access routes being used for local trips); a missing sub-functional class of long-distance principle arterials with optimized operations; and a lack of supporting facilities (minor arterials) to principal facilities.
- Access – inadequate access management on facilities.
- Regional coordination – identify potential connections between local jurisdictions’ planning efforts for a cohesive regional concept.
- Inter-regional needs – preparing to facilitate the movement of people and goods in the larger region along the IH 35 corridor (San Antonio – Austin – Killen/Temple), which is forecast to be home to nearly 10 million people by 2045.

The third round of public outreach will occur between June 10 and July 15, 2019. Included in this series of outreach will be seven open houses, an online open house, and a publicly available draft plan for comment. All comments will be included in the final draft plan that TPB will take action on in August.

CAMPO staff has worked to identify areas where additional connectivity is needed and points where safety and operational improvements may be considered as part of a regional concept plan. CAMPO staff will continue to work with TxDOT and local governments to refine the concept plan and develop network recommendations which will be part of the final plan. Five scenarios to better understand network performance have been developed:

- Scenario 0 – Baseline/Current: 2020 network with 2020 demographics
- Scenario 1 – No-Build: 2020 network with 2040 demographics
- Scenario 1.5 – Interim Improvements: Sample corridors (portions of RM 2244, RM 2222, FM 969) tested with reversible lane operations at peak periods using the Scenario 1 network.
- Scenario 2 – Tier 1 Network: Capacity, operational, and connectivity improvements applied to only key principal arterials and limited access routes.
- Scenario 3 – Non-Tolled Managed Lanes (off-model): Calculates potential “people throughput” on select Tier 1 network facilities if certain lanes along these facilities was reserved for flexible uses during certain times of day for high-occupancy vehicles, transit, motorcycles, etc.

- Scenario 4 – Vision Network: Models all planned and identified improvements to the network garnered through this process. Includes all Tier 1 facilities and ultimate build-out of other minor arterials and supporting facilities.
- Scenario 5 – Tier 1 and Tier 2 Network: Includes all Tier 1 facilities as well as facilities from Scenario 4 that had a V/C ratio higher than the regional average of .45, in addition other select corridors for identified for safety and redundancy.

Scenario results were discussed in detail at the May 20, 2019 Technical Advisory Committee meeting.

Next steps include working with jurisdictions on the regional corridors and project list; refinement of the draft concept plan; and development of a draft final plan. The draft study is expected to be taken to the public for comment and TAC for recommendation in June. The draft study will go for formal adoption by Bastrop, Burnet, and Caldwell Counties on their components in June of 2019. The Transportation Policy Board will be asked to consider adoption of the Regional Arterials Plan in August 2019.

SUPPORTING DOCUMENTS

Attachment A – *Methodology and Process*

Attachment B – *Public Outreach Handout*



CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

2045 Regional Arterials Study



Concept Plan Methodology

DRAFT June 2019

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»» Purpose of the Study

The Capital Area MPO 2045 Regional Arterials Study is a planning effort that is part of the 2045 Regional Transportation Plan. The purpose of the Capital Area MPO Regional Arterials Study is to:

- Create a hierarchy of roads that provide options for different travel-needs
- Establish a well-connected variety of roads that work together within the hierarchy that can exist flexibly to move people and goods
- Establish a proper road spacing within the hierarchy and provide a menu of street cross sections
- Identify policy tools that empower local entities within the region to work to achieve regional connectivity goals

The study is overseen by a Steering Committee of representatives from local governments and implementing agencies from around the region. Steering Committee Members represented the following communities and entities:

- | | |
|------------------------|---|
| • City of Elgin | • City of Pflugerville |
| • City of Marble Falls | • Central Texas Regional Mobility Authority |
| • Williamson County | • City of Round Rock |
| • Travis County | • City of San Marcos |
| • City of Lakeway | • Caldwell County |
| • Urban Land Institute | • City of Kyle |
| • Cedar Park | • Capital Metro |
| • City of Austin | • TxDOT |
| • City of Bee Cave | • Hays County |
| • City of Georgetown | |
| • CARTS | |

The role of the Steering Committee is to provide direction and feedback regarding the plan’s process and deliverables. This committee reports to the CAMPO Technical Advisory Committee, which reports to the CAMPO Transportation Policy Board. The findings and reports produced for this plan will be presented to all these bodies for approval.

As defined by the Steering Committee, the 2045 Regional Arterials Plan sets a vision and describes a series of goals and objectives¹ for the region’s arterial roadway network.

Vision : To facilitate a framework of a broad set of transportation choices that improve mobility, are safe, convenient, reliable, resilient, and efficient, and that promote equitable prosperity, region-wide connectivity, economic development, and healthy communities.

Goals:

1. Safety: Improve Safety for arterial road users.

- a. Objectives:
 - ii. Reduce severity and number of crashes for all modes to assist local governments and other transportation agencies reach vision zero metrics.
 - iii. Reduce emergency response times.
 - iv. Enhance evacuation routes.

2. Mobility: Improve network efficiency and flexibility to reduce travel times and distance.

- a. Objectives:
 - ii. Expand the network to reduce congestion and increase capacity.
 - iii. Decrease network gaps to add connectivity, reduce bottlenecks, and remove barriers.
 - iv. Improve network redundancy to reduce reliance on the limited access roadway network for short trips.
 - v. Unlock economic development/redevelopment potential by allowing for opportunities to live, work, and play in close proximity.
 - vi. Utilize improved technology to increase efficiency of travel.

3. Growth: Plan for growth more effectively.

- a. Objectives:
 - ii. Plan for and leverage growth through a more comprehensive network to accommodate different development types.
 - iii. Prepare for future land use and development opportunities.
 - iv. Identify right of way, for preservation and reservation for future or redeveloping corridors.
 - v. Use available policy tools creatively to achieve community objectives.
 - vi. Promote a network that supports a wide range of housing choice near employment.

4. Multimodal: Design multimodally to provide more transportation choices to move people and goods.

- a. Objectives:
 - ii. Design the roadway network for all modes.
 - iii. Design arterials for all ages and abilities.
 - iv. Design roadway network with flexibility for all modes.
 - v. Design arterials that are freight and transit supportive.

5. Environment: Protect and preserve the environment.

- a. Objectives:
 - ii. Develop roadway design that limits negative impact to water and air quality.
 - iii. Consider design elements and aesthetic treatments that are context appropriate.
 - iv. Consider environmental factors and the impacts of materials on the environment and roadway lifecycle costs.

6. Economy, Equity, and Health: Foster a system that promotes prosperity and vitality for our region.

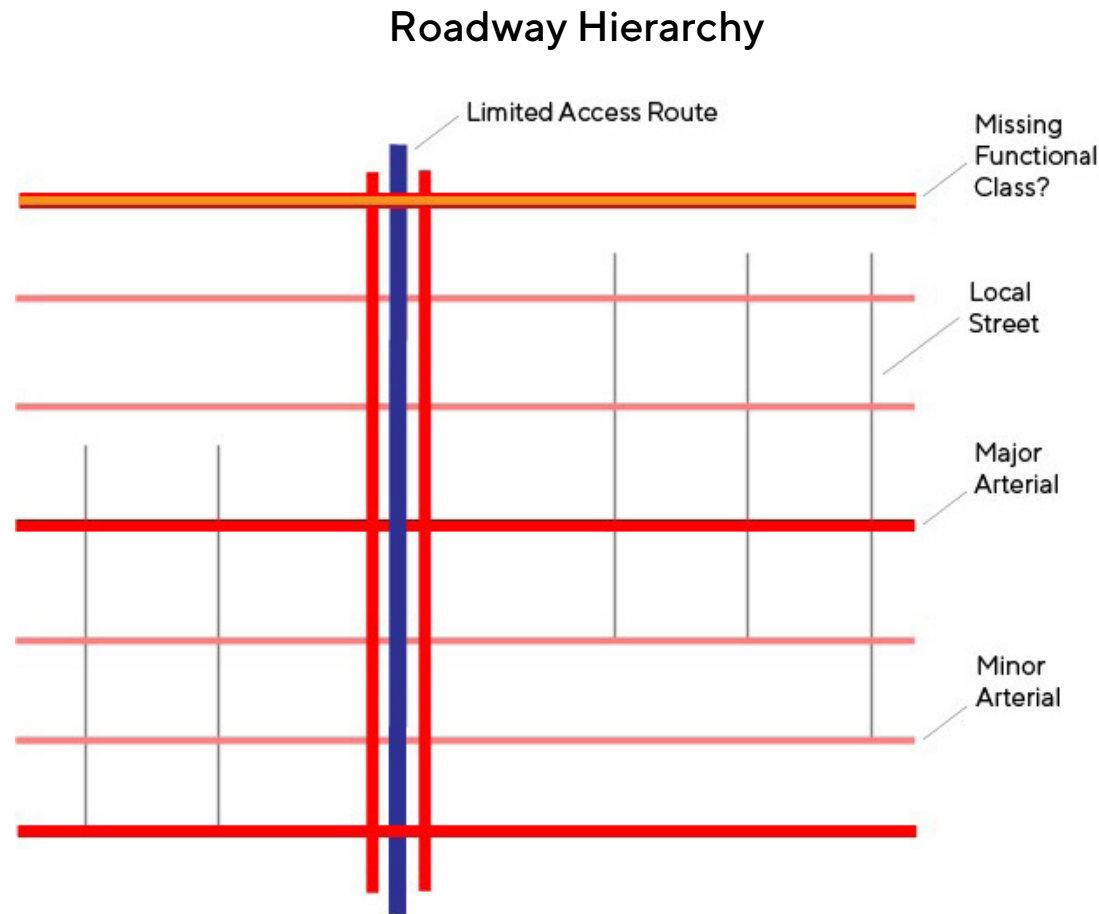
- a. Objectives:
 - ii. Align road functionality with evolving road character and design to community and environmental standards.
 - iii. Consider freight and delivery needs.
 - iv. Provide equitable access to support economic development.
 - v. Improve public health outcomes through air quality, active mobility, and enhance quality of life.

The goals and objectives provide a framework for planning for a better arterial network. They serve as guideposts for the planning effort and the impetus for the recommendations of the plan. One initial undertaking was to determine how to define an “arterial” roadway. FHWA offers a definition, and along with TxDOT, classify individual roadways within our region according to a prescribed framework of uses and contexts.

¹ Vision, Goals, and Objectives approved by the Steering Committee at the June 20, 2018 meeting.

Generally, arterials are roadways that are somewhere in between freeway/highways and collector or local streets in terms of total vehicles moved through the roadway. FHWA also sets out a hierarchy within the arterial classification, with much of the distinction being determined by access control and trip purpose. Limited Access facilities, also known as Freeways or Highways, typically serve trips over five miles, whereas, local streets serve trips no longer than a mile. Arterials, being somewhere in the middle of these two kinds of roadways, serve trips in between. Principal Arterials typically serve trips of three to five miles and Minor Arterials serve trips one to three miles in distance.

One initial observation that was gleaned in the early phases of the plan was that when we look at the CAMPO region's existing network, there seems to be a missing class of arterial that might allow for the same amount of movement but has generally less access to adjacent driveways and lower-functioning roadways. The figure below depicts how these varieties of arterials may function within the wider roadway network.

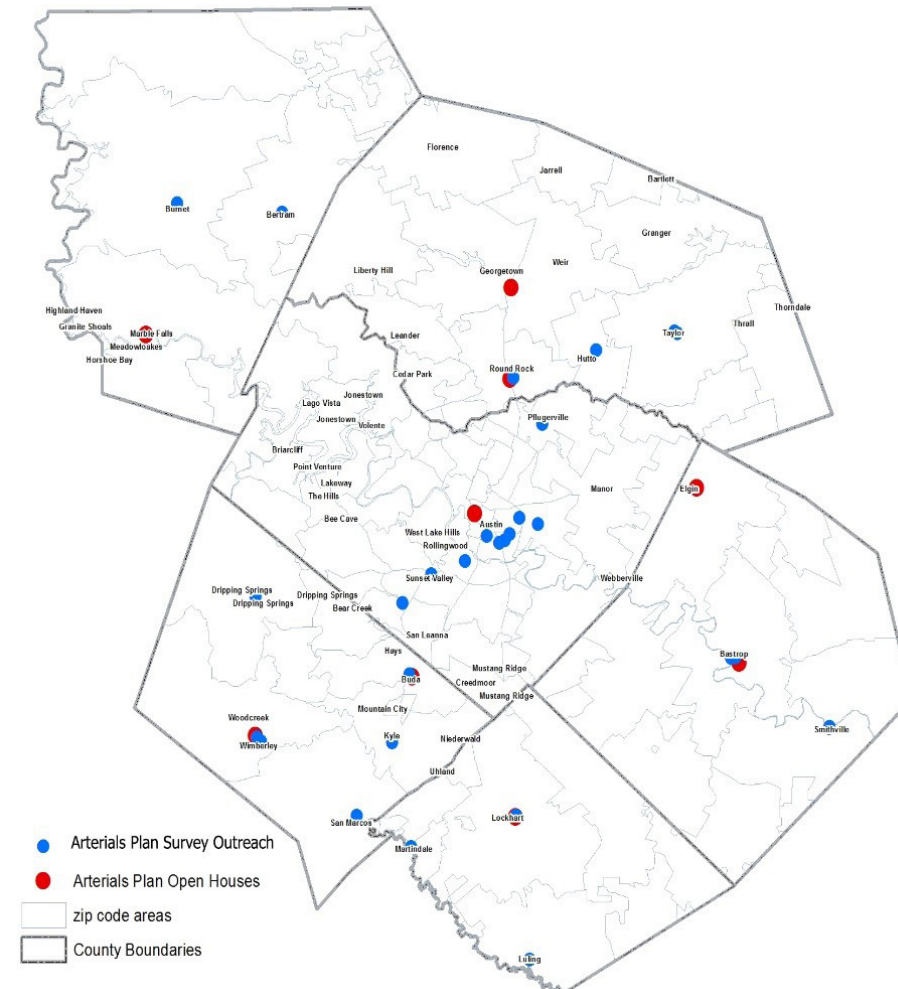


Initial Planning and Analysis Methodology

An investigation of the existing conditions was the first step in the process, which provided a greater understanding of the supply and demand for arterial roads and the major hurdles to developing a more comprehensive network. This stage of the study also included a steering committee meeting¹ to begin to develop the vision and goals, meetings with local governments² to better understand local needs, and public open houses.³ The local government meetings included representatives from local government, school districts, transit, CTRMA and TxDOT. A second steering committee meeting⁴ approved the vision and goals.

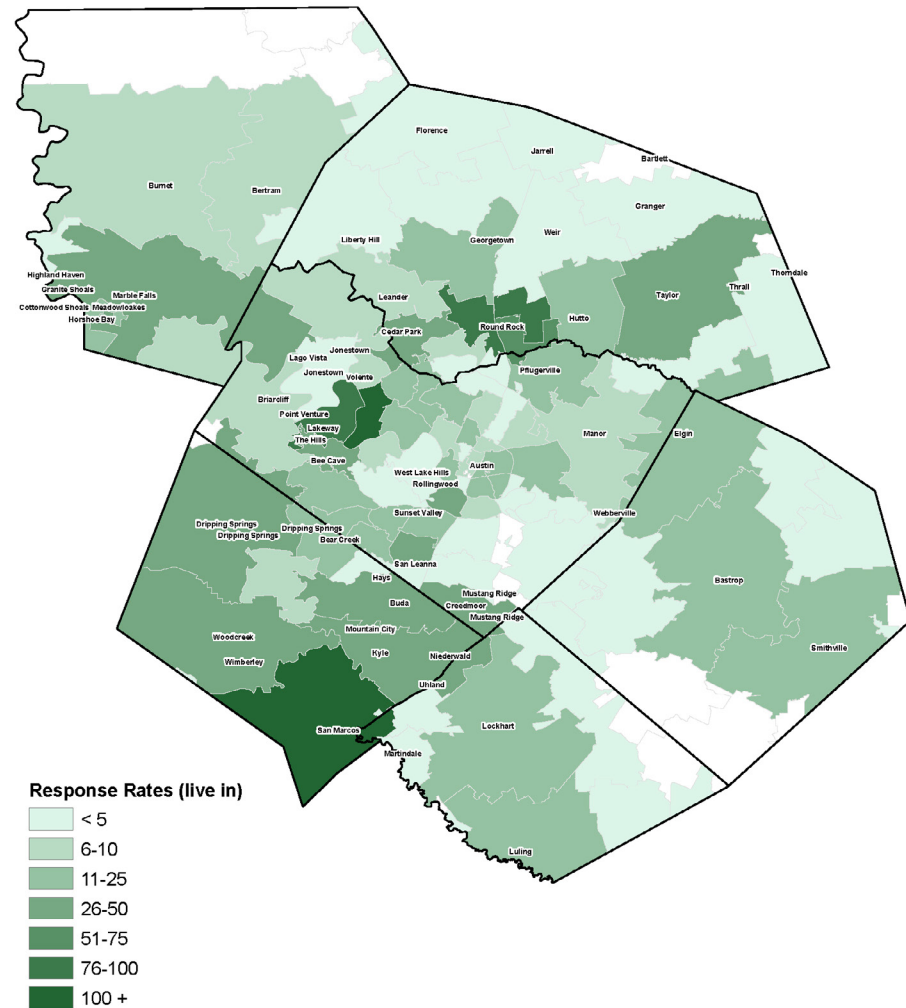
CAMPO also surveyed the region to better understand key issues relevant to the arterial network and the degree of satisfaction residents have with the current network. The maps below depict where outreach took place and the distribution of responses by zip code. To ensure a broad breadth of input for our diverse region, Staff pulled GIS data each week to determine which zip codes and groups were underrepresented in the surveying. The CAMPO "iPad Army" was deployed to target those areas to garner additional feedback.

Regional Arterials Outreach Locations

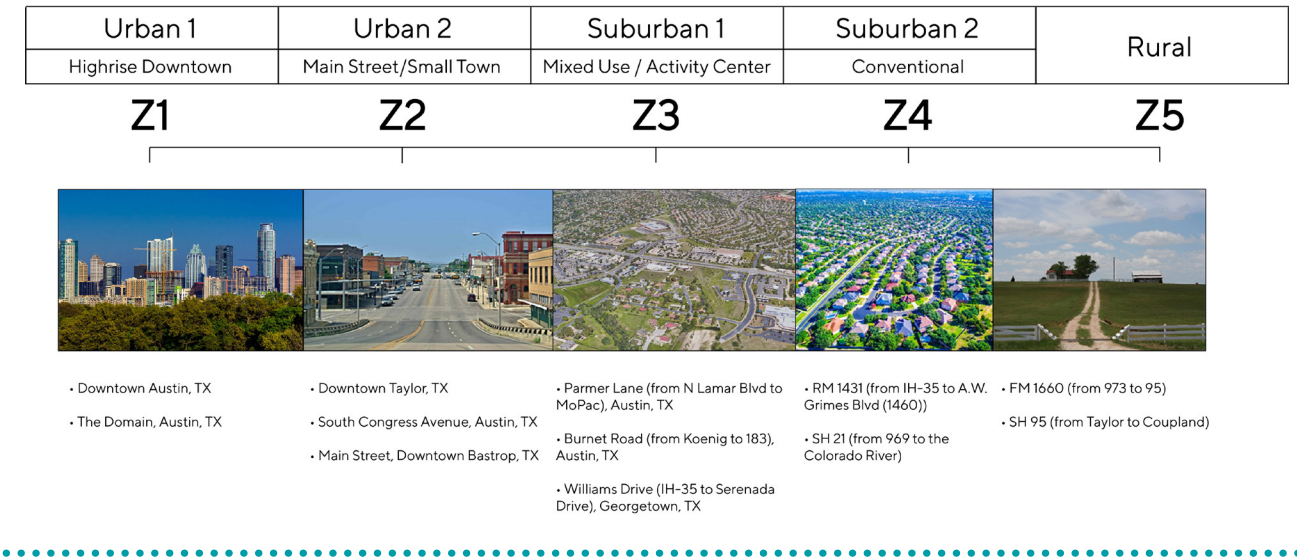


- 1 February 28, 2018
- 2 April 2-17, 2018
- 3 April 2-17, 2018
- 4 June 20, 2018

