



TECHNICAL ADVISORY COMMITTEE MEETING

Monday, November 18, 2019
University Park, Suite 300
3300 N. IH 35, Austin, Texas 78705
2:00 p.m.

AGENDA

1. Certification of Quorum – Quorum requirement is 13 members.....Chair Mike Hodge

ACTION:

2. [Approval of October 21, 2019 Meeting Summary](#)Mr. Ashby Johnson, CAMPO
Mr. Johnson will seek TAC approval of the October 21, 2019 meeting summary.
3. [Recommendation for Approval of Amendments to 2019-2022 Transportation Improvement Program \(TIP\) and 2040 Regional Transportation Plan \(RTP\)](#) Mr. Ryan Collins, CAMPO
Mr. Collins will seek TAC recommendation for approval of amendments to the 2019-2022 TIP and 2040 RTP.

INFORMATION:

4. [Update on CAMPO Congestion Management Process](#)
.....Mr. Jeff Kaufman, Texas A&M Transportation Institute
Mr. Kaufman will provide an update on the Congestion Management process.
5. [Update on 2045 Regional Transportation Plan \(RTP\)](#)Mr. Kelly Porter, CAMPO
Mr. Porter will provide an update on the 2045 Regional Transportation Plan.
6. [Presentation of Regional Transit Study](#) Ms. Doise Miers, CAMPO
Ms. Miers will provide an overview of the Regional Transit Study.
7. [Discussion on Regional Infrastructure Fund](#).....Mr. Ashby Johnson, CAMPO
Mr. Johnson will initiate a discussion on the Regional Infrastructure Fund.
8. Report on Transportation Planning Activities
9. TAC Chair Announcements
 - Next TAC Meeting – December 16, 2019
10. Adjournment



**Capital Area Metropolitan Planning Organization
 Technical Advisory Committee Meeting
 University Park, 3300 N. I-35, Suite 300, Austin, TX 78705
 Meeting Summary
 October 21, 2019**

1. Certification of Quorum..... Vice Chair Julia Cleary

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:00 p.m.

A quorum was announced present.

Present:

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

16.	Howard Koontz	Hays County (Smaller Cities)	N	
17.	Charlie Watts	Travis County	Y	Cathy Stephens
18.	Amy Pattillo	Travis County (Smaller Cities)	Y	Alex Amoponsah
19.	Bob Daigh	Williamson County	Y	
20.	Sally McFeron	Williamson County (Smaller Cities)	Y	Samuel Ray (via phone)
21.	David Marsh	CARTS	N	Ed Collins
22.	Justin Word	CTRMA	Y	
23.	(Vacant)	Capital Metro	N	Sam Sargent
24.	Marisabel Ramthun	TxDOT	Y	Brandon Marshall

Other Participants Via Phone: None

2. Approval of the September 23, 2019 Meeting Summary..... Vice Chair Julia Cleary

The Vice Chair entertained a motion for approval of the September 23, 2019 meeting summary, as presented.

Mr. Justin Word moved for approval of the September 23, 2019 meeting summary, as presented.

Ms. Laurie Moyer seconded the motion.

The motion prevailed unanimously.

3. Recommendation for Acceptance of Regional Arterials StudyMr. Kelly Porter, CAMPO

Mr. Kelly Porter, Regional Planning Manager, introduced Ms. Summer Lawton of HNTB as the Project Manager and presenter for the Regional Arterials Study. Ms. Lawton summarized updates to the Regional Arterials Study since the September TAC Meeting and highlighted the completion of two (2) rounds of public outreach. Ms. Lawton also identified and discussed the modeling scenarios and comparisons, implementation strategies, and next steps.

Mr. Dustin Elliot of HNTB briefly discussed and highlighted the comments received regarding the cost estimates. Question and answer with comments followed.

Mr. Bob Daigh moved for acceptance of the Regional Arterials Study subject to the following conditions:

1. All technical corrections are accepted.
2. A Minority Report is presented to the Transportation Policy Board from the agency or agencies voting in opposition to accept the Regional Arterials Study.

Mr. Justin Word seconded the motion.

Following comments and discussion, Ms. Amy Pattillo made a substitute motion to remove the FM 2244 reversible lane best practice analysis be removed from the report.

Mr. Charlie Watts seconded the substitute motion.

Vice Chair Cleary called the vote on the substitute motion and the substitute motion failed by majority vote.