Survey Responses by Zipcode



CAMPO Context Zones

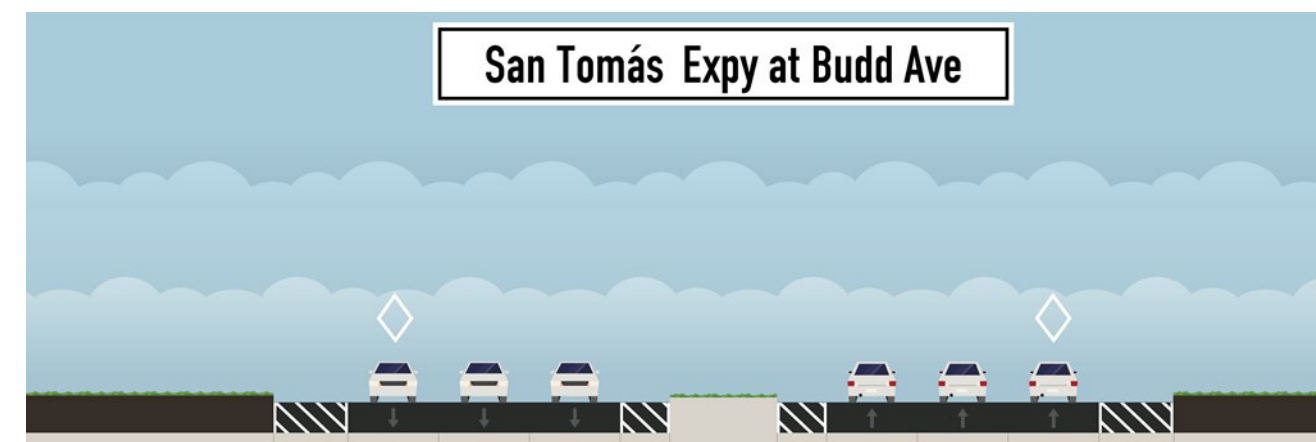
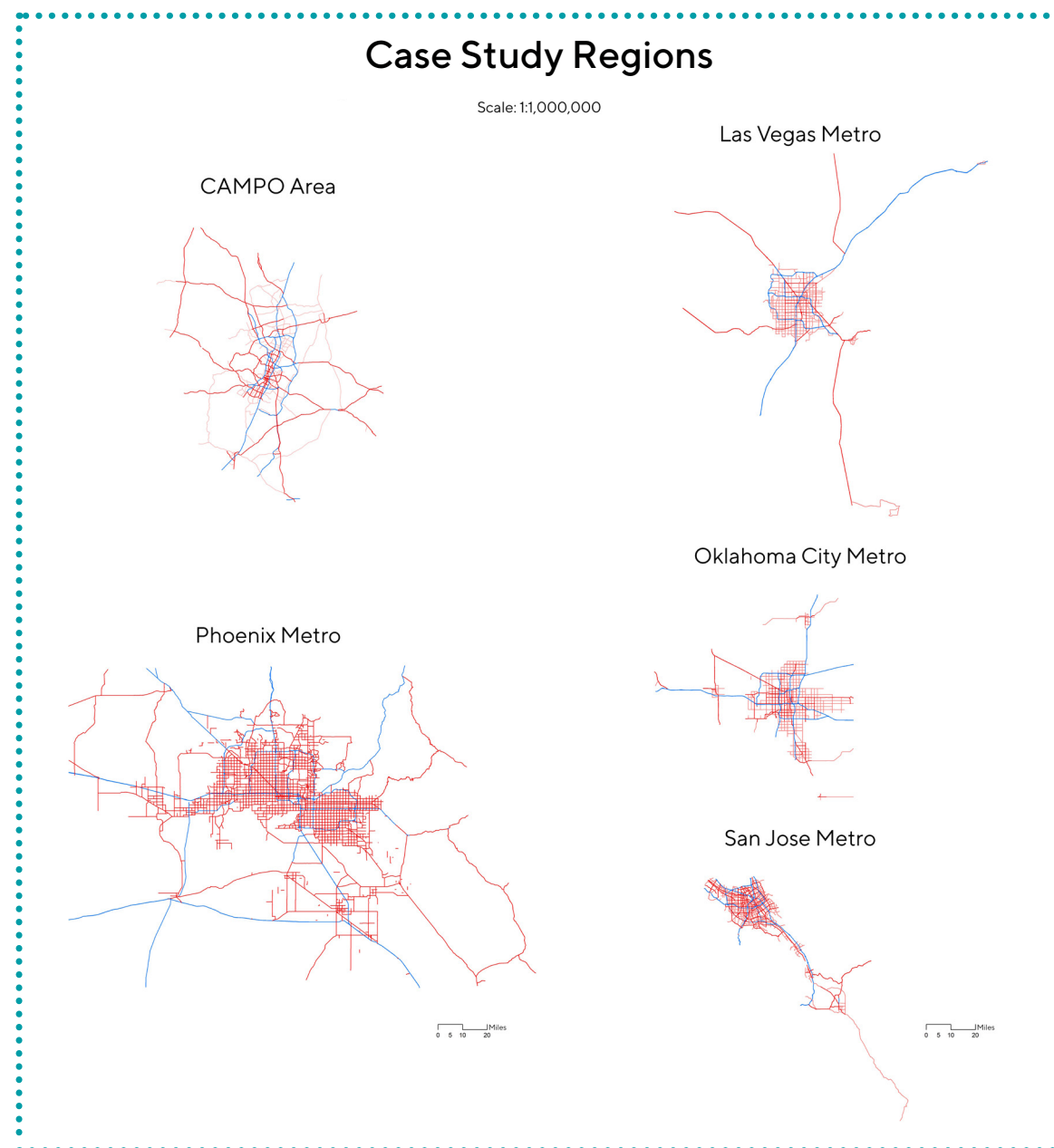


Included in the Pattern Book are regional case studies, corridor case studies, cross sections, and other best practice design treatments that have shown success at improving the overall operation of arterial roadways in other areas of the country. In each of the four regional case studies we sought to understand the proportional breakdown of roadways by functional class in addition to how each of the functional classes are spaced. This peer region review also revealed that these regions have a functional class of roadway that our region is missing. The missing functional class is characterized by tight access management, allowing only right turns in/out of driveways and left turns only at signalized intersections. This missing functional class will be discussed more later in the report. In addition, staff analyzed economic functions, mode split, how these peer networks cross barriers, and other performance metrics. Staff also examined the percentage of roadways by FHWA functional class to compare the mix to best practices.

Pattern Book Findings

A third Steering Committee¹ meeting included a presentation of the initial existing network map, findings from a third Steering Committee meeting included a presentation of the initial existing network map, findings from case studies of four peer regions similar to the CAMPO region, and best practices gathered from case study corridors. Both case studies were offered in full in the Pattern Book report.

Regional planning should still focus on context, but the gradations may be broader. Thus, in the Pattern Book chapter of the study, we have identified five context zones that range from high-rise downtown districts to rural areas with a very scattered built form. This means that the functional classification of the roadway can change as it moves through the region due to this change in context. Similarly, context can also impact the design choices for a roadway since changes in built form often mirror changes in population densities and activity. A full menu of possible treatments is found in the Pattern Book and is organized by context zone.



From the San Jose regional case study

Building the Existing Network

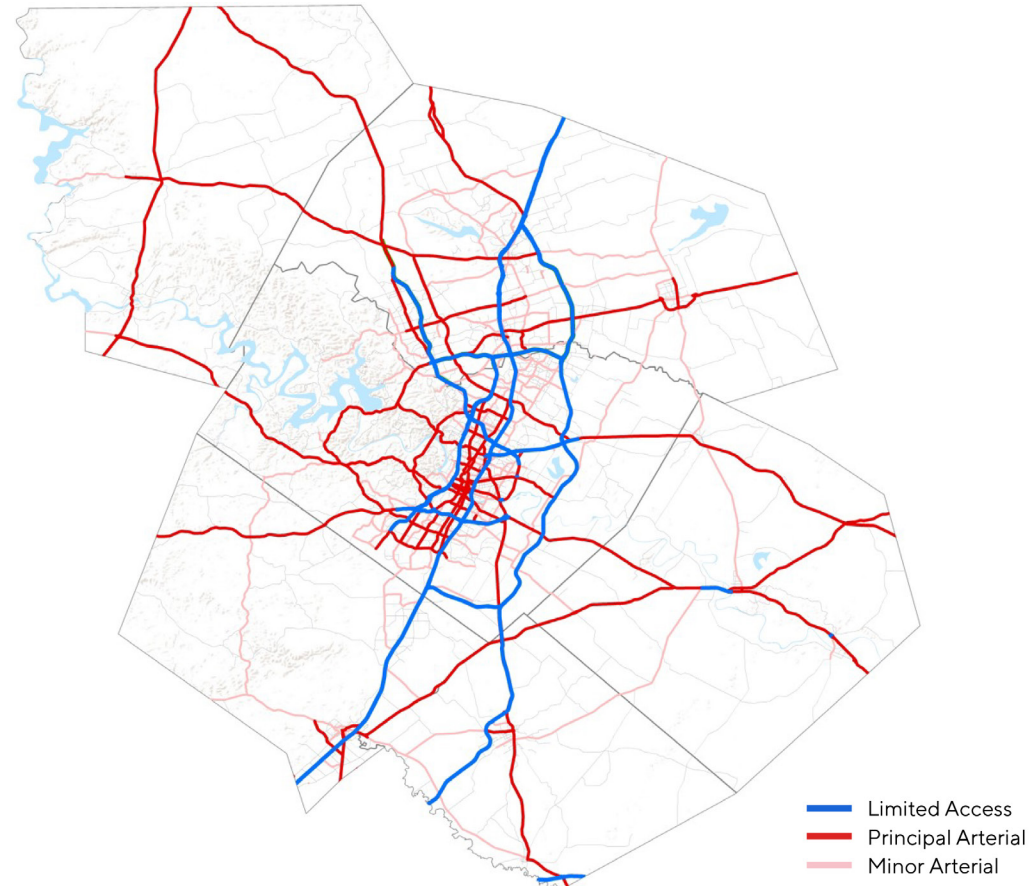
An immediate task for the study was to create an inventory of the existing arterial network. Recognizing that most jurisdictions use their own functional classification definitions, staff worked to standardize or group up each jurisdiction’s functional classes into standard categories following FHWA and TxDOT standards. This provided an “apples to apples” framing of the network at the regional scale. The existing roadway network is comprised of facilities that are currently in operation in the region. CAMPO generally followed the guidance of FHWA to determine the definitions of roadways in the region, but combined major and minor collectors, grouped together freeway/expressways and interstates as Limited Access, and developed a new subgrouping of principal arterials to be classified as Regional Connector/Expressway, with the other principal arterials being defined as Major Arterials. In cases where local plans defined existing roadways as a different functional class than TxDOT, CAMPO deferred to TxDOT’s classification.

We then sought to develop a more robust understanding of successful case study corridors and how they operate within their networks. Ten corridors were analyzed varying in context zone as shown in the graphic above. Particular attention was given to safety treatments (i.e. crash barriers & medians), operational improvements (i.e. light timing & flexible lane management), and efficient arterial cross sections, including those that integrate design types that mitigate negative environmental impacts. Moreover, we sought to incorporate design treatments that provided aesthetic amenity and improved the seamless integration of the arterials into each context. These findings helped develop a variety of options that may prove to be appropriate in our region.

Functional Classification Key			CAMPO Counties/Cities	TxDOT	CAMPO Functional Classification	
Classification	Existing	Adopted/Planned New Facilities	Toll	Toll	Limited Access (Non-tolled/tolled)	
Limited Access Route			Freeway	Interstate		
Tolled Limited Access Route			Highway			
Expressway / Regional Connector (Principal/Major)			Limited Access State Controlled Access			
Principal / Major			Principal Arterial	Principal Arterial	Principal Arterial	
Minor			Major Arterial		Major Arterial	
Collector			Parkway		Regional Connector/Expressway	
Local			Ranch to Market			
Desire / Need (Charrette)			Minor Arterial	Minor Arterial	Minor Arterial	
New Facility / Gap			Major Collector	Major Collector	Collector	
Improvement to Existing Facility			Minor Collector	Minor Collector		
Intersection / Grade Separation			Local	Local	Local	
Transit Corridor						
			Interstate	US Highway	Primary State Highway	Secondary State Highway

The following map displays the arterial network, along with limited access facilities and collector roads. This gives us a sense of the existing supply of arterials, their location within the region, and how they serve the limited access network. This map was presented to the Steering Committee originally at the September meeting.

Regional Arterials Existing Conditions



Creating a Planned, Desired, and CAMPO Gaps Network

Once the existing network was assembled, the network of planned improvements and new facilities was added. CAMPO received locally-adopted plans from regional partners that set out new and improved arterials. These individual plans were combined to display the full regional network of planned and existing facilities.

CAMPO received partner plans from the following local entities:

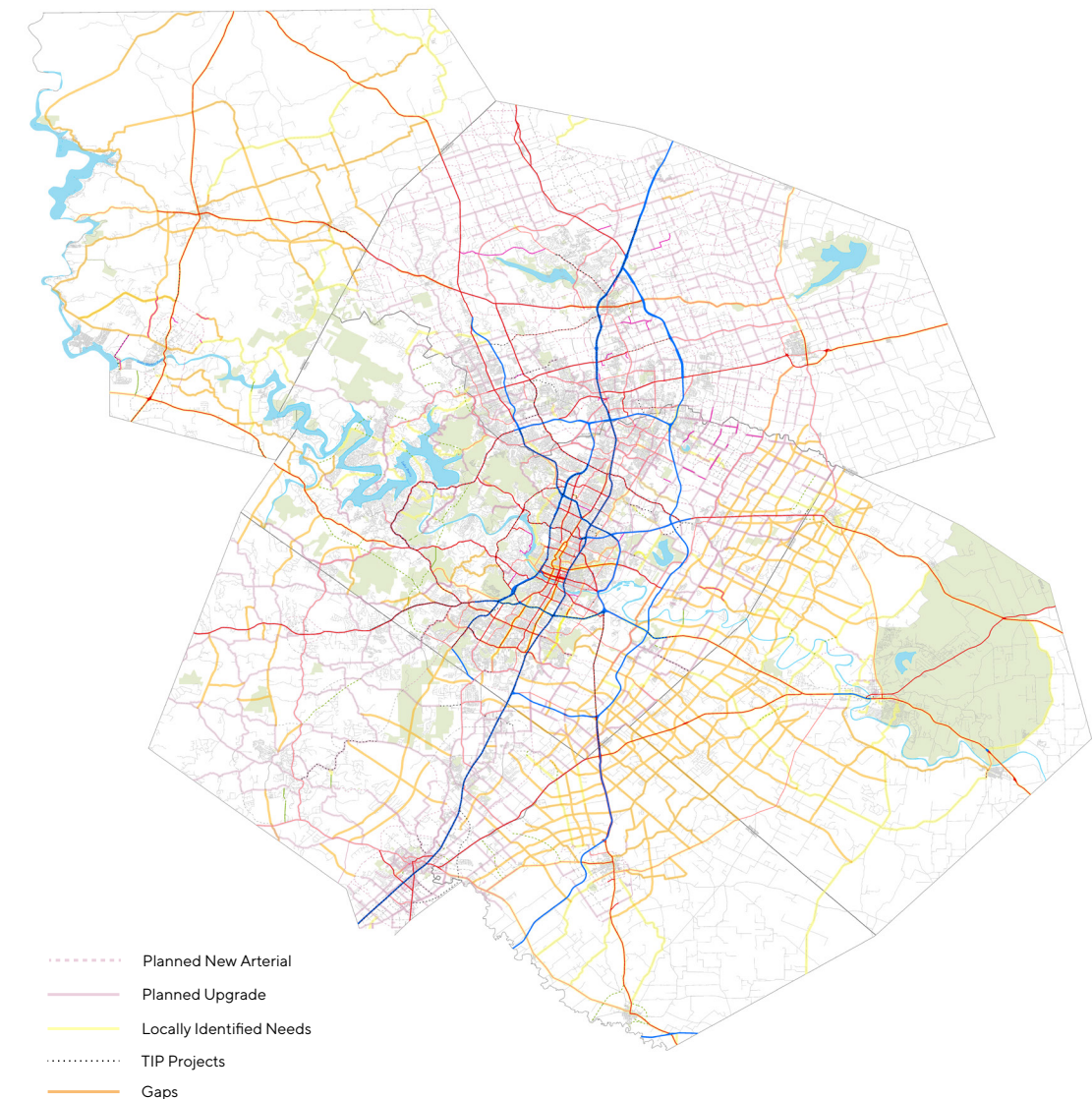
- Travis Co
- Austin
- Leander
- Georgetown
- San Marcos
- TxDOT
- CTRMA
- Bastrop
- Hays Co
- Lockhart
- Round Rock
- Williamson Co
- Marble Falls
- Cedar Park
- Kyle
- Buda
- Hutto

In addition to adopted local plans, as part of the local government meetings CAMPO staff asked local government representatives to vet their plan data displayed on the maps. Local governments were also asked to provide insight to additional needs beyond the plan shown on the map. This allowed the needs assessment to reflect needs from communities that may not have locally adopted plans and additional needs beyond adopted plans.

The first round of local government outreach also produced locally-identified needs, which were generally new connections or improvements. These new or improved facilities were further refined in the second round of local government meetings.

With locally planned and locally desired facilities mapped, CAMPO staff undertook a “gap” analysis to determine where missing connections between planned and existing facilities may be or where demographic forecasts show a lack in the supply of arterial roadways. The result of this analysis was the identification of gaps that recommend additional roadway improvements or new facilities to enhance connectivity. A map depicting these three types of new or improved facilities, along with the existing arterial network is shown below. This map was presented to local governments in the second round of meetings.

Gap Analysis



Forming the Concept Plan

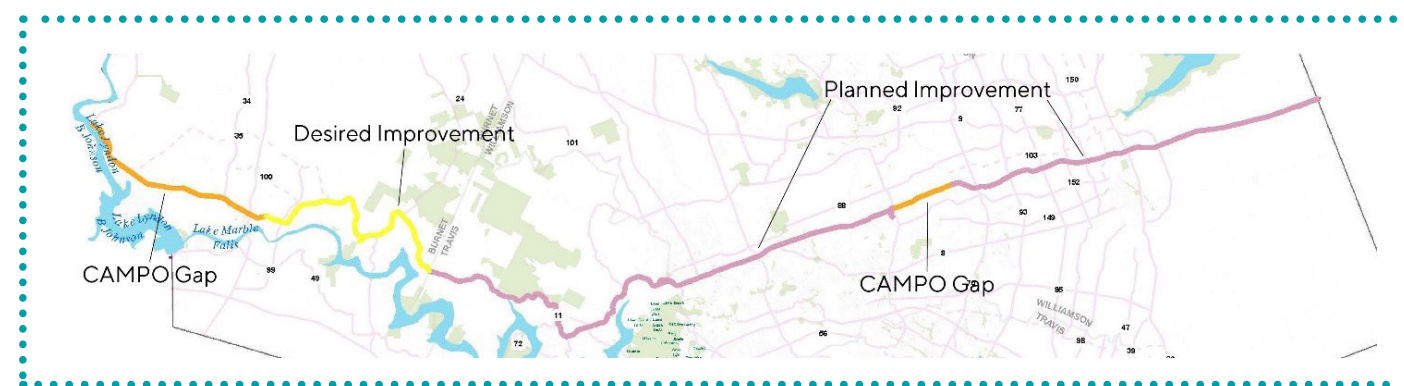
The next step in the planning process involved the building of a Concept Plan for the 2045 arterial network. The Concept Plan is comprised of a vision network, which is the culmination of the existing, planned, desired, and gaps network presented above, and detailed recommendations for four test case corridors. The Concept Plan began in earnest with the process described above to combine all locally-planned networks. This allowed us to better understand where there may be gaps between new or upgraded facilities.

To assess the proper design and capacity for the facilities in the vision network, CAMPO created longer-distance Regional Corridors from the existing, planned, desired, and gaps network facilities. This provided the planning team with all the information to develop an inventory of improvements and new facilities and begin scenario planning work to better understand the potential impact of the vision network. CAMPO has also set out to provide additional analysis for four test case corridors, SH 21, FM 734, FM 1431, and RM 12. For each, we will look at specific treatments and cross sections, as featured in the Pattern Book, to apply to the corridors and provide additional analysis on improvements or policies that can help these corridors better meet with the goals and objectives stated in the study.

Establishing Regional Corridors

With a full map in place of planned, desired, and gap facilities, CAMPO identified areas where these individual pieces (typically on the same roadway) could create longer distance, strategically connected "Regional Corridors." This was done, in part, to help illustrate the impact that individual improvements may have on the mobility demands along a given corridor, and to provide truly regional connections to a wider variety of communities.

CAMPO combined individual improvements, as shown below, to form each Regional Corridor. Most of the Regional Corridors were comprised of multiple segments with improvements or new facilities planned by a local entity or identified through this process. The Regional Corridor below follows RM 1431 going east through the region, then following University Blvd, Chandler Rd, and a planned extension of that corridor to the eastern extent of the region. These corridors cross multiple jurisdictions from Kingsland to just north of Taylor.

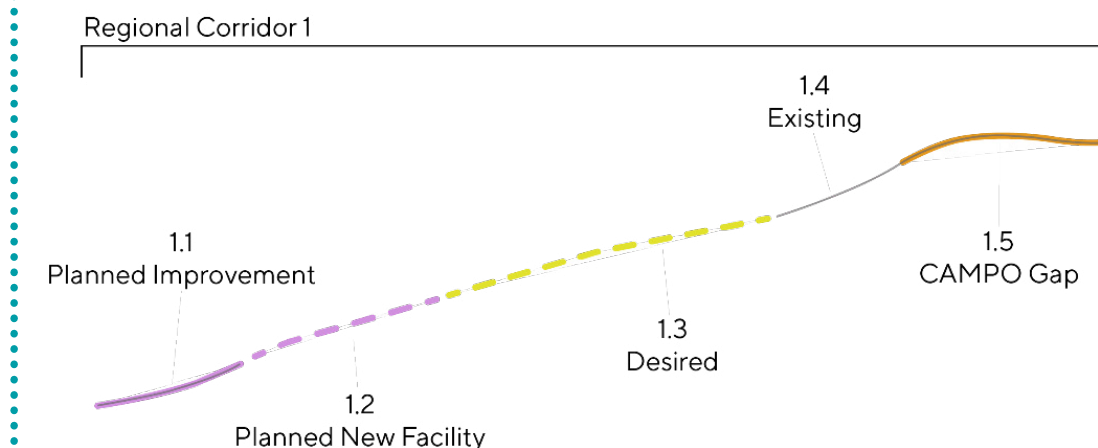


After the initial Regional Corridors were formed, a sample of them were mapped and presented to the Steering Committee in January 2019. Displayed as a single color, the map allows for a better understanding of the full potential arterial network for 2045.

»» **Constructing the Regional Corridor Inventory**

The Regional Corridors were inventoried in a table to organize all the information previously collected regarding the improvements or proposed new facilities that form each one of them. The process of building the inventory followed the procedure illustrated below, with segments generally determined by a break in the source of the planned improvement or new facility.

1	Regional Corridor - AF	
1.1	Segment From A to B	Planned Improvement
1.2	Segment From B to C	Planned New Facility
1.3	Segment From C to D	Desired
1.4	Segment From D to E	Existing
1.5	Segment From E to F	CAMPO Gap



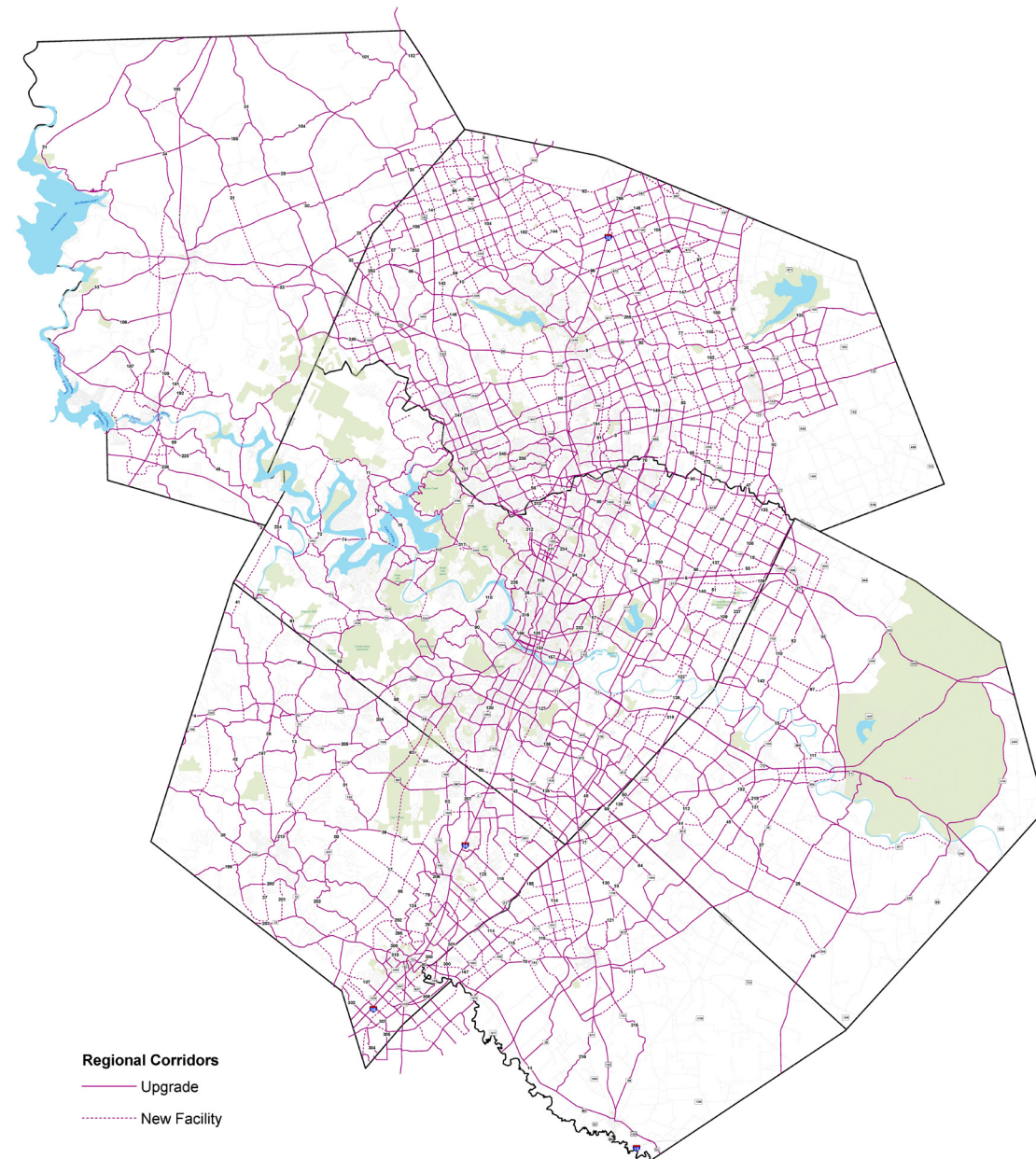
Each Regional Corridor was given a number, with each segment numbered as well. The sample below illustrates this and shows that each segment has been identified as either a new or improved facility, has been defined by source, and has limits.

The Vision Network (Unconstrained Arterial Network)

The Regional Arterial vision network is the full network of locally planned facilities, locally identified needs, and CAMPO-identified gaps for 2045. The map below shows the vision network as Regional Corridors, as described previously. This is done to provide a better sense of how the network functions. In this analysis, we started by integrating each of the local transportation plans and locally identified needs. Given that these local plans include the entirety of local transportation improvements, the spectrum of projects were vast and included many projects that do not impact regional travel. For this reason, these projects were removed from the vision network. Specifically, CAMPO removed all facilities below the major collector functional class, as any lower functional classes would most likely not meet the minor arterial functional class by 2045. These reductions provided staff with the appropriate base of facilities needed for the arterial analysis. From there,

another analysis was undertaken using the 2040 model which yielded the results of a few additional corridors that would have a proportional increase in average daily traffic (ADT) that would need to be examined for improvements and potential upgrades to the minor arterial functional class.

Vision Network



The vision network was not only mapped but coded in terms of the number of lanes and the design type for the roadways. CAMPO followed local plans to determine the coding, but many plans either did not extend to 2045 or did not make determinations according to lanes or design types. In the case that local entities did not decide on these elements in their plans, CAMPO based coding choices on local demand (based on the demographic forecast), projected and current Volume/Capacity (V/C) ratios, and arterial spacing guidelines gleaned from the findings of the case study analysis of the Pattern Book.

Modeling of Scenarios

To better understand the impact of the improved and new facilities that make up the vision network, a series of five scenarios were developed. Four of the scenarios will be assessed through the CAMPO Transportation Demand Model, while an additional scenario will be analyzed outside of the model.

Scenario 0: Baseline

The existing network with 2020 demographics will serve as a baseline scenario to provide an understanding of the current performance of the arterial network. The study will refer to this as scenario 0.

Scenario 1: Existing and Committed

The next scenario will use the 2040 existing model network as a means of approximating the existing plus committed (built prior to 2025) network. The role of this scenario is to understand the impact to regional transportation if no additional facilities are improved or built given the significant amount of additional growth forecasted for the region. This scenario and the remaining scenarios will be run with 2040 demographic projections found the current approved Transportation Demand Model.

Scenario 2: Tier 1 Network

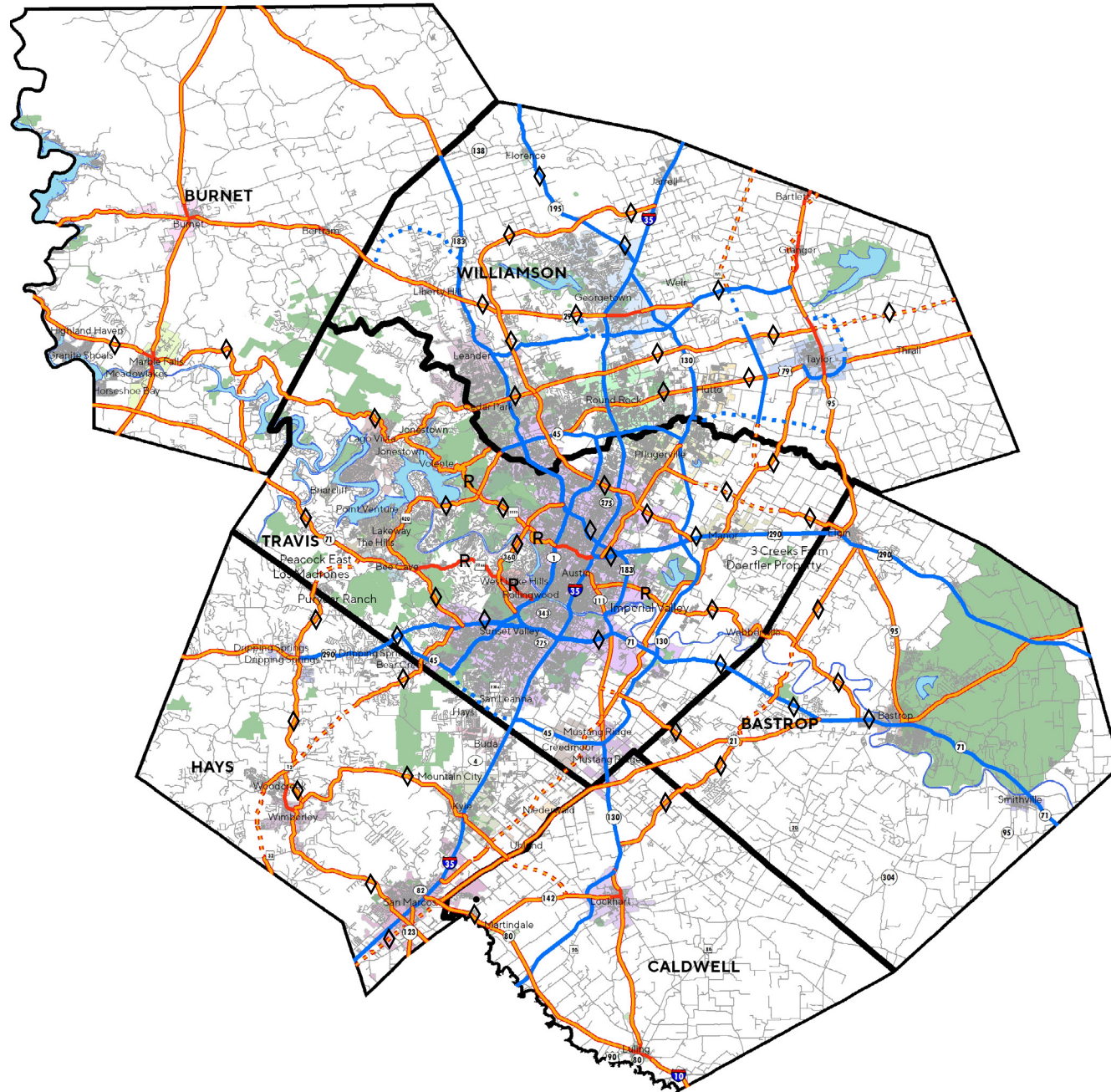
As previous analysis has made clear, it is apparent that not all arterial roadways within the network function the same or are used the same by residents and visitors to the CAMPO region. Thus, it was determined that for the purposes of analysis a network of the highest functioning roadways should be developed to better understand how these new and improved facilities might benefit the region as the only improvements. The Tier One roadway network includes all limited access and higher functioning principal arterials in the CAMPO region.

This also includes a missing functional class, as postulated in the initial phases of the study, that have been identified as Regional Connectors. These facilities provide long-distance connections and allow for greater mobility due to tighter access controls. Along with the limited access facilities and a few strategically located major arterials, the Regional Connectors form an integrated system of multi-lane high-capacity principal arterials. More specifically they feature:

- Tight Access Management
 - Right turns in/out only
 - Left turns at signalize intersections only
- Intersections typically spaced no less than ½ mile apart (all signaled)
- Grade separated intersections with all other regional connectors and limited access roads
- Timed/Synchronized lights
- Dedicated separated ped/bike facilities
- Bus pullouts

The network is spaced appropriately for higher functional class roadways (3 to 5 miles or more). This was based on best practices developed by the case study regions examined in the Pattern Book. Additionally, this network connects multiple centers and many generally provide mobility around the core. The map below displays the Tier One network, along with additional treatments or peak period uses that may be recommended to help improve mobility. The Tier 1 corridors will be added to the current 2040 model network used in Scenario 1.

Tier I Network



- R** Reversible Lane Option
- ◇ Non-Tolled Managed Lane Option
- Limited Access - Tolled / Non Tolled
- Principal - Regional Connector
- Principal - Major Arterial

Scenario 3: Non-tolled Managed Lanes (off model)

This scenario includes the addition of a flexible lane type, nontolled managed lanes (NMLs), for the Tier 1 corridors. NMLs are special use lanes that are managed, or their use is limited. These flexible NMLs could be used for transit, highoccupancy vehicles (HOV) and motorcycles, be limited to parking during offpeak times, be used to support reversible lanes, or be used as variable priced facilities.

NMLs are thought to be an alternative that may increase mode shift; i.e. from single occupancy vehicles (SOV) to HOV or to transit. Shifting drivers from their single occupant vehicle to bus or other HOV vehicles can increase person throughput with less vehicles. NMLs may be a viable option for Tier 1 project improvements if the proposed Tier 1 improvements still result in a poor level of service. Analyzing the impacts of NMLs can be accomplished by postprocessing model results from the scenario 2 model run. The primary assumptions for postprocessing impacts of NMLs include:

- Vehicle occupancy rates for SOV, HOV, and transit bus
- Travel demand by time of day
- Vehicle capacity of an NML
- Bus frequency
- Bus Passenger Car Equivalent (PCE)
- Mode shift from SOVs to HOV vehicles.

Scenario 4: Vision Network

This scenario includes a roadway network containing the Tier 1 projects from Scenario 2, all planned potential minor arterial and above projects from the 6-county region, and gap projects identified by CAMPO. It is a fiscally unconstrained scenario that looks to increase network connectivity by assuming the full build-out of locally-planned facilities and those identified through the Regional Arterials Study process.

Scenario 5: Priority Network

Finally, an additional scenario was developed that includes the Tier 1 network with selected supporting arterials from Scenario 4. The initial Tier 2 arterials were selected to provide parallel routes or add critical redundancy to Tier 1 corridors, thus benefiting the safety and resiliency of the overall network. To complete the priority network, arterials that had a volume to capacity ratio over 0.45 in scenario 4 were also added.

Model Results

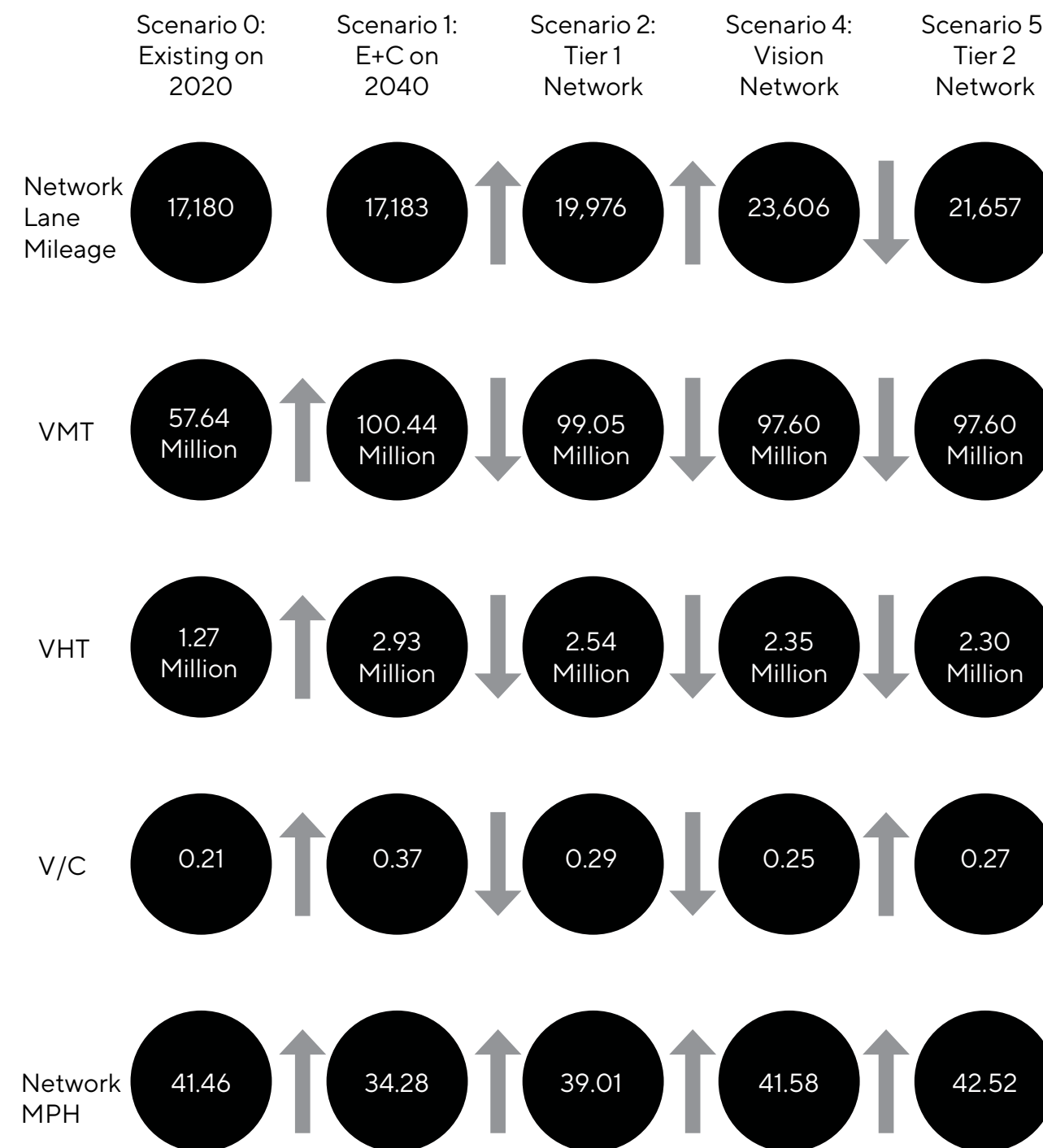
Scenario 1 shows increases in nearly all the metrics modeled with the exception of lane mileage. Unsurprisingly, this scenario performed relatively poorly in the model due to the significant increase in population and the lack of increase in roadways to serve the increase in demand. The population is anticipated to roughly double by 2040, which in this scenario means more people would be using the same number of roads, thereby increasing the VMT and VHT numbers significantly. The results from Scenario 2 show that lane miles were only increased by 16% but the improvements had a 1.4% reduction on regional VMT and a 13% reduction on regional VHT as compared to Scenario 1. This proves that we can benefit the efficiency of our arterial system by making improvements to a modest number of roadways.

Scenario 3 was developed to envision how facilities can be used more flexibly and tailored to their individual contexts. Evidence of mode shift has been found in our region since the implementation of the MoPac Express Lanes. The MoPac express lanes enable drivers to travel up to 21 mph faster than those on the non-tolled lanes which equates to roughly 25 minutes of travel time savings on the route. The results confirm that enabling more nuanced utilization of facilities can generate a significant impact.

Scenario 4 also improved the performance of the network as compared to Scenario 1 “No-Build”. Regional VMT is reduced due to more direct routes associated with a more connected network of roadways. Short trips that might otherwise be relegated to limited access roads or principal arterials would then be shifted to minor arterials. This enables the network to work more efficiently by distributing different trip types to more appropriate functional classes. While this scenario does elicit a reduction in VMT and VHT, it does also include a significant increase in lane miles (37%). Consequently, this increase in lane miles is another factor contributing to the reductions in VMT and VHT by enabling more direct, shorter trips. The 37% increase in lane miles correlates to a 3% reduction in VMT and a 20% reduction in VHT.

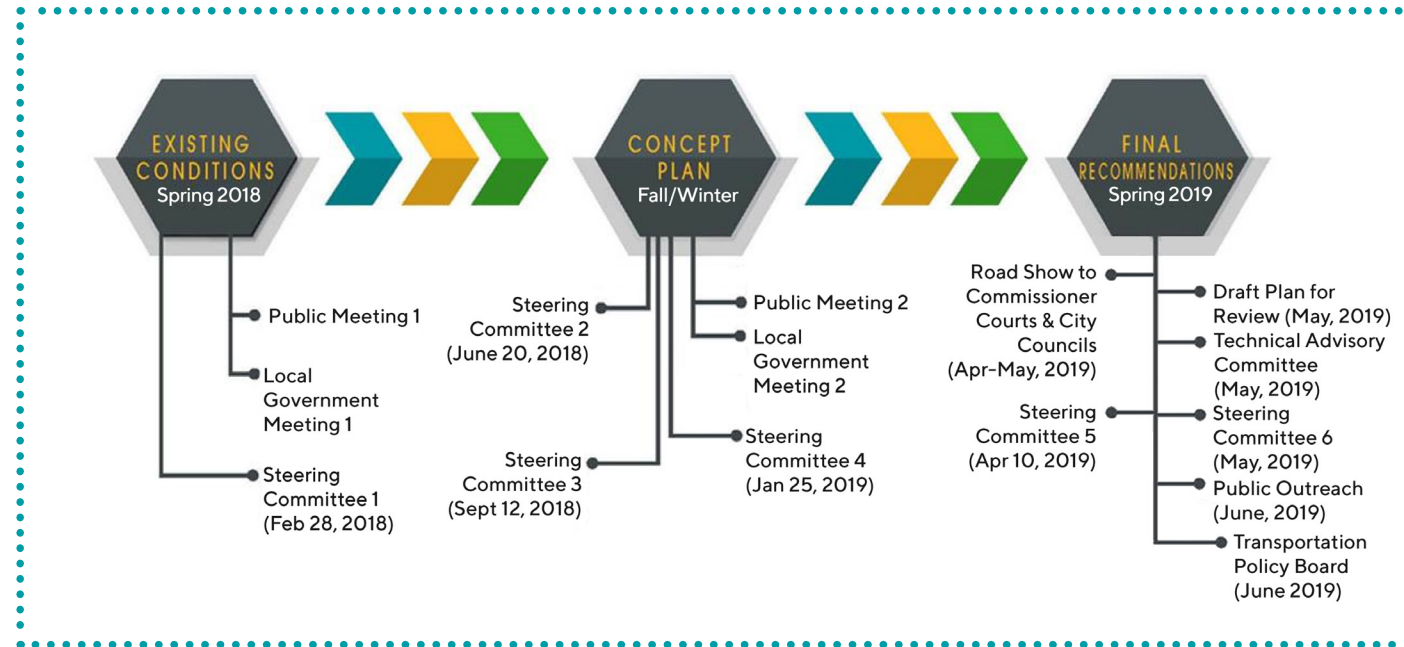
Lastly, the results for Scenario 5 show that the same network efficiency improvements generated in Scenario 2 can be realized, and even amplified, with this expanded network as well. With this network which increases the lane miles by 26% over Scenario 1, we see that VMT is reduced by 3% and VHT is reduced by 22%. Moreover, when comparing Scenario 5 with Scenario 2, we see a 1.5% reduction in VMT and a 10% reduction in VHT with an 8% increase in lane miles. These results show that with strategic improvements we have the potential to improve safety, connectivity, and congestion all while also reducing the miles and amount of time driven.