Ayes – 3

Nays – 16

Absent and Non-Voting – 5

Vice Chair Cleary later called the vote on the original motion and the original motion prevailed by majority vote.

Ayes – 16

Nays – 3

Absent and Non-Voting – 5

4. Status Update on 2045 Regional Transportation Plan (RTP).....Mr. Kelly Porter, CAMPO

Mr. Kelly Porter provided a status update on the 2045 RTP. Mr. Porter reported that staff met with the TAC for a special meeting on October 16, 2019 to discuss the project submittal criteria. Staff presented a “red line” version of the project submittal criteria for discussion. Mr. Porter presented and highlighted the changes as discussed by the Committee, as a result of the special meeting. Question and answer with comments followed.

Following a detailed discussion, Mr. Justin Word moved for approval of the 2045 RTP project submittal instructions and evaluation criteria.

Mr. Tom Gdala seconded the motion.

The motion prevailed unanimously.

5. Status Update on Development of CAMPO Travel Demand Model

.....Mr. Greg Lancaster, CAMPO

Mr. Greg Lancaster provided a status update on the development of the Travel Demand Model. Mr. Lancaster informed the Committee that work on Travel Demand Model is still on schedule. Staff received the final Model from the Texas Department of Transportation (TxDOT) in September 2018 and successfully ran all model years. Mr. Lancaster reported that staff is currently working on the 2025 demographics and that the 2045 network will be created after the 2045 RTP Project Call. Question and answer with comments followed.

6. Report on Transportation Planning Activities

Ms. Doise Miers reported that CAMPO has launched the first phase of the 2045 RTP Community Outreach. Ms. Miers further reported that the online open house is now open. Ms. Miers informed the Committee that the in-person open houses will take place in mid-November. The second phase of the 2045 RTP Community Outreach will be in-person and online.

Ms. Miers also reported that CAMPO has kicked off the Regional Transit Study. Ms. Miers provided a brief overview of the Regional Transit Study and the upcoming public outreach efforts.

Mr. Ashby Johnson reminded the Committee that there will be a Strategic Planning Workshop for the Transportation Policy Board at 12 noon on November 4, 2019.

Mr. Ryan Collins, Short Range Planning Manager provided a brief update on the fall amendment cycle and the upcoming public hearing on the amendments to the 2019-2022 Transportation Improvement Program (TIP) and 2040 RTP.

7. TAC Chair Announcements

The Vice Chair announced that the next TAC meeting is scheduled for November 18, 2019 at 2:00 p.m.

8. Adjournment

The October 21, 2019 meeting of the Technical Advisory Committee was adjourned at 3:30 p.m.



Date: November 18, 2019
Continued From: September 9, 2019
Action Requested: Recommendation

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 3
Subject: Recommendation for Approval of Amendments to the 2019-2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP)

RECOMMENDATION

Staff requests that the Technical Advisory Committee recommend approval of amendments to the 2019-2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP).

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) has requested amendments for the 2019 – 2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP) from local government and transportation agency project sponsors. Requested amendments are listed in Attachment A and the amendment cycle schedule is listed below:

Date	Description
9/20/2019	Amendment Request Form Due
October	Public Outreach
11/4/2019	Transportation Policy Board Information and Public Hearing
11/18/2019	Technical Advisory Committee Information
12/9/2019	Transportation Policy Board Approval
1/28/2020	Statewide Transportation Improvement Program (STIP) Amendment Due

FINANCIAL IMPACT

The amendments and related decisions by the Transportation Policy Board (TPB) impact project finances as noted in Attachment A, however these amendments do not directly allocate funding.