These results illustrate how the improvements assumed in each scenario benefit the network as a whole. It is clear that if nothing is done, network performance will worsen as the CAMPO region grows. However, these results also show that strategic improvements can have substantial impacts on the regional network.



»» Next Steps

As the final recommendations are being prepared for review, additional outreach to the Steering Committee, with local governments, and with the public are being readied to ensure that the plan meets the needs and concerns of the region. The full project timeline is shown in the figure below.



Finally, CAMPO will present a full draft study for review that includes the two draft chapters already delivered to the Steering Committee (Existing Conditions and Pattern Book), as well as a full Concept Plan that presents the vision network, the Regional Corridor Map and Inventory, and the findings from the transportation demand modeling analysis of the Tier One and vision networks.



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 Capital Area MPO



SUMMER 2019 OPEN HOUSES

CAMPO invites you to participate in person or online to learn about the **Regional Arterials Study** and other local planning initiatives and to provide comments.



Attend an Open House

The open houses are a come-and-go format so come at your convenience. Children's activities will be available.

June 11 – San Marcos Activity Center

4 – 7 p.m.

501 E. Hopkins Street, San Marcos, TX 78666

June 12 – Marble Falls Public Library

4 – 7 p.m.

101 Main Street, Marble Falls, TX 78654

June 13 – City of Elgin: Sip Shop & Stroll

5 – 8 p.m.

14 N. Main Street, Elgin, TX 78621

Information on the Mokan Subregional Study will also be available.

June 14 – Project Connect Community Office

10 a.m. – 2 p.m.

607 Congress Avenue, Austin, TX 78701

Information on the Mokan Subregional Study will also be available.

June 17 – Allen R. Baca Center

4 – 7 p.m.

301 W. Bagdad Avenue, Round Rock, TX 78664

Information on the Mokan Subregional Study will also be available.

June 18 – Lockhart Public Library

4 – 7 p.m.

217 S. Main Street, Lockhart TX 78644.

June 19 – Bee Cave Public Library

4 – 7 p.m.

4000 Galleria Parkway, Bee Cave, TX 78738



Participate Online

Visit campotexas.org to participate in the online open house and submit electronic comments.

Online open house starts **June 10, 2019**.

All information available in person will also be available online.

Comment Period

The comment period is **June 10 – July 15, 2019**, and comments may be submitted in person at the meetings or via email or mail.

Persons with special needs or disabilities who plan to attend open houses and require auxiliary aids, services, or translations are requested to call (512) 215-8225 at least five working days prior to the meeting so that appropriate arrangements can be made.



campotexas.org



comments@campotexas.org



(512) 215-8225



3300 N. Interstate 35, Suite 630, Austin, Texas 78705



Date: June 10, 2019
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Kelly Porter, Regional Planning Manager
Agenda Item: 15
Subject: Discussion on Preliminary Results of MoKan/Northeast Subregional Plan

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The MoKan/Northeast Subregional Plan is a subset of the 2045 Regional Arterials Study and focuses on an area bound by IH 35, SH 29, US 290 and SH 95. This plan is the first comprehensive examination of the MoKan right of way in relationship with the supporting transportation network and other major corridors including US 79, FM 973, SH 95, FM 1100/Pflugerville Pkwy, and FM 685/Cameron/Dessau. The Subregional Plan provides more details on analysis and recommendations on key corridors in the subregion as well as land use and other multi-modal elements. This unconstrained analysis will provide the subregion with guidance in developing consensus for a complementary and unified concept for use of the MoKan right of way. Concepts or recommendations from this plan will require more detailed study by implementing agencies before specific projects move forward in the planning and development process. Any concepts from this plan must be sponsored by an eligible partner in order to be included in the TIP or long range plan.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The MoKan/Northeast Subregional Plan is a subset of the 2045 Regional Arterials Study and focuses on an area bound by IH 35, SH 29, US 290 and SH 95. The Subregional Plan provides more detailed analysis and recommendations on key corridors in the subregion as well as land use and other multi-modal elements. Similar to the four test case corridors in the Arterials Study (FM 734, RM 12, SH 21, and RM 1431), the plan will include detailed analyses on US 79, FM 973, SH 95, FM 1100/Pflugerville Pkwy, FM 685/Cameron/Dessau, and the MoKan corridor (from Central Austin to Georgetown). The plan incorporates planned network recommendations sourced from discovery work from the Arterials Study and analyzes performance of the subarea network.

This study is a first of its kind for MoKan as it looks at the corridor in context with supporting arterial network improvements. This plan will also include recommendations on potential multi-modal uses along MoKan and the other test corridors as well as complementary land use and local network linkages. Five scenarios to better understand network performance have been developed. Each scenario focuses on the Subregional area and is a subset from the Regional Arterial Study. All scenarios in this plan include the MoKan corridor:

- Scenario 0 – Baseline/Current: 2020 Network with 2020 Demographics
- Scenario 1 – No-Build: 2020 Network with 2040 Demographics

- Scenario 2 – Tier 1 Network: Capacity, operational, and connectivity improvements applied to only key principal arterials and limited access routes.
- Scenario 3 – Non-Tolled Managed Lanes (off-model): Calculates potential “people throughput” on the Tier 1 network if certain lanes along these facilities was reserved for flexible uses during certain times of day for high-occupancy vehicles, transit, motorcycles, etc.
- Scenario 4 – Vision Network: Models all planned and identified improvements to the network garnered through this process. Includes all Tier 1 facilities and ultimate build-out of other minor arterials and supporting facilities.
- Scenario 5 – Tier 1 and Tier 2 Network: Includes all Tier 1 facilities as well as facilities from Scenario 4 that had a V/C ratio higher than the regional average of .45 and other corridors identified for safety and network redundancy.

Scenario results were discussed in detail at the May 20, 2019, Technical Advisory Committee meeting. In addition, the City of Pflugerville and Williamson County were briefed about their portions of the MoKan corridor on Wednesday, May 29th. The technical steering committee for this plan is expected to meet in June to discuss a potential recommendation of the plan to the TAC.

The draft plan is expected to be taken to the public for comment between June 10 and July 15, 2019, in addition to open houses held around the region and online. TAC will be asked to provide a recommendation for concurrence to the TPB in June. The Transportation Policy Board will be asked to take an action to concur with the findings and recommendations of the plan in August 2019.

SUPPORTING DOCUMENTS

Attachment A – *Summary Document*

BACKGROUND

CAMPO is developing the **MoKan/Northeast Subregional Plan** in order to evaluate potential mobility concepts that address current and future transportation needs in the Northeast Subregion, a rapidly growing area east of IH-35 in Travis and Williamson counties. This plan is a subset of the six-county CAMPO **Regional Arterials Study** and follows its Vision, Goals, and Objectives. Corridors under study have 13 of 20 of the top TxDOT traffic counts in the subregion and are critical for current and future regional mobility needs.

TEST CASE CORRIDORS

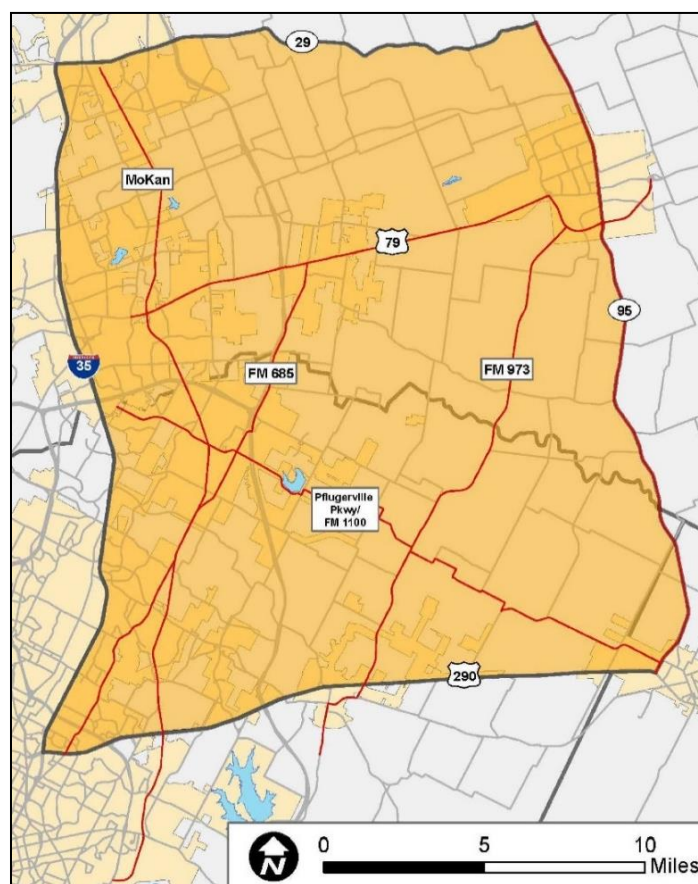
This Plan is assessing the MoKan Corridor and six additional Test Case Corridors within the Northeast Subregion to:

- Evaluate how these corridors function within the regional system
- Understand corridor mobility needs
- Identify best practices that will inform recommendations for the area



WHAT IS THE MOKAN CORRIDOR?

- 27-mile abandoned rail corridor
- Parallel to IH-35
- Right of way ownership and widths vary

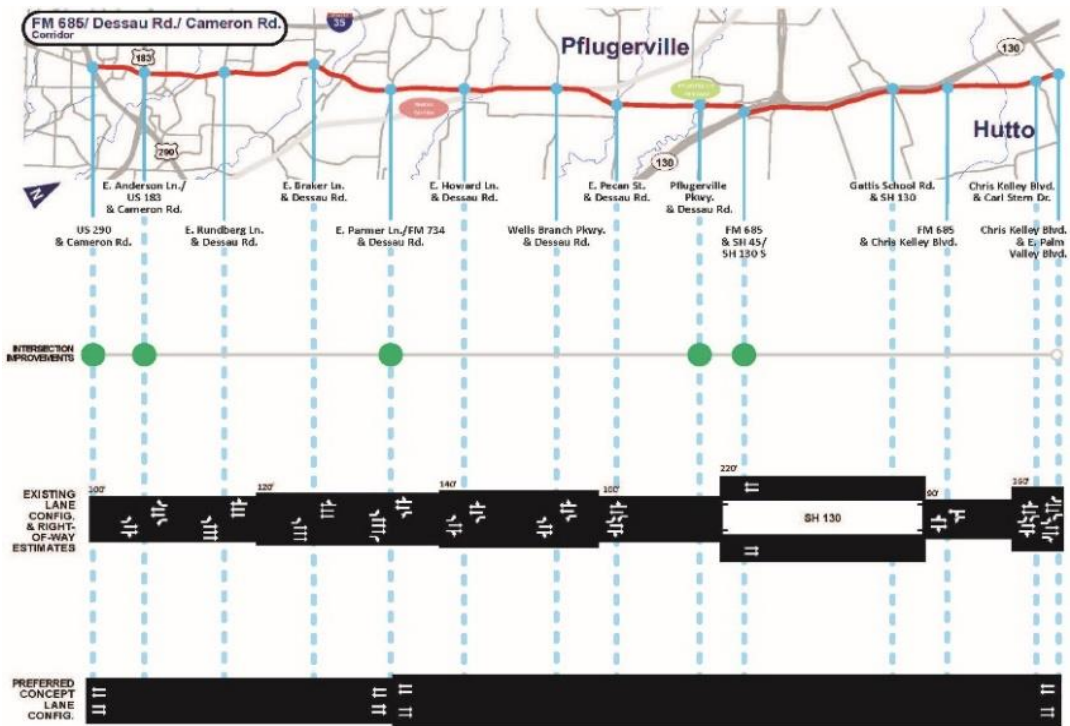


This Plan is part of CAMPO's **Platinum Planning Program**, a locally driven approach to multimodal transportation planning.

CURRENT STATUS – MAY 2019

Based upon feedback from the Technical Steering Committee and best practices in the Regional Arterials Pattern Book, recommended design concepts for the Test Case Corridors have been developed to support anticipated future local and regional mobility needs and economic development opportunities.

Concept Example: FM 685/ Dessau Rd./ Cameron Rd.



The recommended corridor concepts were part of several future network scenarios modeled to identify priority future improvements for the network. The Scenarios include:

- Scenario 0: Current 2020 Network (As is)
- Scenario 1: 2040 Baseline (Do-nothing, No-Build)
- Scenario 2: Tier 1 (Regional Connectors)
- Scenario 3: HOV Lanes (not modeled)
- Scenario 4: Vision Network (Kitchen Sink)
- Scenario 5: Tier 1 + Tier II + Safety & Redundancy

Preliminary modeling results indicate that Scenario 2 achieves lower VMT and VHT than Scenario 1 (2040 Baseline) through fewer new lane miles per future scenario. Favorable Scenario 2 results further demonstrate the importance of these Regional Connectors in providing the capacity and connections necessary to maintain optimal network performance and meet mobility demands for the growing subregion by 2040.

Preliminary Model Results by Scenario - MoKan/Northeast Subregional Study Area									
Scenario	Vehicle Miles Traveled			Vehicle Hours Traveled			Lane Miles		
	VMT (millions)	Change VS Scenario 0	Change VS Scenario 1	VHT	Change VS Scenario 0	Change VS Scenario 1	Lane Miles	Change VS Scenario 0	Change VS Scenario 1
0 - Current 2020 Network	6.78			152,400			1,695		
1 - 2040 Baseline ("Do Nothing")	15.04	122%		423,356	178%		1,695	0%	
2 - Tier 1 (Regional Connectors)	14.15	109%	-6%	342,551	125%	-19%	2,308	36%	36%
4 - Vision Network (Kitchen Sink)	15.88	134%	6%	403,121	165%	-5%	3,521	108%	108%
5 - Tier 1 + Tier II + Safety & Redundancy	15.82	133%	5%	378,544	148%	-11%	3,222	90%	90%

NEXT STEPS

The Draft Plan is under development and will be available in June 2019 for public review and comment. The Final Plan is anticipated to be adopted in August 2019 by the CAMPO Board.

Capital Area Metropolitan Planning Organization

Quarterly Project Progress Report

May 2019



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Williamson County 35

Overview

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for allocating certain federal and state funds for transportation projects in the six-county capital region. In order to administer these funding programs and ensure an effective and equitable distribution to project sponsors, CAMPO developed a project evaluation and selection process with an emphasis on several key factors including the ability of sponsors to implement projects effectively.

As part of the process, sponsors awarded funding by CAMPO's Transportation Policy Board (TPB) are required to demonstrate continual progress through the project development process. To monitor progress, sponsors are required to submit a quarterly progress report for each individual project awarded funding.

The progress reporting system is an [online form](#) that is based on the project development process outlined by the Texas Department of Transportation (TxDOT).



Source: TxDOT Local Government Projects Toolkit

These reports will be reviewed and reconciled with information from the state and federal reporting systems to provide a complete understanding of project progress. This information will be used by CAMPO provide a complete understanding of the funding investment portfolio, guide funding decisions, and ensure that projects are moving forward.

Reporting Schedule

Date	Item
11/16/2018	Project Progress Reports Due
12/10/2018	Report to the Transportation Policy Board
2/15/2019	Project Progress Reports Due
4/8/2019	Report to the Transportation Policy Board
5/17/2019	Project Progress Reports Due
6/10/2019	Report to the Transportation Policy Board ←
8/16/2019	Project Progress Reports Due
9/9/2019	Report to the Transportation Policy Board

Project Report Summary

Project Sponsor	Project Name	AFA	PE	NEPA	ROW	PSE	Let	Const.	Close Out
Bastrop County	Comprehensive Transportation Plan Phase II								
Burnet County	Wirtz Dam Road								
Burnet County/TxDOT	US 281								
Burnet County/TxDOT	SH 71								
Burnet County/TxDOT	SH 29								
Burnet County/TxDOT	US 281								
Burnet County/TxDOT	US 281								
CAMPO	FM 150/Yarrington Rd.								
CAMPO	FM 1626/RM 957								
CAMPO	Garlic Creek Parkway								
CAMPO	Bergstrom Spur								
CAMPO	US 290/RM 12								
CAMPO	San Marcos Sub-Regional								
CAMPO	Regional Transportation Demand Management Study								
CAMPO	CAMPO-Transportation Planning Activities								
CAMPO	Luling Relief Route Study								
CAPCOG	Regional Commute Solutions Program								
Capital Metro	North Lamar / Airport Blvd								
CARTS *	Eastside Bus Plaza *								
CARTS	Bus Purchase								
CARTS	Public Transit Vehicles - San Marcos (small urban transit)								
CARTS	Interurban Bus Project								
CARTS	Country Buses								
City of Austin	Lakeline Boulevard								
City of Austin	Braker Lane								
City of Austin	One System Traffic Monitoring								
City of Austin	Vehicle Detection								
City of Austin	E. Vehicle Preemption and T. Signal Priority								
City of Austin	Slaughter Lane								
City of Austin	William Cannon Drive								
City of Austin	West Rundberg Road								
City of Austin	Austin to Manor Phase 2								
City of Austin	Pedestrian Safety & Transit Connections								
City of Austin	Violet Crown Trail - North								
City of Austin	Smart Trips Austin								
City of Austin	Pedestrian Safety Improvements Citywide								
City of Austin	Northern Walnut Creek Trail								
City of Austin	Upper Boggy Creek Trail								

Not Started
 In Progress
 Complete
 Not Applicable
 Unknown

City of Austin	Bike Share Expansion								
City of Austin	North Lamar Sidewalks								
City of Austin	Braker Lane North								
City of Austin	Sabine Street Promenade								
City of Austin	Bike Share								
City of Austin	MoPac Pedestrian Bridge								
City of Bastrop	River Loop								
City of Bastrop	Bastrop State Park to Downtown Bastrop Multi-Use Pedestrian Connection								
City of Bastrop	Bastrop Update to City's Thoroughfare Plan								
City of Buda	RM 967 (Main St.) Intersection improvements								
City of Cedar Park	Brush Creek North Fork Trail								
City of Cedar Park	Brushy Creek Regional Trail Connections								
City of Cedar Park	RM 1431								
City of Dripping Springs	Mercer Street Pedestrian Improvements								
City of Elgin	FM 1100 & County Line Road								
City of Elgin	FM 1100 Engineering								
City of Georgetown	RM 2243								
City of Georgetown	North and South Austin Avenue Bridges								
City of Georgetown	North Austin Avenue								
City of Hutto	Limmer Loop Sidewalk								
Hays County	Kyle Railroad Siding								
City of Kyle	FM 2770/FM 150 Sidewalks								
City of Lago Vista	Lago Vista Middle School SRTS								
City of Leander	S. West Drive Sidewalk								
City of Round Rock	Gattis School Seg. 6								
City of Round Rock	Kenney Fort Blvd								
City of Round Rock	University Boulevard								
City of Round Rock	Southwest Downtown Infrastructure Improvements Phase 5B								
City of Round Rock	Transit Facility								
City of Round Rock	FM 1460								
City of San Marcos	Wonder World Drive								
City of San Marcos	Hopkins Street Reconstruction								
City of San Marcos	Hopkins Multi-Use Bike/Ped Facility								
City of San Marcos	Loop 82 Aquarena Springs								
City of San Marcos	Crosstown Pathway								
City of Taylor	SH-95 Bicycle and Pedestrian Corridor								
City of Wimberley	RM 12 and FM 3237 Intersection Improvement								
CTRMA	US 183 N Managed Lane Study								
CTRMA	US 290 @ SH 130								

Not Started
In Progress
Complete
Not Applicable
Unknown

CTRMA	Loop 1 Managed Lanes								
CTRMA	Loop 1								
CTRMA	SH 45 SW								
CTRMA / TxDOT	HERO Program								
CTRMA/TxDOT	US 183 (Colorado Byway)								
CTRMA/TxDOT	US 183 S								
CTRMA/TxDOT	US 183N								
Hays County	FM 110 at SH 123								
Hays County	Lime Kiln Road								
Hays County	FM 2001 West (Sunbright to FM 2001)								
Hays County	RM 967 Safety								
Hays County	SH 80 at CR 266								
Hays County	FM 621								
Hays County	US 290 at Trautwein								
Hays County	RM 3237 Safety								
Hays County	RM 12 at RM 3237								
Hays County	SH 80 @ Old Bastrop Hwy (CR 266)								
Hays County	SH 21 at FM 150								
Hays County	RM 12								
Texas State University	Bus Capital (IH 35 Corridor Service)								
Travis County	FM 969 Phase I								
Travis County	FM 969 Phase II								
Travis County	RM 1826								
Travis County	FM 1626								
Travis County	Braker Lane North								
Travis County	Pearce Lane								
Travis County	FM 2304								
Travis County	Elroy Rd. and FM 973								
Travis County	Blake Manor Road								
Travis County	Braker Lane North								
TxDOT	Hero Program Expansion (ITS)								
TxDOT	FM 734 (ITS)								
TxDOT	RM 620/SH 71 (ITS)								
TxDOT	SH 71 (ITS)								
TxDOT	RM 2222 (ITS)								
TxDOT	SL 360 (ITS)								
TxDOT	SH 95								
TxDOT	FM 734								
TxDOT	RM 620								

Not Started
 In Progress
 Complete
 Not Applicable
 Unknown

TxDOT	RM 620								
TxDOT	SH 80								
TxDOT	FM 969								
TxDOT	SH 123								
Williamson County	RM 2243								
Williamson County	Bagdad Road Sidewalks and Shared Use Path								
Williamson County	Brushy Creek Regional Trail Phase V								
Williamson County	IH-35 Operational Analysis								

* Indicates Transfer of Funds

Not Started 
 In Progress 
 Complete 
 Not Applicable 
 Unknown 

Completed Projects Summary

Project Sponsor	Project Name	AFA	PE	NEPA	ROW	PSE	Let	Const.	Close Out
Caldwell County	Cadlwell County Transportation Plan								
Capital Metro	Downtown Austin Transportation Management Association								
Capital Metro	Plaza Saltillo								
City of Austin	Bicycle Signal and Detection								
City of Austin	Advanced Traffic Management System								
City of Austin	Urban Rail Studies								
City of Cedar Park	Bagdad Road								
City of Elgin	Elgin Connections								
City of Elgin	US 290 Signal Synchronization Study								
City of Elgin	Transit Connections								
City of Round Rock	2014 Sidewalk GAP's Project								
CTRMA	HERO Program								
TxDOT	I-35 Improvements (Travis)								
TxDOT	I-35 Improvements (Williamson)								
TxDOT	I-35 Improvements (Hays)								

Not Started
In Progress
Complete
Not Applicable
Unknown

Project Progress Reports

Bastrop County

Burnet County

Form Name: Project Progress Reporting Form
Submission Time: May 15, 2019 9:59 am
Browser: Chrome 64.0.3282.140 / Windows
IP Address: 24.54.120.85
Unique ID: 504896683
Location: 30.563199996948, -98.111198425293

Reporting Information

General Information

Project Sponsor	Burnet County
MPO ID	21-00009-00
Project Name	Wirtz Dam Road
Control-Section-Job (CSJ)	N/A
Project Type	Non-Construction
Have there been any changes since the last submitted report?	No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name

Greg Haley

Email

gregh@kcengineering.com

Signature



A handwritten signature in black ink, appearing to read "Greg Haley", is written over a horizontal line. The signature is stylized and cursive.

Caldwell County

Capital Area Council of Governments

Form Name: Project Progress Reporting Form
Submission Time: May 16, 2019 12:26 am
Browser: Chrome 74.0.3729.157 / Windows
IP Address: 66.68.185.67
Unique ID: 505099606
Location: 30.54229927063, -97.917602539062

Reporting Information

General Information

Project Sponsor Capital Area Council of Governments

MPO ID 71-00010-00

Project Name Regional Commute Solutions Program

Control-Section-Job (CSJ) CSJ 0914-00-423

Project Type Select Project Type

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Andrew Hoekzema

Email ahoekzema@capcog.org

Name Andrew Hoekzema

Email ahoekzema@capcog.org

Signature

A handwritten signature in black ink that reads "Andrew Hoekzema". The signature is written in a cursive style with a horizontal line underneath it.

Capital Area Metropolitan Planning Organization

Form Name:	Project Progress Reporting Form
Submission Time:	May 13, 2019 4:59 pm
Browser:	Chrome 64.0.3282.140 / Windows
IP Address:	98.6.123.114
Unique ID:	504386150
Location:	32.691600799561, -97.088798522949

Reporting Information

General Information

Project Sponsor	CAMPO
MPO ID	31-00033-00
Project Name	FM 150 / Yarrington Road Corridor Study
Control-Section-Job (CSJ)	0914-22-072
Project Type	Non-Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Advanced Funding Agreement (AFA)	In Progress Complete
Have there been significant changes since the last update?	Yes
Status Notes	AFA has been executed, awaiting FPAA from FHWA and Notice to Proceed from TxDOT

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Status Not Started

Certification and Submittal

Name Ryan Collins

Email ryan.collins@campotexas.org

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 14, 2019 10:27 am
Browser:	Chrome 74.0.3729.131 / Windows
IP Address:	98.6.123.114
Unique ID:	504574933
Location:	32.691600799561, -97.088798522949

Reporting Information

General Information

Project Sponsor	CAMPO
MPO ID	75-00003-00
Project Name	Bergstrom Spur Platinum Planning Study
Project Type	Non-Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Not Started
Advanced Funding Agreement (AFA)	Not Started
Have there been significant changes since the last update?	No
Status Notes	City of Austin draft scope comments have been integrated and sent back to the City of Austin. They are currently reviewing the ILA with their legal team.

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Status Not Started

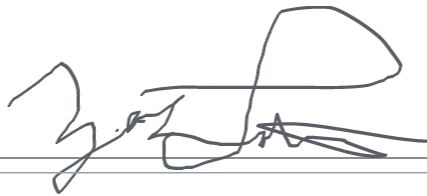
Have there been significant changes since the last update? No

Certification and Submittal

Name Zack Lofton

Email zack.lofton@campotexas.org

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 14, 2019 10:36 am
Browser:	Chrome 74.0.3729.131 / Windows
IP Address:	98.6.123.114
Unique ID:	504577969
Location:	32.691600799561, -97.088798522949

Reporting Information

General Information

Project Sponsor	CAMPO
MPO ID	75-00003-00
Project Name	San Marcos Platinum Planning Study
Project Type	Non-Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Not Started
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 15, 2019
Have there been significant changes since the last update?	Yes
Status Notes	The draft scope has been sent to the City of San Marcos and all comments have been integrated. The scope is soon to be brought before the City Council. The ILA is still being reviewed.

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Zack Lofton

Email zack.lofton@campotexas.org

Signature



Form Name: Project Progress Reporting Form
Submission Time: May 15, 2019 11:48 am
Browser: Chrome 74.0.3729.157 / Windows 7
IP Address: 98.6.123.114
Unique ID: 504929082
Location: 32.691600799561, -97.088798522949

Reporting Information

General Information

Project Sponsor CAMPO

MPO ID 75-00005-00

Project Name Regional Transportation Demand Management Plan

Project Type Non-Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Nirav Ved

Email

nirav.ved@campotexas.org

Signature



A handwritten signature in black ink, appearing to be the initials 'NV', positioned above a horizontal line.

Form Name: Project Progress Reporting Form
Submission Time: May 15, 2019 11:49 am
Browser: Chrome 74.0.3729.157 / Windows 7
IP Address: 98.6.123.114
Unique ID: 504929493
Location: 32.691600799561, -97.088798522949

Reporting Information

General Information

Project Sponsor	CAMPO
MPO ID	35-00001-00
Project Name	Luling Relief Route Study
Control-Section-Job (CSJ)	0914-22-070
Project Type	Non-Construction
Have there been any changes since the last submitted report?	No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

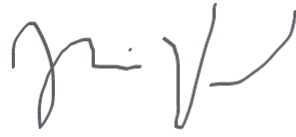
Name

Nirav Ved

Email

nirav.ved@campotexas.org

Signature



Capital Area Rural Transportation

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 1:43 pm
Browser:	Chrome 73.0.3683.86 / Windows
IP Address:	136.49.250.124
Unique ID:	505512475
Location:	37.419200897217, -122.05740356445

Reporting Information

General Information

Project Sponsor	CARTS
MPO ID	73-00001-00
Project Name	Eastside Bus Plaza
Control-Section-Job (CSJ)	NA
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Not Applicable (TxDOT Only)
Advanced Funding Agreement (AFA)	Not Applicable (TxDOT Only)
Have there been significant changes since the last update?	Yes
Status Notes	TxDOT is progress of transfer of funds from FHWA to FTA. TxDOT's Public Transportation Division is taking a Minute Order to the Texas Transportation Commission at their April to allocate the transferred funds to CARTS

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Aug 01, 2018
Have there been significant changes since the last update?	Yes
Status Notes	Design is at 95% for site improvements. There are minor revisions awaiting further coordination with the City of Austin, TxDOT, Capital Metro and CTRMA>

Environmental Compliance

Status Complete

Estimated or Actual Completion Date Dec 20, 2018

Have there been significant changes since the last update? No

Right-of-Way and Utility Relocation

Status Not Applicable

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Aug 01, 2019

Have there been significant changes since the last update? Yes

Status Notes The design is at 95% is a awaiting minor revision due to consultation with the City of Austin, TxDOT, Capital Metro and CTRMA.

Letting and Award

Status Not Started

Estimated or Actual Completion Date Sep 01, 2019

Have there been significant changes since the last update? No

Construction

Status Not Started

Estimated or Actual Completion Date Sep 01, 2020

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Estimated or Actual Completion Date Jan 30, 2021

Have there been significant changes since the last update?

No

Certification and Submittal

Name Ed Collins

Email ed@ridecarts.com

Name Dave Marsh

Email dave@ridecarts.com

Signature



Capital Metropolitan Transportation Authority

Central Texas Regional Mobility Authority

Form Name: Project Progress Reporting Form
Submission Time: May 17, 2019 5:13 pm
Browser: Chrome 74.0.3729.157 / Windows
IP Address: 71.40.92.58
Unique ID: 505563453
Location: 29.424100875854, -98.493598937988

Reporting Information

General Information

Project Sponsor	CTRMA
MPO ID	102 (2040 Plan)
Project Name	Loop 1
Project Type	Non-Construction
Have there been any changes since the last submitted report?	No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name	Justin Word, P.E.
------	-------------------

Email

jword@ctrma.org

Signature



A handwritten signature in black ink, appearing to be 'J. Word', written on a horizontal line. The signature is stylized and cursive.

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 5:15 pm
Browser:	Chrome 74.0.3729.157 / Windows
IP Address:	71.40.92.58
Unique ID:	505563798
Location:	29.424100875854, -98.493598937988

Reporting Information

General Information

Project Sponsor	CTRMA/TxDOT
MPO ID	51-00024-00
Project Name	US 183 @ Colorado River
Control-Section-Job (CSJ)	0151-09-148
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Advanced Funding Agreement (AFA)	Not Applicable (TxDOT Only)
Have there been significant changes since the last update?	Yes
Status Notes	TxDOT will be administering project rather than CTRMA

Preliminary Engineering and Design

Status	Not Started
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Complete
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status Not Applicable

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status Not Started

Have there been significant changes since the last update? No

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Justin Word, P.E.

Email jword@ctrma.org

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 5:18 pm
Browser:	Chrome 74.0.3729.157 / Windows
IP Address:	71.40.92.58
Unique ID:	505564297
Location:	29.424100875854, -98.493598937988

Reporting Information

General Information

Project Sponsor	CTRMA
MPO ID	Not shown (2013 TIP)
Project Name	Loop 1 Managed Lanes
Control-Section-Job (CSJ)	3136-01-107
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Advanced Funding Agreement (AFA)	Complete
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	Complete
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Complete
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status	Complete
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Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status Complete

Have there been significant changes since the last update? No

Letting and Award

Status Complete

Have there been significant changes since the last update? No

Construction

Status Complete

Have there been significant changes since the last update? Yes

Status Notes Warranty period began April 8, 2019

Project Close-Out and Maintenance

Status In Progress

Have there been significant changes since the last update? Yes

Status Notes Project is under warranty; maintenance will be covered by performance-based maintenance contract

Certification and Submittal

Name Justin Word, P.E.

Email jword@ctrma.org

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 5:19 pm
Browser:	Chrome 74.0.3729.157 / Windows
IP Address:	71.40.92.58
Unique ID:	505564668
Location:	29.424100875854, -98.493598937988

Reporting Information

General Information

Project Sponsor	CTRMA
MPO ID	51-00001-02; 51-00001-03; 61-00003-00; 61-00004-00; 51-00001-01
Project Name	US 183 N
Control-Section-Job (CSJ)	0151-05-113; 0151-06-142;0151-06-143; 0151-05-114; 3136-01-187
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Advanced Funding Agreement (AFA)	Complete
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	Complete
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Complete
Estimated or Actual Completion Date	Apr 27, 2016
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status	Not Applicable
Have there been significant changes since the last update?	No
Status Notes	Utilities will be responsibility of contractor since design-build project

Plans, Specifications and Estimates (PS&E)

Status	Not Applicable
Have there been significant changes since the last update?	No
Status Notes	Contractor will perform design since a design-build contract

Letting and Award

Status	In Progress
Estimated or Actual Completion Date	May 01, 2020
Have there been significant changes since the last update?	Yes
Status Notes	Project has been released by TxDOT for procurement of design-build contractor

Construction

Status	Not Started
Have there been significant changes since the last update?	No

Project Close-Out and Maintenance

Status	Not Started
Have there been significant changes since the last update?	No

Certification and Submittal

Name	Justin Word, P.E.
Email	jword@ctrma.org

Signature



A handwritten signature in black ink, appearing to be 'J. L. M.', written over a horizontal line. The signature is stylized and cursive.

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 5:21 pm
Browser:	Chrome 74.0.3729.157 / Windows
IP Address:	71.40.92.58
Unique ID:	505564870
Location:	29.424100875854, -98.493598937988

Reporting Information

General Information

Project Sponsor	CTRMA
MPO ID	51-00035-00
Project Name	US 290 @ SH 130 (Phase III)
Control-Section-Job (CSJ)	0114-02-104
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	Jun 18, 2018
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	Complete
Estimated or Actual Completion Date	May 01, 2018
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Complete
Estimated or Actual Completion Date	Jun 01, 2018
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status Not Applicable

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status Complete

Estimated or Actual Completion Date Jun 02, 2018

Have there been significant changes since the last update? No

Letting and Award

Status Complete

Estimated or Actual Completion Date Aug 22, 2018

Have there been significant changes since the last update? No

Construction

Status In Progress

Estimated or Actual Completion Date Jul 01, 2021

Have there been significant changes since the last update? Yes

Status Notes Full construction began March 2019

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Justin Word, P.E.

Email jword@ctrma.org

Signature

AKLCA

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 5:23 pm
Browser:	Chrome 74.0.3729.157 / Windows
IP Address:	71.40.92.58
Unique ID:	505565347
Location:	29.424100875854, -98.493598937988

Reporting Information

General Information

Project Sponsor	CTRMA
MPO ID	41-00012-00; 51-00023-00
Project Name	SH 45 SW
Control-Section-Job (CSJ)	1200-07-001; 1200-06-004
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	Oct 01, 2016
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	Complete
Estimated or Actual Completion Date	Jun 01, 2016
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Complete
Estimated or Actual Completion Date	Mar 04, 2015
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status Complete

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status Complete

Estimated or Actual Completion Date Jun 01, 2016

Have there been significant changes since the last update? No

Letting and Award

Status Complete

Estimated or Actual Completion Date Feb 01, 2016

Have there been significant changes since the last update? No

Construction

Status In Progress

Estimated or Actual Completion Date Jun 01, 2019

Have there been significant changes since the last update? Yes

Status Notes Project is anticipated to be open to traffic in June 2019

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Justin Word, P.E.

Email jword@ctrma.org

Signature



A handwritten signature in black ink, consisting of a large, rounded 'Q' followed by a series of connected, stylized letters that appear to be 'A', 'K', 'W', and 'L'. The signature is positioned above a horizontal line that spans the width of the page.

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 5:26 pm
Browser:	Chrome 74.0.3729.157 / Windows
IP Address:	71.40.92.58
Unique ID:	505565819
Location:	29.424100875854, -98.493598937988

Reporting Information

General Information

Project Sponsor	CTRMA
MPO ID	Map ID's 18 & 19 (2015 TIP)
Project Name	183 South
Control-Section-Job (CSJ)	0151-09-036; 0151-09-127; 0265-01-080
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	Aug 15, 2014
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	Complete
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Environmental Compliance

Status	Complete
Estimated or Actual Completion Date	Mar 06, 2015
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status	Complete
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Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status Complete

Have there been significant changes since the last update? No

Letting and Award

Status Complete

Estimated or Actual Completion Date Jul 01, 2015

Have there been significant changes since the last update? No

Construction

Status In Progress

Estimated or Actual Completion Date Aug 31, 2020

Have there been significant changes since the last update? Yes

Status Notes The Interim Milestone is anticipated to be complete in August 2019 allowing the opening of the northern portion of the project

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Justin Word, P.E.

Email jword@ctrma.org

Signature



City of Austin

Form Name: Project Progress Reporting Form
Submission Time: May 7, 2019 11:33 am
Browser: Firefox 66.0 / Windows
IP Address: 162.89.0.58
Unique ID: 502713848
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor FHWA

Project Name North Lamar: Parmer Lane to US 183 Sidewalks

Control-Section-Job (CSJ) 0914-04-274

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Diane Rice

Email

diane.rice@austintexas.gov

Signature



A handwritten signature in black ink that reads "Diane Rice". The signature is written in a cursive style with a large, stylized 'D' and 'R'. It is positioned above a horizontal line.

Form Name:	Project Progress Reporting Form
Submission Time:	May 13, 2019 1:21 pm
Browser:	Firefox 66.0 / Windows
IP Address:	162.89.0.57
Unique ID:	504317462
Location:	30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor	Austin Transportation Department - City of Austin
------------------------	---

Project Name	Smart Trips Austin (COA1TDM)
---------------------	------------------------------

Project Type	Non-Construction
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Have there been any changes since the last submitted report?	Yes
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Project Initiation

Initial Coordination Meeting	Complete
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Advanced Funding Agreement (AFA)	In Progress
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Estimated or Actual Completion Date	Jun 30, 2019
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Have there been significant changes since the last update?	No
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Status Notes	<p>Scope Revision - The project utilizes the Smart Trips Austin program to engage on the topic of travel choices with people who have recently relocated to or within the City of Austin jurisdictional boundaries. This audience is key as the population of Austin is expected to continue to increase. It is also expected that the density of the region will continue to increase making travel by modes other than single occupancy vehicle more important than ever before. The engagement with recently relocated residents would borrow from the successful education and encouragement components from Smart Trips Austin, such as hosting events, distributing surveys and collateral materials to reach the target audience.</p>
---------------------	--

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Cari Buetow

Email cari.buetow@austintexas.gov

Name Kirk Scanlon

Email kirk.scanlon@austintexas.gov

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 13, 2019 2:59 pm
Browser:	Chrome 74.0.3729.108 / Windows
IP Address:	162.89.0.58
Unique ID:	504349671
Location:	30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor	Janae Spence - COA Urban Trails Program
------------------------	---

MPO ID	51-00030-00
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Project Name	Northern Walnut Creek Trail
---------------------	-----------------------------

Control-Section-Job (CSJ)	0914-04-243
----------------------------------	-------------

Project Type	Construction
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Have there been any changes since the last submitted report?	Yes
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Project Initiation

Initial Coordination Meeting	Complete
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Advanced Funding Agreement (AFA)	Complete
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Have there been significant changes since the last update?	No
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Preliminary Engineering and Design

Status	Complete
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Have there been significant changes since the last update?	No
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Environmental Compliance

Status	In Progress
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Estimated or Actual Completion Date	Sep 27, 2019
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Have there been significant changes since the last update?	Yes
---	-----

Status Notes	Trail alignment has shifted to avoid critical environmental features.
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Right-of-Way and Utility Relocation

Status	In Progress
Estimated or Actual Completion Date	Jun 30, 2020
Have there been significant changes since the last update?	Yes
Status Notes	An easement will be needed on one property that is

Plans, Specifications and Estimates (PS&E)

Status	In Progress
Estimated or Actual Completion Date	May 29, 2020
Have there been significant changes since the last update?	Yes
Status Notes	Design completion date has been pushed back due to alignment changes

Letting and Award

Status	Not Started
Estimated or Actual Completion Date	Nov 05, 2020
Have there been significant changes since the last update?	Yes
Status Notes	let date pushed back due to design changes

Construction

Status	Not Started
Estimated or Actual Completion Date	Oct 21, 2022
Have there been significant changes since the last update?	No

Project Close-Out and Maintenance

Status	Not Started
Estimated or Actual Completion Date	Oct 20, 2023

Have there been significant changes since the last update?