BACKGROUND AND DISCUSSION

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

SUPPORTING DOCUMENTS

Attachment A – Requested Amendments

Amendment List

MPO ID	CSJ	Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	FY	Total Project Cost	Amendment Requested
41-00250-00	0016-02-152	TxDOT	Hays	IH-35	RM 150	Kyle Crossing	Reverse Northbound Ramps	2020	\$26,747,737.00	Add to the TIP as Individual Listing
61-00118-00	0204-01-063	TxDOT	Williamson	US 79	IH-35	East of FM 1460	Add one lane in each direction	2022	\$45,000,000.00	Add \$17,000,000.00 in Category 4 funding (Federal \$13,600,000.00 and State \$3,400,000.00)
51-00187-00	0113-13-166	TxDOT/City of Austin	Travis	SL 360	At Westlake Drive	N/A	Grade separate intersection	2022	\$61,000,000.00	Add \$13,000,000.00 in Category 2 funding from SL 360 Corridor Projects
51-00188-00	0113-13-167	TxDOT/City of Austin	Travis	SL 360	At Spicewood Springs Road	N/A	Grade separate intersection	2022	\$32,000,000.00	Remove \$13,000,000.00 in Category 2 funding from SL 360 Corridor Projects
61-00114-00	0151-05-113	CTRMA/TxDOT	Williamson	183 N	RM 620/SH 45	Travis County Line	Widen from 3 to 4 general purpose lanes	2020	\$60,000,000.00	Change the FY to 2020. Move funding from Category 3 to Category 12 Federal
51-00001-02	0151-06-142	CTRMA/TxDOT	Travis	183 N	Williamson County Line	SL 1	Widen from 3 to 4 general purpose lanes	2020	\$60,000,000.00	Change the FY to 2020. Move funding from Category 3 to Category 12 Federal
N/A	N/A	CAMPO	Multiple	TDM Program	N/A	N/A	Regional Transportation Demand Management Program	2020	\$623,400.00	Add to the TIP as a Grouped Project
41-00190-00	1776-01-037 1776-01-036	Hays County	Hays	RM 967	FM 1626	2 Miles West of Oak Forest Drive	Widen roadway with center turn lane and shoulder enhancements	2019	\$6,378,000.00	Change Limits to 2 miles west of Oak Forest Drive and add \$1,063,000 in Category 8 funding
41-00171-00	1776-02-018	Hays County	Hays	FM 2001	IH-35	SH-21	Widen To 4-Lane Divided Roadway By Adding Two Lanes And Shoulders	2019	\$46,010,498.78	Swap Category 7 (STBG) funding \$5,808,000.00 and associated \$1,452,000.00 match from FM 2001 W.
41-00198-00	1776-02-019	Hays County	Hays	FM 2001	Sun Bright Blvd.	FM 2001	Upgrade from a 2-Lane to a 4-Lane Divided Roadway with New Traffic Signals and Bicycle/Pedestrian Improvements	2019	\$7,260,000.00	Swap Category 7 (STBG) funding with Category 3 Local Funding from FM 2001 E.
41-00198-00	N/A	Hays County	Hays	RM 3237	At RM 150	N/A	Construct new roundabout	2020	\$1,518,800.00	Split project into two listings that consist of the intersection improvements and roundabout project as two separate listings and CSJs.
41-00198-01	N/A	Hays County	Hays	RM 3237	RM 12	RM 150	Construct turn lanes at intersection	2020	\$5,415,600.00	Split project into two listings that consist of the intersection improvements and roundabout project as two separate listings and CSJs.
41-00001-00	0286-02-034	Hays County	Hays	SH 80	CR 266	FM 1984	Install left turn lane and eliminate gap in shoulder for bicycle travel	2022	\$4,300,000.00	Change FY 2022. Change limits to From CR 266 to FM 1984. Add \$3,550,000.00 in Category 7 Funding

41-00006-00	0286-01-057	Hays County	Hays	SH 80	SH 21	CR 266	Install left turn lane and eliminate gap in shoulder for bicycle travel	2022	\$3,200,001.00	Change FY 2022. Change limits to From SH 21 to CR 266 (Caldwell County Line). Add previously awarded \$1,450,000.00 in Category 7 and \$1,000,000.00 in Category 3 funding.
71-00008-00	0286-01-058	TxDOT	Hays/Caldwell	SH 80	SH-21	FM 1984	Complete gap in shoulder for bicycle travel	2020	\$5,000,000.00	Removed individual listing. Project is being combined with Hays County Project.
N/A	N/A	Capital Metro	Travis	N/A	N/A	N/A	Purchase of electric buses to expand the electric bus fleet and evaluate the performance and interoperability of various technology providers and platforms.	2019	\$7,971,276.00	Add project to the TIP. Capital Metro received FTA Grant Funds through the Section 5339(c) program
51-00200-00	1539-02-026	Travis County	Travis	FM 1626	West of Brodie Lane	Manchaca Rd (FM 2304)	Reconstruct an existing 2-lane arterial to a 4-lane arterial with a continuous left turn lane with 5-foot wide shoulders and 6-foot wide sidewalks on both sides.	2020	\$11,200,000.00	Amend the FY from 2019 to 2020
51-00229-00	N/A	Travis County	Travis	Braker Lane North	Samsung Blvd.	Harris Branch Parkway	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	2021	\$22,715,790.00	Amend the FY from 2020 to 2021
0914-04-273	51-00197-00	Travis County	Travis	Blake Manor Road	Proposed Wildhorse Connector	Travis County East Metro Park	Construct a new shared use path	2021	\$2,520,500.00	Amend the FY from 2020 to 2021
51-00230-00	N/A	Travis County	Travis, Bastrop	Pearce Lane	Kellam Road	Wolf Lane	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	2022	\$22,000,000.00	Revise the Limits from Travis/Bastrop County Line to Wolf Lane
51-00350-00	N/A	City of Austin	Travis	Redbud Trail Bridge	Lake Austin Blvd	Stratford Drive	Construct a new location bridge	2023	\$56,300,000.00	Add to RTP Roadway Listing