No

Certification and Submittal

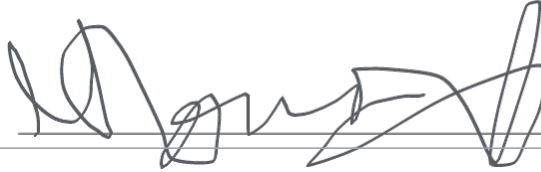
Name

Genest Landry

Email

Genest.Landry@austintexas.gov

Signature



Form Name: Project Progress Reporting Form
Submission Time: May 14, 2019 4:01 pm
Browser: Chrome 72.0.3626.109 / Windows
IP Address: 162.89.0.59
Unique ID: 504702437
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor	Public Works Urban Trails
Project Name	Upper Boggy Creek Trail Phase 1
Control-Section-Job (CSJ)	0914-04-300
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Advanced Funding Agreement (AFA)	Complete
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	Complete
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Complete
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status	Complete
Have there been significant changes since the last update?	No

Plans, Specifications and Estimates (PS&E)

Status Complete

Have there been significant changes since the last update? No

Letting and Award

Status Complete

Have there been significant changes since the last update? No

Construction

Status In Progress

Estimated or Actual Completion Date Jul 31, 2019

Have there been significant changes since the last update? Yes

Project Close-Out and Maintenance

Status Not Started

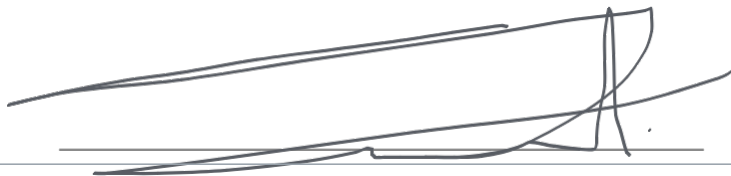
Have there been significant changes since the last update? No

Certification and Submittal

Name Antonio Lopez

Email Tony.Lopez@austintexas.gov

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 15, 2019 10:37 am
Browser:	Firefox 66.0 / Windows
IP Address:	162.89.0.57
Unique ID:	504907431
Location:	30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor	City of Austin
MPO ID	51-00221-00
Project Name	William Cannon Drive
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	In Progress
Advanced Funding Agreement (AFA)	In Progress
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	In Progress
Have there been significant changes since the last update?	Yes
Status Notes	We are wrapping up this phase and will soon move into PS&E.

Environmental Compliance

Status	In Progress
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status	In Progress
--------	-------------

Have there been significant changes since the last update? Yes

Status Notes ROW determination was performed during the preliminary engineering phase. Meetings with utility providers to occur in the next month.

Plans, Specifications and Estimates (PS&E)

Status Not Started

Have there been significant changes since the last update? Yes

Status Notes Received approval from Austin City Council to proceed into PS&E phase.

Letting and Award

Status Not Started

Construction

Status Not Started

Project Close-Out and Maintenance

Status Not Started

Certification and Submittal

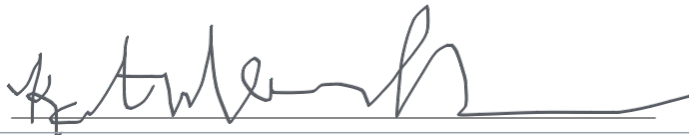
Name Kathleen Rubin

Email Kathleen.Rubin@austintexas.gov

Name Lizzy Smith

Email lizzy.smith@austintexas.gov

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 15, 2019 10:43 am
Browser:	Firefox 66.0 / Windows
IP Address:	162.89.0.57
Unique ID:	504909362
Location:	30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor	City of Austin
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MPO ID	51-00227-00
--------	-------------

Project Name	Slaughter Lane
--------------	----------------

Project Type	Construction
--------------	--------------

Have there been any changes since the last submitted report?	Yes
--	-----

Project Initiation

Initial Coordination Meeting	In Progress
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Advanced Funding Agreement (AFA)	In Progress
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Preliminary Engineering and Design

Status	In Progress
--------	-------------

Have there been significant changes since the last update?	Yes
--	-----

Status Notes	We are wrapping up this phase and will soon move into PS&E.
--------------	---

Environmental Compliance

Status	In Progress
--------	-------------

Right-of-Way and Utility Relocation

Status	In Progress
--------	-------------

Have there been significant changes since the last update?	Yes
--	-----

Status Notes	ROW determination was performed during the preliminary engineering phase. Meetings with utility providers to occur in the next month.
--------------	---

Plans, Specifications and Estimates (PS&E)

Status Not Started

Have there been significant changes since the last update? Yes

Status Notes Received approval from Austin City Council to proceed into PS&E phase.

Letting and Award

Status Not Started

Construction

Status Not Started

Project Close-Out and Maintenance

Status Not Started

Certification and Submittal

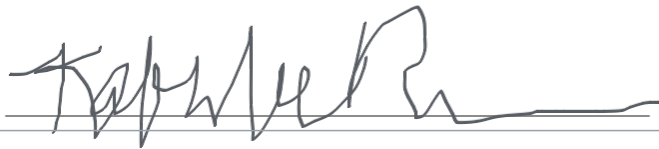
Name Kathleen Rubin

Email Kathleen.Rubin@austintexas.gov

Name Lizzy Smith

Email lizzy.smith@austintexas.gov

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 15, 2019 10:45 am
Browser:	Firefox 66.0 / Windows
IP Address:	162.89.0.57
Unique ID:	504910130
Location:	30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor	City of Austin
MPO ID	51-00222-00
Project Name	W. Rundberg Road
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	In Progress
Advanced Funding Agreement (AFA)	Not Started

Preliminary Engineering and Design

Status	In Progress
--------	-------------

Environmental Compliance

Status	In Progress
--------	-------------

Right-of-Way and Utility Relocation

Status	In Progress
--------	-------------

Plans, Specifications and Estimates (PS&E)

Status	Not Started
--------	-------------

Letting and Award

Status	Not Started
--------	-------------

Construction

Status Not Started

Project Close-Out and Maintenance

Status Not Started

Certification and Submittal

Name Kathleen Rubin

Email Kathleen.Rubin@austintexas.gov

Name Lizzy Smith

Email lizzy.smith@austintexas.gov

Signature



Form Name: Project Progress Reporting Form
Submission Time: May 15, 2019 4:27 pm
Browser: Firefox 66.0 / Windows
IP Address: 162.89.0.59
Unique ID: 505012816
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor Public Works Department - City of Austin

MPO ID 51?00224?00

Project Name COA5AT

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Shobana Angia

Email

shobanasridhar@yahoo.com

Signature



A handwritten signature in black ink, appearing to be 'Shoban', is positioned above a horizontal line.

Form Name: Project Progress Reporting Form
Submission Time: May 15, 2019 4:34 pm
Browser: Firefox 66.0 / Windows
IP Address: 162.89.0.59
Unique ID: 505014837
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor Public Works Department - City of Austin

MPO ID 51?00224?00

Project Name COA5AT

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Shobana Angia

Email

shobana.angia@austintexas.gov

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 15, 2019 5:37 pm
Browser:	Chrome 72.0.3626.109 / Windows
IP Address:	162.89.0.59
Unique ID:	505031824
Location:	30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor	Public Works Department
-----------------	-------------------------

Project Name	Violet Crown Trail - North
--------------	----------------------------

Control-Section-Job (CSJ)	0914-04-311
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Project Type	Construction
--------------	--------------

Have there been any changes since the last submitted report?	Yes
--	-----

Project Initiation

Initial Coordination Meeting	Complete
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Advanced Funding Agreement (AFA)	In Progress
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Estimated or Actual Completion Date	Jun 30, 2019
-------------------------------------	--------------

Have there been significant changes since the last update?	No
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Preliminary Engineering and Design

Status	Complete
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Have there been significant changes since the last update?	No
--	----

Environmental Compliance

Status	In Progress
--------	-------------

Estimated or Actual Completion Date	Jun 30, 2019
-------------------------------------	--------------

Have there been significant changes since the last update?	Yes
--	-----

Right-of-Way and Utility Relocation

Status Complete

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Jul 15, 2019

Have there been significant changes since the last update? No

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Antonio Lopez

Email Tony.Lopez@austintexas.gov

Signature



Form Name: Project Progress Reporting Form
Submission Time: May 16, 2019 3:37 pm
Browser: Chrome 74.0.3729.108 / Windows 7
IP Address: 162.89.0.59
Unique ID: 505277164
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor City of Austin

MPO ID 1

Project Name Pedestrian Safety Improvements

Control-Section-Job (CSJ) 0914-04-306

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Renee Orr

Email renee.orr@austintexas.gov

Name Kirk Scanlon

Email kirk.scanlon@austintexas.gov

Signature

A handwritten signature in black ink, appearing to read "Renee Orr", is written over a horizontal line. The signature is cursive and includes a long horizontal flourish at the end.

Form Name: Project Progress Reporting Form
Submission Time: May 16, 2019 3:41 pm
Browser: Chrome 74.0.3729.108 / Windows 7
IP Address: 162.89.0.59
Unique ID: 505278325
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor City of Austin

MPO ID 1

Project Name Pedestrian Safety Improvements - Countdown Timers

Control-Section-Job (CSJ) 0914-04-307

Project Type Non-Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Renee Orr

Email renee.orr@austintexas.gov

Name Kirk Scanlon

Email kirk.scanlon@austintexas.gov

Signature

A handwritten signature in black ink that reads "Renee Orr". The word "Renee" is written in a cursive style, and "Orr" is written in a more stylized, blocky cursive. The signature is positioned above a horizontal line.

Form Name: Project Progress Reporting Form
Submission Time: May 16, 2019 3:43 pm
Browser: Chrome 74.0.3729.108 / Windows 7
IP Address: 162.89.0.59
Unique ID: 505280030
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor City of Ausitn

MPO ID 1

Project Name Pedestrian Safety Improvements - APSs

Control-Section-Job (CSJ) 0914-04-302

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal


Name Renee Orr

Email renee.orr@austintexas.gov

Name Kirk Scanlon

Email kirk.scanlon@austintexas.gov

Signature

 _____

Form Name: Project Progress Reporting Form
Submission Time: May 16, 2019 3:48 pm
Browser: Chrome 74.0.3729.108 / Windows 7
IP Address: 162.89.0.59
Unique ID: 505282212
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor City of Austin

MPO ID 54-00100-00

Project Name Emergency Vehicle Preemption and Transit Signal Priority

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Renee Orr

Email renee.orr@austintexas.gov

Name Kirk Scanlon

Email kirk.scanlon@austintexas.gov

Signature

A handwritten signature in cursive script, appearing to read "Renee Orr", is written above a horizontal line.

Form Name: Project Progress Reporting Form
Submission Time: May 16, 2019 3:50 pm
Browser: Chrome 74.0.3729.108 / Windows 7
IP Address: 162.89.0.59
Unique ID: 505282777
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor City of Austin

MPO ID 54-00098-00

Project Name Vehicle Detection

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

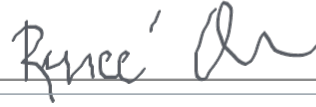
Name Renee Orr

Email renee.orr@austintexas.gov

Name Kirk Scanlon

Email kirk.scanlon@austintexas.gov

Signature

A handwritten signature in cursive script that reads "Renee Orr". The signature is written in black ink and is positioned above a horizontal line.

Form Name: Project Progress Reporting Form
Submission Time: May 16, 2019 3:51 pm
Browser: Chrome 74.0.3729.108 / Windows 7
IP Address: 162.89.0.59
Unique ID: 505283363
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor City of Austin

MPO ID 54-00099-00

Project Name One System Traffic Monitoring

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Renee Orr

Email renee.orr@austintexas.gov

Name Kirk Scanlon

Email kirk.scanlon@austintexas.gov

Signature

A handwritten signature in black ink, appearing to read "Renee Orr", is written above a horizontal line. The signature is cursive and includes a stylized flourish at the end.

Form Name: Project Progress Reporting Form
Submission Time: May 16, 2019 6:20 pm
Browser: Chrome 74.0.3729.108 / Windows
IP Address: 162.89.0.57
Unique ID: 505325496
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor	City of Austin
Project Name	Pedestrian Safety and Transit Connections
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Dec 14, 2018
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jul 01, 2019
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Jul 16, 2020
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Not Started
Estimated or Actual Completion Date	Jan 23, 2020
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status Not Applicable

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status Not Applicable

Have there been significant changes since the last update? No

Letting and Award

Status Not Started

Estimated or Actual Completion Date Apr 01, 2020

Have there been significant changes since the last update? No

Construction

Status Not Started

Estimated or Actual Completion Date Nov 27, 2022

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Estimated or Actual Completion Date Jan 27, 2022

Have there been significant changes since the last update? No

Certification and Submittal

Name Joel Meyer

Email joel.meyer@austintexas.gov

Signature

Jell Meyer

Form Name: Project Progress Reporting Form
Submission Time: May 17, 2019 3:36 pm
Browser: Chrome 64.0.3282.140 / Windows
IP Address: 162.89.0.57
Unique ID: 505541539
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor Benjamin Campbell

Project Name Sabine Street Promenade

Control-Section-Job (CSJ) 0914-04-283

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Jessica Salinas

Email

jessica.salinas@austintexas.gov

Signature



A handwritten signature in black ink, appearing to read 'J. Salinas', is positioned above a horizontal line. The signature is written in a cursive style with a long horizontal stroke at the end.

Form Name: Project Progress Reporting Form
Submission Time: May 17, 2019 5:42 pm
Browser: Chrome 74.0.3729.108 / Windows
IP Address: 162.89.0.59
Unique ID: 505568704
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor	City of Austin
Project Name	Bike Share Expansion
Control-Section-Job (CSJ)	0914-04-299
Project Type	Non-Construction
Have there been any changes since the last submitted report?	No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name	David Orr
------	-----------

Email

david.orr@austintexas.gov

Signature



A handwritten signature in black ink, appearing to read "David Orr", is positioned above a horizontal line. The signature is stylized and cursive.

Form Name: Project Progress Reporting Form
Submission Time: May 23, 2019 5:29 pm
Browser: Firefox 67.0 / Windows
IP Address: 162.89.0.59
Unique ID: 506998415
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor City of Austin

MPO ID 51-0028-00

Project Name Braker Lane

Control-Section-Job (CSJ) 0914-04-325

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal


Name Amica Bose

Email amica.bose@austintexas.gov

Name Kirk Scanlon

Email Kirk.Scanlon@austintexas.com

Signature



A handwritten signature in black ink, appearing to read "Kirk Scanlon", is written on a horizontal line. The signature is stylized and somewhat abstract, with a large, sweeping flourish on the right side.

Form Name: Project Progress Reporting Form
Submission Time: May 23, 2019 5:31 pm
Browser: Firefox 67.0 / Windows
IP Address: 162.89.0.59
Unique ID: 506998885
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor City of Austin

MPO ID 51-00225-00

Project Name Lakeline Blvd

Control-Section-Job (CSJ) 0914-05-194

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Amica Bose

Email amica.bose@austintexas.gov

Name Kirk Scanlon

Email Kirk.Scanlon@austintexas.com

Signature



A handwritten signature in black ink, consisting of the letters 'A' and 'B' in a stylized, cursive font. The 'A' is tall and narrow, and the 'B' is wider and more rounded. Below the letters, there are some faint, illegible markings that appear to be 'Amica Bose' written in a smaller, less distinct hand. The signature is positioned above a horizontal line.

City of Bastrop

Form Name: Project Progress Reporting Form
Submission Time: May 21, 2019 12:47 pm
Browser: Chrome 64.0.3282.140 / Windows
IP Address: 207.138.104.162
Unique ID: 506331403
Location: 30.812299728394, -97.592498779297

Reporting Information

General Information

Project Sponsor City of Bastrop

Project Name River Loop

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Trey Job

Email tjob@cityofbastrop.org

Name

Trey Job

Email

tjob@cityofbastrop.org

Signature



Trey Job

City of Buda

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 7:37 pm
Browser:	Firefox 66.0 / Windows
IP Address:	50.84.226.194
Unique ID:	505596364
Location:	30.310600280762, -97.722702026367

Reporting Information

General Information

Project Sponsor	City of Buda
MPO ID	41-00187-00
Project Name	RM 967 (Main St.) Intersection Improvements
Control-Section-Job (CSJ)	0016-16-030
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Sep 28, 2018
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	Jan 29, 2019
Have there been significant changes since the last update?	No
Status Notes	Executed AFA was uploaded with 2/15/19 Progress Report

Preliminary Engineering and Design

Status	Complete
Estimated or Actual Completion Date	Apr 04, 2019
Have there been significant changes since the last update?	Yes
Status Notes	100% construction plans and associated project documents were provided to TxDOT

Attachments

https://s3.amazonaws.com/files.formstack.com/uploads/3158112/70258072/505596364/70258072_re__0016-16-030_100_submittal.pdf

Environmental Compliance

Status In Progress

Estimated or Actual Completion Date Jun 01, 2019

Have there been significant changes since the last update? No

Status Notes Completed FRM 110.04 Scope Development Tool was uploaded with 2/15/19 progress report

Right-of-Way and Utility Relocation

Status In Progress

Estimated or Actual Completion Date May 31, 2019

Have there been significant changes since the last update? Yes

Status Notes Electric utility relocation complete; telecom utility relocation underway

Plans, Specifications and Estimates (PS&E)

Status Complete

Estimated or Actual Completion Date May 17, 2019

Have there been significant changes since the last update? Yes

Status Notes Currently seeking final TxDOT approval of PS&E

Attachments https://s3.amazonaws.com/files.formstack.com/uploads/3158112/70258088/505596364/70258088_001_title_sheet_cob_executed.pdf

Letting and Award

Status Not Started

Estimated or Actual Completion Date Aug 01, 2019

Have there been significant changes since the last update? Yes

Status Notes	TxDOT TD&D has authorized August 2019 letting
Attachments	https://s3.amazonaws.com/files.formstack.com/uploads/3158112/70258091/505596364/70258091_001616030_letting_certification_form_rev20171016.pdf

Construction

Status	Not Started
Estimated or Actual Completion Date	Mar 31, 2020
Have there been significant changes since the last update?	No
Status Notes	See latest project schedule
Attachments	https://s3.amazonaws.com/files.formstack.com/uploads/3158112/70258093/505596364/70258093_bond_prop_3_progress_exhibit_apr_2019.pdf

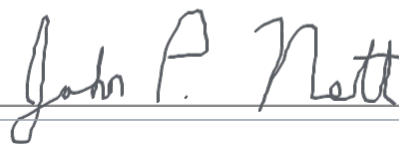
Project Close-Out and Maintenance

Status	Not Started
Estimated or Actual Completion Date	Aug 01, 2020
Have there been significant changes since the last update?	No

Certification and Submittal

Name	John Nett
Email	jnett@ci.buda.tx.us

Signature



City of Cedar Park

City of Dripping Springs

City of Georgetown

City of Hutto

City of Kyle

City of Lago Vista

City of Leander

Form Name:	Project Progress Reporting Form
Submission Time:	May 13, 2019 9:01 am
Browser:	Chrome 64.0.3282.140 / Windows
IP Address:	74.213.3.96
Unique ID:	504229568
Location:	35.470699310303, -97.520500183105

Reporting Information

General Information

Project Sponsor	City of Leander
MPO ID	62-00005-00
Project Name	S. West Drive Sidewalk
Control-Section-Job (CSJ)	0914-05-199
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Nov 01, 2018
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 07, 2019
Have there been significant changes since the last update?	Yes
Status Notes	Draft AFA received from TxDOT 4/9/2019. Council Resolution and signature by City of Leander 5/2/2019. Pending TxDOT signature, FPAA, and State Letter of Authority.

Preliminary Engineering and Design

Status	Not Started
Estimated or Actual Completion Date	Oct 25, 2019
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Not Started
Estimated or Actual Completion Date	Apr 01, 2020
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status	Not Started
Estimated or Actual Completion Date	Jan 31, 2020
Have there been significant changes since the last update?	No

Plans, Specifications and Estimates (PS&E)

Status	Not Started
Estimated or Actual Completion Date	Jan 31, 2020
Have there been significant changes since the last update?	No

Letting and Award

Status	Not Started
Estimated or Actual Completion Date	Aug 01, 2020
Have there been significant changes since the last update?	No

Construction

Status	Not Started
Estimated or Actual Completion Date	Dec 01, 2020
Have there been significant changes since the last update?	No

Project Close-Out and Maintenance

Status	Not Started
Estimated or Actual Completion Date	Jan 01, 2021

Have there been significant changes since the last update?

No

Certification and Submittal

Name

Gina Ellison

Email

gellison@leandertx.gov

Signature



A handwritten signature in black ink, appearing to read "Gina Ellison", is written over a horizontal line.

City of Round Rock

Form Name:	Project Progress Reporting Form
Submission Time:	May 15, 2019 11:51 am
Browser:	Mozilla rv:11.0 / Windows
IP Address:	71.42.191.10
Unique ID:	504929981
Location:	30.517400741577, -97.630401611328

Reporting Information

General Information

Project Sponsor	Round Rock
MPO ID	439, 440
Project Name	Kenney Fort Blvd
Control-Section-Job (CSJ)	0914-05-195
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	May 07, 2019
Have there been significant changes since the last update?	Yes
Status Notes	Now have TxDOT AFA final document and TxDOT coordination can officially commence.
Attachments	https://s3.amazonaws.com/files.formstack.com/uploads/3158112/70258101/504929981/70258101_0914-05-195_executed_afa.pdf

Preliminary Engineering and Design

Status	Complete
Have there been significant changes since the last update?	No

Environmental Compliance

Status	In Progress
---------------	-------------

Have there been significant changes since the last update? Yes

Status Notes Preliminary Environmental document being prepared for TxDOT review.

Right-of-Way and Utility Relocation

Status In Progress

Have there been significant changes since the last update? Yes

Status Notes Approximately 50% of the ROW has been acquired and negotiations are progressing well on the remainder.

Plans, Specifications and Estimates (PS&E)

Status In Progress

Have there been significant changes since the last update? Yes

Status Notes 60% PS&E was submitted for City review on May 1, 2019.

Letting and Award

Status Not Started

Construction

Status Not Started

Project Close-Out and Maintenance

Status Not Started

Certification and Submittal

Name Gerald Pohlmeyer

Email gpohlmeyer@roundrocktexas.gov

Name Gerald Pohlmeyer

Email gpohlmeyer@roundrocktexas.gov

Signature

Gerald D Gohlmeier

Form Name:	Project Progress Reporting Form
Submission Time:	May 15, 2019 11:56 am
Browser:	Mozilla rv:11.0 / Windows
IP Address:	71.42.191.10
Unique ID:	504931778
Location:	30.517400741577, -97.630401611328

Reporting Information

General Information

Project Sponsor	Round Rock
------------------------	------------

MPO ID	439, 440
---------------	----------

Project Name	University Blvd.
---------------------	------------------

Control-Section-Job (CSJ)	0914-05-193
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Project Type	Construction
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Have there been any changes since the last submitted report?	Yes
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Project Initiation

Initial Coordination Meeting	Complete
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Advanced Funding Agreement (AFA)	Complete
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Estimated or Actual Completion Date	May 05, 2019
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Have there been significant changes since the last update?	Yes
---	-----

Status Notes	TxDOT AFA has finally been fully executed.
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Attachments	https://s3.amazonaws.com/files.formstack.com/uploads/3158112/70258101/504931778/70258101_0914-05-193_executed_afa.pdf
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Preliminary Engineering and Design

Status	Complete
---------------	----------

Have there been significant changes since the last update?	No
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Environmental Compliance

Status	In Progress
---------------	-------------

Have there been significant changes since the last update? Yes

Status Notes Consultants are preparing the initial documents for submission to TxDOT.

Right-of-Way and Utility Relocation

Status In Progress

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status In Progress

Have there been significant changes since the last update? No

Status Notes Next submittal is a 60% PS&E for review.

Letting and Award

Status Not Started

Construction

Status Not Started

Project Close-Out and Maintenance

Status Not Started

Certification and Submittal

Name Gerald Pohlmeier

Email gpohlmeier@roundrocktexas.gov

Name Gerald Pohlmeier

Email gpohlmeier@roundrocktexas.gov

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 15, 2019 12:03 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	71.42.191.10
Unique ID:	504933802
Location:	30.517400741577, -97.630401611328

Reporting Information

General Information

Project Sponsor	Round Rock
MPO ID	439, 440
Project Name	Gattis School Seg. 6
Control-Section-Job (CSJ)	0914-05-196
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	May 07, 2019
Have there been significant changes since the last update?	Yes
Status Notes	Finally received the completed AFA from TxDOT.
Attachments	https://s3.amazonaws.com/files.formstack.com/uploads/3158112/70258101/504933802/70258101_0914-05-196_executed_afa.pdf

Preliminary Engineering and Design

Status	Complete
Have there been significant changes since the last update?	No

Environmental Compliance

Status	In Progress
---------------	-------------

Have there been significant changes since the last update? Yes

Status Notes Environmental document preparation has begun for initial submittal to TxDOT.

Right-of-Way and Utility Relocation

Status In Progress

Have there been significant changes since the last update? Yes

Status Notes ROW acquisition status is at approximately 60%.

Plans, Specifications and Estimates (PS&E)

Status In Progress

Have there been significant changes since the last update? Yes

Status Notes 60% PS&E has been submitted and reviewed by City staff.

Letting and Award

Status Not Started

Construction

Status Not Started

Project Close-Out and Maintenance

Status Not Started

Certification and Submittal

Name Gerald Pohlmeyer

Email gpohlmeyer@roundrocktexas.gov

Name Gerald Pohlmeyer

Email gpohlmeyer@roundrocktexas.gov

Signature

Donald J. Bolomey Jr

Form Name:	Project Progress Reporting Form
Submission Time:	May 15, 2019 12:18 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	71.42.191.10
Unique ID:	504938487
Location:	30.517400741577, -97.630401611328

Reporting Information

General Information

Project Sponsor	Round Rock
MPO ID	439, 440
Project Name	2014 Sidewalk GAP's Project
Control-Section-Job (CSJ)	0914-05-186
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Advanced Funding Agreement (AFA)	Complete
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	Complete
Estimated or Actual Completion Date	Jul 14, 2016
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Complete
Estimated or Actual Completion Date	Aug 07, 2015
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status Not Applicable

Plans, Specifications and Estimates (PS&E)

Status Complete

Estimated or Actual Completion Date Jul 14, 2016

Have there been significant changes since the last update? No

Letting and Award

Status Complete

Estimated or Actual Completion Date Sep 21, 2016

Have there been significant changes since the last update? No

Construction

Status Complete

Estimated or Actual Completion Date Jun 30, 2017

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Complete

Estimated or Actual Completion Date Jun 30, 2018

Have there been significant changes since the last update? No

Certification and Submittal

Name Gerald Pohlmeyer

Email gpohlmeyer@roundrocktexas.gov

Name Gerald Pohlmeyer

Email gpohlmeyer@roundrocktexas.gov

Signature

Herald D. Sommer

Form Name:	Project Progress Reporting Form
Submission Time:	May 15, 2019 12:41 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	71.42.191.10
Unique ID:	504945936
Location:	30.517400741577, -97.630401611328

Reporting Information

General Information

Project Sponsor	Round Rock
MPO ID	439, 440
Project Name	Southwest Downtown Infrastructure Improvements Phase 5B
Control-Section-Job (CSJ)	0914-05-185
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Advanced Funding Agreement (AFA)	Complete
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	Complete
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Complete
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status	Complete
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Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status Complete

Have there been significant changes since the last update? No

Letting and Award

Status Complete

Have there been significant changes since the last update? No

Construction

Status In Progress

Estimated or Actual Completion Date Jun 30, 2019

Have there been significant changes since the last update? Yes

Status Notes Project is complete except for completing final punch list items.

Project Close-Out and Maintenance

Status In Progress

Certification and Submittal

Name Gerald Pohlmeyer

Email gpohlmeyer@roundrocktexas.gov

Name Gerald Pohlmeyer

Email gpohlmeyer@roundrocktexas.gov

Signature



City of San Marcos

Form Name: Project Progress Reporting Form
Submission Time: May 23, 2019 11:35 am
Browser: Chrome 74.0.3729.157 / Windows
IP Address: 66.90.243.129
Unique ID: 506894538
Location: 29.88330078125, -97.941398620605

Reporting Information

General Information

Project Sponsor City of San Marcos

Project Name Hopkins Multi-Use Bike/Ped Facility

Control-Section-Job (CSJ) 0914-33-075

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Shaun Condor

Email

scondor@sanmarcostx.gov

Signature



A handwritten signature in black ink, consisting of two distinct parts. The first part is a sharp upward stroke followed by a horizontal line and a small hook. The second part is a long, sweeping horizontal stroke that ends with a small, wavy flourish.

Form Name:	Project Progress Reporting Form
Submission Time:	May 23, 2019 3:43 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	66.90.243.129
Unique ID:	506970486
Location:	29.88330078125, -97.941398620605

Reporting Information

General Information

Project Sponsor	City of San Marcos
MPO ID	41-00197-00
Project Name	RM12 at FM 2439 Intersection Improvements
Control-Section-Job (CSJ)	3379-01-016
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Oct 09, 2018
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	Mar 05, 2019
Have there been significant changes since the last update?	Yes No
Attachments	https://s3.amazonaws.com/files.formstack.com/uploads/3158112/70258101/506970486/70258101_3379-01-016_executed_aus_rm_12_.pdf

Preliminary Engineering and Design

Status	Complete
Estimated or Actual Completion Date	Feb 22, 2019
Have there been significant changes since the last update?	No

Environmental Compliance

Status	In Progress
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Estimated or Actual Completion Date Jun 21, 2019

Have there been significant changes since the last update? No

Right-of-Way and Utility Relocation

Status Not Applicable

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Sep 13, 2019

Have there been significant changes since the last update? No

Letting and Award

Status Not Started

Estimated or Actual Completion Date Dec 18, 2019

Construction

Status Not Started

Estimated or Actual Completion Date Apr 17, 2020

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Estimated or Actual Completion Date Jun 12, 2020

Have there been significant changes since the last update? No

Certification and Submittal

Name Rohit Vij

Email rvij@sanmarcostx.gov

Signature

R.V

City of Taylor

City of Wimberley

Hays County

Form Name: Project Progress Reporting Form
Submission Time: May 17, 2019 3:47 pm
Browser: Mozilla rv:11.0 / Windows
IP Address: 144.228.89.166
Unique ID: 505544101
Location: 34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00193-00
Project Name	FM 110 at SH 123
Control-Section-Job (CSJ)	3545-02-010
Project Type	Construction
Have there been any changes since the last submitted report?	No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

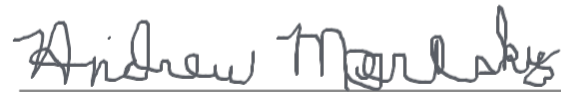
Name

Andrew Morosky

Email

amorosky@HNTB.com

Signature

Handwritten signature of Andrew Morosky in cursive script, positioned above a horizontal line.

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 4:16 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505550892
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00195-00
Project Name	FM 2001 West
Control-Section-Job (CSJ)	1776-02-TBD
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	In Progress
Estimated or Actual Completion Date	Jun 01, 2019
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 19, 2019
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Feb 19, 2019
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Complete
Estimated or Actual Completion Date	Feb 19, 2019

Have there been significant changes since the last update? No

Right-of-Way and Utility Relocation

Status In Progress

Estimated or Actual Completion Date Jul 01, 2019

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Jun 15, 2019

Have there been significant changes since the last update? No

Letting and Award

Status Not Started

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature

Andrew Mansky

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 4:37 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505555495
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00190-00
Project Name	RM 967 Safety
Control-Section-Job (CSJ)	1776-01-TBD
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Apr 25, 2018
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 19, 2019
Have there been significant changes since the last update?	Yes

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Nov 19, 2019
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Not Started
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Right-of-Way and Utility Relocation

Status In Progress

Estimated or Actual Completion Date Jul 01, 2019

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Nov 01, 2019

Have there been significant changes since the last update? No

Letting and Award

Status Not Started

Construction

Status Not Started

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 4:49 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505558217
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00006-00, 31-00001-00
Project Name	SH 80
Control-Section-Job (CSJ)	0286-01-057, 0286-02-034
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Apr 25, 2018
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	Jan 01, 2016

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Dec 01, 2019
Have there been significant changes since the last update?	Yes

Environmental Compliance

Status	Not Started
---------------	-------------

Right-of-Way and Utility Relocation

Status	Not Started
---------------	-------------

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Dec 01, 2019

Have there been significant changes since the last update? No

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 5:01 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505560945
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00193-00
Project Name	FM 110 at SH 123
Control-Section-Job (CSJ)	3545-02-010
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Apr 25, 2018
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	Apr 01, 2019
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	Complete
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Complete
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status Complete

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Oct 01, 2019

Letting and Award

Status Not Started

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 5:15 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505563708
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00189-00
Project Name	Lime Kiln Road
Control-Section-Job (CSJ)	N/A
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	In Progress
Estimated or Actual Completion Date	Mar 01, 2019
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	May 01, 2019
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	Complete
Estimated or Actual Completion Date	Jan 01, 2016

Environmental Compliance

Status	In Progress
Estimated or Actual Completion Date	Apr 01, 2019
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status In Progress

Estimated or Actual Completion Date Jan 01, 2019

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Feb 01, 2019

Have there been significant changes since the last update? No

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature

Andrew Myrosky

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 5:24 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505565553
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00191-00
Project Name	US 290 at Trautwein
Control-Section-Job (CSJ)	0113-07-TBD
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	In Progress
Estimated or Actual Completion Date	Mar 01, 2019
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 01, 2019
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Jul 01, 2019
Have there been significant changes since the last update?	No

Environmental Compliance

Status	In Progress
Have there been significant changes since the last update?	Yes

Right-of-Way and Utility Relocation

Status Not Started

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Jul 01, 2019

Have there been significant changes since the last update? No

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature

Andrew Marosky

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 5:33 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505567216
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00084-00
Project Name	RM 3237 Corridor Safety Improvements
Control-Section-Job (CSJ)	0805-04-TBD
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	In Progress
Estimated or Actual Completion Date	Mar 01, 2019
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 01, 2019
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Nov 01, 2019
Have there been significant changes since the last update?	No

Environmental Compliance

Status	In Progress
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status Not Started

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Nov 01, 2019

Have there been significant changes since the last update? No

Letting and Award

Status Not Started

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal


Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 5:40 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505568337
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00008-00, 41-00005-00
Project Name	RM 12 @ RM 3237
Control-Section-Job (CSJ)	0805-04-030, 0285-03-059
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Jan 01, 2016
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	Jan 01, 2016
Have there been significant changes since the last update?	Yes

Preliminary Engineering and Design

Status	Complete
Estimated or Actual Completion Date	Jan 01, 2017
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Not Started
---------------	-------------

Right-of-Way and Utility Relocation

Status Not Started

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status Not Started

Have there been significant changes since the last update? No

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature

Andrew Morosky

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 5:48 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505579692
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00196-00
Project Name	Kyle UPRR Siding Relocation
Control-Section-Job (CSJ)	N/A
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	In Progress
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 30, 2019
Have there been significant changes since the last update?	Yes No

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Dec 01, 2019
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Not Started
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Right-of-Way and Utility Relocation

Status	Not Started
--------	-------------

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Dec 01, 2019

Letting and Award

Status Not Started

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 6:01 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505581928
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00198-00
Project Name	RM 3237 at RM 150 Intersection
Control-Section-Job (CSJ)	0805-04-TBD
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Not Started
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 01, 2019
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Mar 01, 2019
Have there been significant changes since the last update?	No

Environmental Compliance

Status	In Progress
Estimated or Actual Completion Date	Aug 01, 2019
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status	Not Started
Estimated or Actual Completion Date	Dec 01, 2019
Have there been significant changes since the last update?	No

Plans, Specifications and Estimates (PS&E)

Status	In Progress
Estimated or Actual Completion Date	Oct 01, 2020
Have there been significant changes since the last update?	No

Letting and Award

Status	Not Started
--------	-------------

Construction

Status	Not Started
Have there been significant changes since the last update?	No

Project Close-Out and Maintenance

Status	Not Started
Have there been significant changes since the last update?	No

Certification and Submittal

Name	Andrew Morosky
Email	amorosky@HNTB.com
Name	Jerry Borcharding
Email	jerry@co.hays.tx.us

Signature

Andrew Marosky

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 6:19 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505584723
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00192-00
Project Name	FM 110 North
Control-Section-Job (CSJ)	3545-01-005, 3545-03-003
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	Jul 01, 2014
Have there been significant changes since the last update?	No
Status Notes	FM 110 Re-eval #3 approved January 2019

Preliminary Engineering and Design

Status	Complete
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Complete
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status In Progress

Estimated or Actual Completion Date Jul 01, 2019

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Jul 01, 2019

Have there been significant changes since the last update? No

Status Notes 90% PS&E comments received from TxDOT. VE Study scheduled for July 9, 2019.

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email

jerry@co.hays.tx.us

Signature



Andrew Marsh

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 6:27 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505585931
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00193-00
Project Name	FM 110 at SH 123
Control-Section-Job (CSJ)	3545-02-010
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Apr 01, 2019
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	Apr 01, 2019
Have there been significant changes since the last update?	No

Preliminary Engineering and Design

Status	Complete
Have there been significant changes since the last update?	No

Environmental Compliance

Status	Complete
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status Complete

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Oct 01, 2019

Have there been significant changes since the last update? No

Status Notes 30% PS&E reviewed by TxDOT May 2019. 60% PS&E in progress.

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature

Andrew Morosky

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 6:35 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505587164
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00194-00
Project Name	FM 621
Control-Section-Job (CSJ)	0987-03-012; HSIP 0987-03-011
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Apr 25, 2018
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 01, 2019
Have there been significant changes since the last update?	No
Status Notes	AFA Package submitted to TxDOT Area Office Dec. 2018

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Oct 01, 2019
Have there been significant changes since the last update?	No
Status Notes	30% PS&E complete. TxDOT Safety Project at CR 266 intersection may affect funding.

Environmental Compliance

Status Not Started

Right-of-Way and Utility Relocation

Status In Progress

Estimated or Actual Completion Date Aug 01, 2020

Have there been significant changes since the last update? Yes

Status Notes LJA - ROW coordination. BBI - Utility Relocation Coordination.

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Oct 01, 2019

Have there been significant changes since the last update? No

Status Notes 30% PS&E submitted February 13, 2019.

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

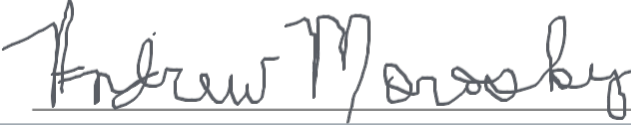
Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature

A handwritten signature in black ink that reads "Andrew Morosky". The signature is written in a cursive style with a large, stylized 'A' and 'M'. It is positioned above a horizontal line.

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 6:42 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505588092
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00006-00, 31-00001-00
Project Name	SH 80
Control-Section-Job (CSJ)	41-00006-00, 31-00001-00
Project Type	Construction
Have there been any changes since the last submitted report?	(Select)

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Apr 25, 2018
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	Jan 01, 2016

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Dec 01, 2019
Have there been significant changes since the last update?	No
Status Notes	30% PS&E in development.

Environmental Compliance

Status	Not Started
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status Not Started

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Dec 01, 2019

Have there been significant changes since the last update? No

Status Notes 30% PS&E in development.

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature

Andrew Mursky

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 6:49 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505589137
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00195-00
Project Name	FM 2001 West
Control-Section-Job (CSJ)	1776-02-TBD
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	In Progress
Estimated or Actual Completion Date	Jun 01, 2019
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 01, 2019
Have there been significant changes since the last update?	No

Status Notes	AFA/CSJ Package submitted to TxDOT Area Office Dec. 2018.
---------------------	---

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Feb 01, 2019
Have there been significant changes since the last update?	No

Status Notes	VE Study recommendation meeting scheduled for 5/23/2019. Once recommendations are final and accepted, schematic will be complete.
---------------------	---

Environmental Compliance

Status Complete

Estimated or Actual Completion Date Feb 01, 2019

Right-of-Way and Utility Relocation

Status In Progress

Estimated or Actual Completion Date Jul 01, 2019

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Jun 01, 2019

Have there been significant changes since the last update? No

Status Notes 60% PS&E submitted to TxDOT in November 2018 with AFA/CSJ package.

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 6:57 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505590210
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00190-00
Project Name	RM 967 Safety
Control-Section-Job (CSJ)	1776-01-TBD
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Apr 24, 2018
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 01, 2019
Have there been significant changes since the last update?	Yes

Status Notes	Draft AFA Received from TxDOT Feb. 14, 2019
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Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Nov 01, 2019
Have there been significant changes since the last update?	No

Status Notes	60% PS&E in development. TxDOT Safety Project on RM 967 may affect funding.
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Environmental Compliance

Status Not Started

Right-of-Way and Utility Relocation

Status In Progress

Estimated or Actual Completion Date Jul 01, 2019

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status Complete

Estimated or Actual Completion Date Nov 01, 2019

Have there been significant changes since the last update? No

Status Notes 60% PSE in process

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email

jerry@co.hays.tx.us

Signature

Andrew Messley

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 7:07 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505591660
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00189-00
Project Name	Lime Kiln Road
Control-Section-Job (CSJ)	N/A
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	In Progress
Estimated or Actual Completion Date	Mar 01, 2019
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	May 01, 2019
Have there been significant changes since the last update?	No

Status Notes	AFA/CSJ Package submitted to TxDOT Area Office Jan 2019.
---------------------	--

Preliminary Engineering and Design

Status	Complete
Estimated or Actual Completion Date	Jan 01, 2016
Have there been significant changes since the last update?	No

Status Notes	County approved project layout in late 2016 and directed Engineer to proceed with PS&E.
---------------------	---

Environmental Compliance

Status In Progress

Estimated or Actual Completion Date Apr 01, 2019

Have there been significant changes since the last update? No

Status Notes PCN approved 5/8/2019.

Right-of-Way and Utility Relocation

Status In Progress

Estimated or Actual Completion Date Jan 01, 2019

Have there been significant changes since the last update? No

Status Notes Final Negotiations are in progress with all property owners.

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Feb 01, 2019

Have there been significant changes since the last update? No

Status Notes 90% PS&E submitted to TxDOT with AFA/CSJ package.

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update?

No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature

Andrew Morosky

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 7:09 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505592020
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
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MPO ID	41-00189-00
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Project Name	Lime Kiln Road
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Control-Section-Job (CSJ)	N/A
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Project Type	Construction
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Have there been any changes since the last submitted report?	Yes
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Project Initiation

Initial Coordination Meeting	In Progress
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Estimated or Actual Completion Date	Mar 01, 2019
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Advanced Funding Agreement (AFA)	In Progress
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Estimated or Actual Completion Date	May 01, 2019
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Have there been significant changes since the last update?	No
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Status Notes	AFA/CSJ Package submitted to TxDOT Area Office Jan 2019.
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Preliminary Engineering and Design

Status	Complete
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Estimated or Actual Completion Date	Jan 01, 2016
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Have there been significant changes since the last update?	No
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Status Notes	County approved project layout in late 2016 and directed Engineer to proceed with PS&E.
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Environmental Compliance

Status In Progress

Estimated or Actual Completion Date Apr 01, 2019

Have there been significant changes since the last update? No

Status Notes PCN approved 5/8/2019.