Transportation Improvement Program (TIP) Amendment*

Regional Transportation Plan (RTP) Amendment

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



Date: November 18, 2019
Continued From: March 25, 2019
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Jeff Kaufman, Texas A&M Transportation Institute
Agenda Item: 4
Subject: Update on CAMPO Congestion Management Process

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to provide an overview of the Congestion Management Process (CMP) to the Technical Advisory Committee. CAMPO's CMP is currently being redeveloped to meet federal requirements.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Per 23 CFR 450.322, MPOs are required to establish a Congestion Management Process, which serves to 1) monitor the state and extent of congestion on the transportation system, 2) identify alternative strategies to better manage the current transportation system and minimize the need for adding physical capacity, and 3) evaluate the effectiveness of implemented transportation projects, including management strategies.

CAMPO entered into an agreement with the Texas A&M Transportation Institute (TTI) to redevelop its CMP to meet federal requirements. As part of this process, the TAC will be requested to provide input in a workshop setting on recommendations for the CMP including reporting approaches, congestion management alternatives, and related project implementation policies.

This presentation will provide an overview of the CMP, its requirements, and future actions that will be required for its completion.

SUPPORTING DOCUMENTS

None.



Date: November 18, 2019
Continued From: October 21, 2019
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Kelly Porter, Regional Planning Manager
Agenda Item: 5
Subject: Update on 2045 Regional Transportation Plan (RTP)

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

Every five years, CAMPO is required to develop a long-range planning document that forecasts traffic and demographics at least 20 years into the future. The purpose of the long-range plan is to coordinate regional transportation planning activities, prioritize a comprehensive list of projects, activities, and programs, and a develop fiscal constraint analysis that estimates the region's capacity to fund projects in the Plan. CAMPO is currently operating under the CAMPO 2040 Long-Range Plan which was adopted by the Transportation Policy Board in May 2015. CAMPO is now working on the development of the 2045 Long-Range Plan that must be adopted no later than May 2020 if the region is to remain in compliance with federal rules.

As part of the development of the 2045 Long-Range Plan, CAMPO has been working under the Platinum Planning Program which seeks to develop regional special studies, subregional, and locally driven plans and studies to create a comprehensive bottom up approach to CAMPO's long-range planning work. As part of this program, CAMPO has developed multiple regional and corridor/area specific studies that coordinate multi-modal transportation with land use and economic development opportunities.

Staff has worked closely with a subcommittee of the TPB to develop goals and objective for the plan. Staff has also worked with the Technical Advisory Committee and local partners in the development of the 2045 demographic forecast and Travel Demand Model update.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for the development and maintenance of the long-range transportation plan for the six-county region. The transportation plan, with a horizon at least 20 years in the future, is reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and land use conditions and trends.

The chair of the Transportation Policy Board (TPB), Mayor Steve Adler, established a committee of CAMPO TPB members to work with staff on the draft goals and objectives for the 2045 Regional Transportation Plan (RTP) at the February 2, 2019 scheduled meeting. The committee included Vice-chair Commissioner Cynthia Long, Councilmember Alison Alter, Judge Sarah Eckhardt, Mayor Craig Morgan, Councilmember Jimmy Flannigan, Commissioner Clara Beckett,

and Mayor Jane Hughson. Commissioner Long was to lead the discussions with supporting material from staff.

The committee met three times, on April 18, May 22, and August 13, 2019, and had two tasks conveyed by Mayor Adler:

- 1) Craft the goals and objectives for the update to the CAMPO RTP, and
- 2) Identify and flag additional discussion topics for further deliberation by the full board

The first meeting of the committee included initial discussion of RTP purpose, content and structure. They proposed that the RTP should focus on federally required elements and regional discussion items, with reference elements and local character included as supporting appendix material.