Right-of-Way and Utility Relocation

Status In Progress

Estimated or Actual Completion Date Jan 01, 2019

Have there been significant changes since the last update? No

Status Notes Final Negotiations are in progress with all property owners.

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Feb 01, 2019

Have there been significant changes since the last update? No

Status Notes 90% PS&E submitted to TxDOT with AFA/CSJ package.

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update?

No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature



Andrew Morosky

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 7:16 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505593191
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00191-00
Project Name	US 290 at Trautwein
Control-Section-Job (CSJ)	0113-07-TBD
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	In Progress
Estimated or Actual Completion Date	Mar 01, 2019
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 01, 2019
Have there been significant changes since the last update?	No
Status Notes	AFA/CSJ Package submitted to TxDOT Area Office Dec. 2018.

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Jul 01, 2019
Have there been significant changes since the last update?	No
Status Notes	60% Design due May 2019.

Environmental Compliance

Status In Progress

Have there been significant changes since the last update? Yes

Right-of-Way and Utility Relocation

Status Not Started

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Jul 01, 2019

Have there been significant changes since the last update? No

Status Notes 30% PS&E submitted to TxDOT with AFA/CSJ package.

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email

jerry@co.hays.tx.us

Signature

Andrew Morosky

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 7:23 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505594507
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00084-00
Project Name	RM 3237 Corridor Safety Improvements
Control-Section-Job (CSJ)	0805-04-TBD
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	In Progress
Estimated or Actual Completion Date	Mar 01, 2019
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jul 01, 2019
Have there been significant changes since the last update?	No
Status Notes	AFA/CSJ Package submitted to TxDOT Area Office Dec. 2018.

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Nov 01, 2019
Have there been significant changes since the last update?	No
Status Notes	30% PS&E submitted in November 2018.

Environmental Compliance

Status	In Progress
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Right-of-Way and Utility Relocation

Status	Not Started
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Have there been significant changes since the last update?	No
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Plans, Specifications and Estimates (PS&E)

Status	In Progress
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Estimated or Actual Completion Date	Nov 01, 2019
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Have there been significant changes since the last update?	No
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Status Notes	30% PS&E submitted in November 2018.
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Letting and Award

Status	Not Started
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Construction

Status	Not Started
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Have there been significant changes since the last update?	No
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Project Close-Out and Maintenance

Status	Not Started
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Have there been significant changes since the last update?	No
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Certification and Submittal

Name	Andrew Morosky
------	----------------

Email	amorosky@HNTB.com
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Name	Jerry Borcharding
------	-------------------

Email	jerry@co.hays.tx.us
-------	---------------------

Signature

Andrew Morashy

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 7:33 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505595873
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
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MPO ID	41-00084-00
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Project Name	RM 3237
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Control-Section-Job (CSJ)	0805-04-TBD
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Project Type	Construction
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Have there been any changes since the last submitted report?	Yes
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Project Initiation

Initial Coordination Meeting	In Progress
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Estimated or Actual Completion Date	Mar 01, 2019
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Advanced Funding Agreement (AFA)	In Progress
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Estimated or Actual Completion Date	Jul 01, 2019
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Have there been significant changes since the last update?	No
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Status Notes	AFA/CSJ Package submitted to TxDOT Area Office Dec. 2018.
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Preliminary Engineering and Design

Status	In Progress
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Estimated or Actual Completion Date	Nov 01, 2019
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Have there been significant changes since the last update?	No
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Status Notes	30% PS&E submitted in November 2018.
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Environmental Compliance

Status	In Progress
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Right-of-Way and Utility Relocation

Status	Not Started
---------------	-------------

Have there been significant changes since the last update?	No
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Plans, Specifications and Estimates (PS&E)

Status	In Progress
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Estimated or Actual Completion Date	Nov 01, 2019
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Have there been significant changes since the last update?	No
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Status Notes	30% PS&E submitted in November 2018.
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Letting and Award

Status	Not Started
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Construction

Status	Not Started
---------------	-------------

Have there been significant changes since the last update?	No
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Project Close-Out and Maintenance

Status	Not Started
---------------	-------------

Have there been significant changes since the last update?	No
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Certification and Submittal

Name	Andrew Morosky
-------------	----------------

Email	amorosky@HNTB.com
--------------	-------------------

Name	Jerry Borcharding
-------------	-------------------

Email	jerry@co.hays.tx.us
--------------	---------------------

Signature

Andrew Morsky

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 7:40 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505596797
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00008-00, 41-00005-00
Project Name	RM 12 @ RM 3237
Control-Section-Job (CSJ)	0805-04-030, 0285-03-059
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Jan 01, 2016
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	Jan 01, 2016
Have there been significant changes since the last update?	Yes
Status Notes	Need to amend AFA to move CAMPO funds from design to construction upon notification that CAMPO has received administrative approval from FHWA.

Preliminary Engineering and Design

Status	Complete
Estimated or Actual Completion Date	Jan 01, 2017
Have there been significant changes since the last update?	No

Environmental Compliance

Status Not Started

Have there been significant changes since the last update? No

Right-of-Way and Utility Relocation

Status Not Started

Have there been significant changes since the last update? No

Status Notes Future sewer mains (gravity and force) for Wimberley discussed with County Feb 2019.

Plans, Specifications and Estimates (PS&E)

Status Not Started

Have there been significant changes since the last update? No

Status Notes Execution of design contract pending approval of CAMPO fundings moving from design to construction.

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature

Andrew Amorosky

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 7:49 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505603033
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00196-00
Project Name	Kyle UPRR Siding Relocation
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	In Progress
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 30, 2019
Have there been significant changes since the last update?	Yes
Status Notes	Award sponsor changed to Hays County from City of Kyle

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Dec 01, 2019
Have there been significant changes since the last update?	No
Status Notes	30%PSE prepared by UPRR in 2018.

Environmental Compliance

Status	Not Started
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Right-of-Way and Utility Relocation

Status Not Started

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Dec 01, 2019

Have there been significant changes since the last update? No

Status Notes 30%PSE prepared by UPRR in 2018.

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature

Andrew Merasty

Form Name:	Project Progress Reporting Form
Submission Time:	May 17, 2019 7:58 pm
Browser:	Mozilla rv:11.0 / Windows
IP Address:	144.228.89.166
Unique ID:	505604196
Location:	34.153999328613, -118.49819946289

Reporting Information

General Information

Project Sponsor	Hays County
MPO ID	41-00198-00
Project Name	RM 3237 at RM 150 Intersection
Control-Section-Job (CSJ)	0805-04-TBD
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Not Started
Advanced Funding Agreement (AFA)	In Progress
Estimated or Actual Completion Date	Jun 01, 2019
Have there been significant changes since the last update?	No
Status Notes	AFA/CSJ Package submitted to TxDOT Area Office Feb. 2019.

Preliminary Engineering and Design

Status	In Progress
Estimated or Actual Completion Date	Mar 01, 2019
Have there been significant changes since the last update?	No

Environmental Compliance

Status	In Progress
Estimated or Actual Completion Date	Aug 01, 2019

Have there been significant changes since the last update? No

Status Notes Scope Dev. Tool submitted with AFA/CSJ Package.

Right-of-Way and Utility Relocation

Status Not Started

Estimated or Actual Completion Date Dec 01, 2019

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status In Progress

Estimated or Actual Completion Date Jan 01, 2020

Have there been significant changes since the last update? No

Letting and Award

Status Not Started

Have there been significant changes since the last update? No

Construction

Status Not Started

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update? No

Certification and Submittal

Name Andrew Morosky

Email amorosky@HNTB.com

Name Jerry Borcharding

Email jerry@co.hays.tx.us

Signature

Andrew Mearns

Texas Department of Transportation

Texas State University

Travis County

Form Name: Project Progress Reporting Form
Submission Time: May 24, 2019 8:11 am
Browser: IE 11.0 / Windows 7
IP Address: 198.214.211.101
Unique ID: 507106912
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor Travis County

MPO ID 51-00022-00

Project Name FM 969 Phase I

Control-Section-Job (CSJ) 1186-01-090

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Charles Watts

Email charlie.watts@traviscountytx.gov

Name Charles Watts

Email charlie.watts@traviscountytx.gov

Signature

Charles C. Watts

Form Name: Project Progress Reporting Form
Submission Time: May 24, 2019 8:14 am
Browser: IE 11.0 / Windows 7
IP Address: 198.214.211.101
Unique ID: 507107345
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor Travis County

MPO ID 51-00022-01

Project Name FM 969 Phase II

Control-Section-Job (CSJ) 1186-01-091

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal


Name Charles Watts

Email charlie.watts@traviscountytx.gov

Name Charles Watts

Email charlie.watts@traviscountytx.gov

Signature

Handwritten signature of Charles C. Watts in cursive script, positioned above a horizontal line.

Form Name: Project Progress Reporting Form
Submission Time: May 24, 2019 8:22 am
Browser: IE 11.0 / Windows 7
IP Address: 198.214.211.101
Unique ID: 507108601
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor	Travis County
MPO ID	51-00231-00
Project Name	RM 1826
Project Type	Non-Construction
Have there been any changes since the last submitted report?	No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name	Charles Watts
------	---------------

Email charlie.watts@traviscountytx.gov

Name Charles Watts

Email charlie.watts@traviscountytx.gov

Signature

Charles E. Watts

Form Name:	Project Progress Reporting Form
Submission Time:	May 24, 2019 9:50 am
Browser:	IE 11.0 / Windows 7
IP Address:	198.214.211.101
Unique ID:	507126226
Location:	30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor	Travis County
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MPO ID	51-00202-00
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Project Name	FM 2304
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Control-Section-Job (CSJ)	2689-01-023
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Project Type	Construction
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Have there been any changes since the last submitted report?	Yes
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Project Initiation

Initial Coordination Meeting	Complete
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Estimated or Actual Completion Date	Jan 15, 2019
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Advanced Funding Agreement (AFA)	Complete
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Estimated or Actual Completion Date	May 20, 2019
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Have there been significant changes since the last update?	Yes
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Status Notes	AFA complete
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Attachments	https://s3.amazonaws.com/files.formstack.com/uploads/3158112/70258101/507126226/70258101_2689-01-023_afa_executed.pdf
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Preliminary Engineering and Design

Status	In Progress
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Estimated or Actual Completion Date	Jul 01, 2019
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Have there been significant changes since the last update?	No
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Environmental Compliance

Status	Complete
Estimated or Actual Completion Date	Nov 30, 2018
Have there been significant changes since the last update?	No

Right-of-Way and Utility Relocation

Status	In Progress
Estimated or Actual Completion Date	Oct 01, 2019
Have there been significant changes since the last update?	No

Plans, Specifications and Estimates (PS&E)

Status	In Progress
Estimated or Actual Completion Date	Jul 01, 2019
Have there been significant changes since the last update?	No

Letting and Award

Status	Not Started
Estimated or Actual Completion Date	Oct 01, 2020
Have there been significant changes since the last update?	No

Construction

Status	Not Started
Estimated or Actual Completion Date	Oct 01, 2021
Have there been significant changes since the last update?	No

Project Close-Out and Maintenance

Status	Not Started
Estimated or Actual Completion Date	Oct 01, 2023

Have there been significant changes since the last update?

No

Certification and Submittal

Name Charles Watts

Email charlie.watts@traviscountytx.gov

Name Charles Watts

Email charlie.watts@traviscountytx.gov

Signature



Form Name: Project Progress Reporting Form
Submission Time: May 24, 2019 10:33 am
Browser: IE 11.0 / Windows 7
IP Address: 198.214.211.101
Unique ID: 507136811
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor Travis County

MPO ID 51-00230-00

Project Name Pearce Lane

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

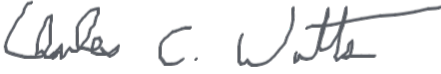
Name Charles Watts

Email charlie.watts@traviscountytx.gov

Name Charles Watts

Email charlie.watts@traviscountytx.gov

Signature



Form Name:	Project Progress Reporting Form
Submission Time:	May 24, 2019 11:16 am
Browser:	IE 11.0 / Windows 7
IP Address:	198.214.211.101
Unique ID:	507147587
Location:	30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor	Travis County
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MPO ID	51-00200-00
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Project Name	FM 1626
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Control-Section-Job (CSJ)	1539-02-026
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Project Type	Construction
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Have there been any changes since the last submitted report?	(Select)
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Project Initiation

Initial Coordination Meeting	Complete
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Estimated or Actual Completion Date	Jan 01, 2014
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Advanced Funding Agreement (AFA)	Complete
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Estimated or Actual Completion Date	Dec 12, 2018
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Have there been significant changes since the last update?	No
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Preliminary Engineering and Design

Status	Complete
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Environmental Compliance

Status	Complete
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Estimated or Actual Completion Date	Feb 24, 2016
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Have there been significant changes since the last update?	No
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Right-of-Way and Utility Relocation

Status In Progress

Estimated or Actual Completion Date Sep 01, 2019

Have there been significant changes since the last update? No

Plans, Specifications and Estimates (PS&E)

Status Complete

Estimated or Actual Completion Date May 01, 2019

Have there been significant changes since the last update? No

Letting and Award

Status Not Started

Estimated or Actual Completion Date Sep 01, 2019

Have there been significant changes since the last update? No

Construction

Status Not Started

Estimated or Actual Completion Date Feb 01, 2022

Have there been significant changes since the last update? No

Project Close-Out and Maintenance

Status Not Started

Estimated or Actual Completion Date Feb 01, 2023

Certification and Submittal

Name Charles Watts

Email charlie.watts@traviscountytx.gov

Name Charles Watts

Email

charlie.watts@traviscountytx.gov

Signature

Charlie C. Watts

Form Name: Project Progress Reporting Form
Submission Time: May 24, 2019 11:19 am
Browser: IE 11.0 / Windows 7
IP Address: 198.214.211.101
Unique ID: 507148673
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor Travis County

MPO ID 51-00197-00

Project Name Blake Manor Road SUP

Control-Section-Job (CSJ) 0914-04-273

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Charles Watts

Email charlie.watts@traviscountytx.gov

Name Charles Watts

Email charlie.watts@traviscountytx.gov

Signature

Charles C. Watts

Form Name: Project Progress Reporting Form
Submission Time: May 24, 2019 11:42 am
Browser: IE 11.0 / Windows 7
IP Address: 198.214.211.101
Unique ID: 507154759
Location: 30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor Travis County

MPO ID 51-00229-00

Project Name Braker Lane North

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name Charles watts

Email charlie.watts@traviscountytx.gov

Name Charles Watts

Email charlie.watts@traviscountytx.gov

Signature

Charles C. Watts _____

Form Name:	Project Progress Reporting Form
Submission Time:	May 24, 2019 11:59 am
Browser:	IE 11.0 / Windows 7
IP Address:	198.214.211.101
Unique ID:	507159315
Location:	30.241399765015, -97.768699645996

Reporting Information

General Information

Project Sponsor	Travis County
MPO ID	51-00029-00
Project Name	FM 973 SUP/Elroy Rd. Sidewalk
Control-Section-Job (CSJ)	1200-03-061 (FM 973 SUP) 0914-04-327 (Elroy Rd. sidewalk)
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Mar 01, 2019
Advanced Funding Agreement (AFA)	Not Started
Estimated or Actual Completion Date	Dec 01, 2019
Have there been significant changes since the last update?	Yes
Status Notes	Project to be moved to FY 2022, TXDoT tentatively agrees to take over project

Preliminary Engineering and Design

Status	Not Started
Estimated or Actual Completion Date	Jan 01, 2021
Have there been significant changes since the last update?	Yes
Status Notes	Revised

Environmental Compliance

Status	Not Started
Estimated or Actual Completion Date	Dec 01, 2021
Have there been significant changes since the last update?	Yes
Status Notes	Revised

Right-of-Way and Utility Relocation

Status	Not Applicable
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Plans, Specifications and Estimates (PS&E)

Status	Not Started
Estimated or Actual Completion Date	Apr 01, 2022
Have there been significant changes since the last update?	Yes
Status Notes	Revised

Letting and Award

Status	Not Started
Estimated or Actual Completion Date	Jun 01, 2022
Have there been significant changes since the last update?	Yes
Status Notes	Revised

Construction

Status	Not Started
Estimated or Actual Completion Date	Jun 01, 2023
Have there been significant changes since the last update?	Yes
Status Notes	Revised

Project Close-Out and Maintenance

Status	Not Started
Estimated or Actual Completion Date	Jun 01, 2024
Have there been significant changes since the last update?	Yes
Status Notes	Revised

Certification and Submittal

Name	Charles Watts
Email	charlie.watts@traviscountytx.gov
Name	Charles watts
Email	charlie.watts@traviscountytx.gov

Signature



Williamson County

Form Name: Project Progress Reporting Form
Submission Time: May 13, 2019 7:16 pm
Browser: Mozilla rv:11.0 / Windows
IP Address: 70.124.134.53
Unique ID: 504417993
Location: 30.53210067749, -97.72859954834

Reporting Information

General Information

Project Sponsor Williamson County

MPO ID 61?00134?00

Project Name IH-35 Operational Analysis

Control-Section-Job (CSJ) 0015-09-167

Project Type Non-Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name

John Friend

Email

Jfriend@hntb.com

Signature



A handwritten signature in black ink, appearing to read "John Friend", written over a horizontal line.

Form Name:	Project Progress Reporting Form
Submission Time:	May 14, 2019 10:38 am
Browser:	Mozilla rv:11.0 / Windows
IP Address:	70.124.134.53
Unique ID:	504578424
Location:	30.53210067749, -97.72859954834

Reporting Information

General Information

Project Sponsor	Williamson County
MPO ID	61?00134?00
Project Name	Brushy Creek Regional Trail Phase V
Control-Section-Job (CSJ)	0914-05-191
Project Type	Construction
Have there been any changes since the last submitted report?	Yes

Project Initiation

Initial Coordination Meeting	Complete
Estimated or Actual Completion Date	Feb 23, 2018
Advanced Funding Agreement (AFA)	Complete
Estimated or Actual Completion Date	Feb 28, 2018
Have there been significant changes since the last update?	Yes
Status Notes	Construction has begun, NTP was issued 3/18/2019.
Attachments	https://s3.amazonaws.com/files.formstack.com/uploads/3158112/70258101/504578424/70258101_20190318_bcrn_notice_to_proceed.pdf

Preliminary Engineering and Design

Status	Complete
Estimated or Actual Completion Date	Sep 05, 2018
Have there been significant changes since the last update?	No

Environmental Compliance

Status Complete

Estimated or Actual Completion Date Aug 08, 2018

Have there been significant changes since the last update? No

Right-of-Way and Utility Relocation

Status Not Applicable

Plans, Specifications and Estimates (PS&E)

Status Complete

Estimated or Actual Completion Date Sep 05, 2018

Have there been significant changes since the last update? No

Letting and Award

Status Complete

Estimated or Actual Completion Date Oct 23, 2018

Have there been significant changes since the last update? No

Construction

Status In Progress

Estimated or Actual Completion Date Nov 07, 2019

Have there been significant changes since the last update? Yes

Status Notes Construction has begun, NTP was issued 3/18/2019.

Attachments https://s3.amazonaws.com/files.formstack.com/uploads/3158112/70258093/504578424/70258093_20190318_bcrt_notice_to_proceed.pdf

Project Close-Out and Maintenance

Status Not Started

Have there been significant changes since the last update?

No

Certification and Submittal

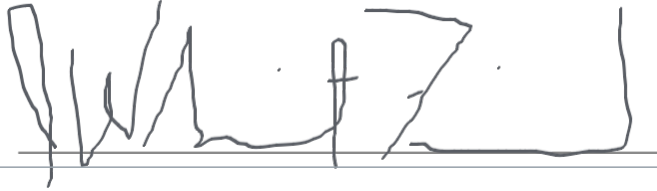
Name

John Friend

Email

Jfriend@hntb.com

Signature



A handwritten signature in black ink, appearing to read 'John Friend', is written over a horizontal line.

Form Name: Project Progress Reporting Form
Submission Time: May 14, 2019 10:41 am
Browser: Mozilla rv:11.0 / Windows
IP Address: 70.124.134.53
Unique ID: 504579374
Location: 30.53210067749, -97.72859954834

Reporting Information

General Information

Project Sponsor Williamson County

MPO ID 61?00134?00

Project Name RM 2243

Control-Section-Job (CSJ) 2103-01-038

Project Type Non-Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name

John Friend

Email

Jfriend@hntb.com

Signature



A handwritten signature in black ink, appearing to read "John Friend", is written on a horizontal line. The signature is stylized and somewhat cursive.

Form Name: Project Progress Reporting Form
Submission Time: May 14, 2019 10:47 am
Browser: Mozilla rv:11.0 / Windows
IP Address: 70.124.134.53
Unique ID: 504581624
Location: 30.53210067749, -97.72859954834

Reporting Information

General Information

Project Sponsor Williamson County

MPO ID 61-00134-00

Project Name Bagdad Road Sidewalks and Shared Use Path

Control-Section-Job (CSJ) 0914-05-184

Project Type Construction

Have there been any changes since the last submitted report? No

Project Initiation

Preliminary Engineering and Design

Environmental Compliance

Right-of-Way and Utility Relocation

Plans, Specifications and Estimates (PS&E)

Letting and Award

Construction

Project Close-Out and Maintenance

Certification and Submittal

Name

John Friend

Email

Jfriend@hntb.com

Signature



A handwritten signature in black ink, appearing to read 'John Friend', is written over a horizontal line. The signature is stylized and cursive.