The second meeting was a conference call of the committee that introduced them to the draft goals and objectives.

The third meeting included review by staff of the revised draft goals and objectives, which expanded their breadth and added context from the ongoing regional studies. Committee members proceeded to ask questions and generally discuss the intent of topics such as fiscal constraint, regional aspirations, crash reduction, and challenges of managing systems. The committee reached consensus on revisions to several objectives, with minor edits to others. The committee concluded with general agreement on the revised text, and the direction to refer the revised list on to the full Board for review and direction to staff for next steps in development of the RTP.

At the July TAC meeting, CAMPO staff discussed the project submission process for the RTP. Criteria for assessing projects submitted to CAMPO for the RTP is attached. There was a special meeting of the TAC called in October to help refine these criteria so that they can be utilized in scoring and developing a financially constrained project listing. In addition, the TAC was presented information on a fiscal constraint analysis in February 2019. CAMPO has worked with local governments to estimate fiscal constraint and continues to develop Federal and State fiscal constraint figures. CAMPO is working to further to develop other potential local funding capacity through incorporating local bonding capacity and other sources to flesh out the final fiscal number.

The draft project selection criteria were presented at the September TAC meeting. The draft criteria mirror the goals and objectives developed for the 2045 RTP. Comments from TAC members led to an updated draft of both the selection criteria and the application for projects. Both items were discussed at a special meeting of the TAC on October 16th. The TAC concurred with the project evaluation criteria at their October 21st meeting.

The process of developing an understanding of fiscal constraint has been discussed at previous TAC meetings and the assumptions and process for developing a federal and state figure was discussed at the October TAC meeting. CAMPO opened the 2045 Call for Projects on October 31st. The project evaluation criteria and application were sent to local government, transit agencies, TxDOT and CTRMA. The call is open through December 4, 2019. An orientation webinar for potential project sponsors about the project call will be on November 13, 2019.

Below is a high-level milestone timeline for the 2045 RTP:

Date	Action item
November 13, 2019	Local Government webinar regarding RTP project call
November 1, 2019 - December 4, 2019	RTP Call for Projects Application Intake
November 2019	1 st round of public outreach (existing conditions)
December 16, 2019	TAC informational item regarding RTP project applications received
December 2019 – January 2020	Constrained Plan and Compiled RTP Report Completion (draft plan)
January 13, 2020	TPB Presentation on Project List
January 27, 2020	TAC information presentation on draft plan of constrained project list
February 10, 2020	TPB informational item regarding constrained project list
February - March 2020	2 nd Round Public Outreach – Constrained Plan – Comment Period
March 9, 2020	Informational item for TPB
March 23, 2020	TAC recommendation
April 6, 2020	TPB Action

**Dates are subject to change.*

SUPPORTING DOCUMENTS

Attachment A – Project Evaluation Criteria

Capital Area Metropolitan Planning Organization

2045 Regional Transportation Plan

Project Submittal Instructions

And

Evaluation Criteria

Fall 2019



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Overview

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for the development and maintenance of the long-range regional transportation plan (RTP) for the six-county region. The RTP, with a forecast year of at least 20-years, is reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and land use conditions and trends.

CAMPO is currently developing the next five-year update of the 2045 Regional Transportation Plan (RTP). In addition to providing goals, policies and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that will be developed and implemented over the next 20 years. In order to create the project list, CAMPO has developed a submission process through which sponsors can submit their regionally significant projects for inclusion in the RTP.

In the CAMPO region, the Metropolitan Transportation Plan (MTP) as it is described in the Code of Federal Regulations (CFR) is referred to as the Regional Transportation Plan (RTP).

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Schedule

Date	
October 16, 2019	TAC Workshop on Project Selection Criteria
October 2019	TAC Concurrence on criteria
October 2019	Local Government webinar regarding RTP project call
November 2019 – December 2019	RTP Call for Projects Application Intake
November 2019	1 st round of public outreach (existing conditions)
December 2019	TAC informational item regarding RTP project applications received
December 2019 – January 2020	Constrained Plan and Compiled RTP Report Completion (draft plan)
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April 6, 2020	TPB Action

Application and Submittal Process

The project listing in the Regional Transportation Plan (RTP) outlines the implementation of the vision and goals of the Transportation Policy Board (TPB) and guides and facilitates the expenditure of federal and state transportation funds.

The listing is comprised of regionally significant projects that are sponsored by federal, state and local transportation agencies and governments. These sponsors may submit projects during the submission period for consideration using the 2045 RTP Application spreadsheet and this guide through the online portal located at www.campotexas.org. Sponsors are required to fill out the application spreadsheet. Applicants are encouraged to include a GIS shapefile with their submittals, as many of the criteria can be answered via GIS analysis. CAMPO will have a shapefile (map package) available on the agency website for use by local governments with relevant geospatial data needed for the application. CAMPO will review the submittals and will coordinate as needed with sponsors. Additional instructions are provided in the application spreadsheet.

All projects submitted in the plan call should be for 2025 to 2045. Any projects before this time period will need to go through the Transportation Improvement Program process.

Application Workbook

The 2045 RTP project application is how project sponsors will submit projects to be considered for the fiscally constrained project listing. The application spreadsheet (Excel-based) is divided by project type: Roadway, Transit, Intelligent Transportation System (ITS), Active Transportation, Transportation Demand Management (TDM) and Other. Sponsors should select the appropriate project tab and fill out the required fields detailed below. Once completed, sponsors must attach the worksheet to the application for submittal.

Application Workbook Information

Instructions	This tab contains detailed instructions on how to use to Application Workbook and how to submit projects for consideration.
Definitions and Resources	To be able to answer questions, we have created a list of need to know definitions and where to look up data. Near the bottom, this tab features tables that explain how to best access information to support the answers that sponsors provide for their projects. Please refer to these tables while filling out the project scoring tabs.
Project Information	This tab asks for basic information of the project sponsor, such as address, contact information, and organization type. Please list each project here and the project score will be automatically populated from the criteria tabs when sponsors self-score projects.
Illustrative Projects	If the project is considered illustrative, sponsors will include the project here instead of the specific funding category tab.
Roadway Scoring	For all Roadway Projects, please use this tab to complete each scoring criteria questions.
Transit Scoring	For all Transit Projects, please use this tab to complete each scoring criteria questions.
ITS Scoring	For all ITS/Operational Projects, please use this tab to complete each scoring criteria questions.
Active Scoring	For all Active Transportation Projects, please use this tab to complete each scoring criteria questions.
TDM Scoring	For all TDM Projects, please use this tab to complete each scoring criteria questions.
Other Scoring	For all Other Projects, please use this tab to complete each scoring criteria questions.

Instructions

1. Complete all columns for each project within the Project Information worksheet. Sponsors can use the Project Information Definitions as a guide. Many cells in the top row have upper right corners highlighted in purple to signify additional information.
2. Number the Projects in ascending order and ensure they correspond to those listed in the Project Type tabs (Roadway, Transit, ITS, Active, TDM, or Other) as you work your way through the application.
3. Optional: Complete the Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.
4. Use the drop-down function to answer the yes/no performance measures and questions.
5. The Narrative Answer column, which may not be a simple yes or no, will be used to further explain how a sponsor addressed the performance measure.
6. Use the drop-down function to answer the Data Type (Shapefile, Narrative, or Both) that best addresses the performance measure. Both are encouraged, when feasible, to provide for a greater understand of the project.
7. Input where the sponsor obtained their data (Local Plans, State Plan, or Other) if other than a CAMPO plan. The relevant pages should be included in backup material sent in with the application and should denote (through highlights or other) where to find relevant graphics and text.
8. If the sponsor is using a data source other than one provided by CAMPO, explain where data was obtained to answer the performance measure question.
9. Objectively self-score how the project addresses the performance measure (total available points are in parentheses).
10. Ensure projects are on the appropriate tab (Roadway, Transit, ITS, Active Transportation, TDM, Other).

Definitions and Resources

Project Information

Column	Title	Information
A	Project Number	This is the number assigned to each project within this worksheet. Use this number throughout when scoring projects.
B-H	Sponsor Information	Primary sponsor of the project. <i>(Sometimes referred to as submitter)</i>
I-P	Sponsor Contact Information	Contact information for day-to-day manager of project.
Q-W	Co-Sponsor Information	Secondary sponsor of the project as applicable. Ensure that any needed documentation demonstrating concurrence is included in column AW.
X-AE	Co-Sponsor Contact Information	Contact information for day-to-day manager of project for co-sponsor.
AF	Project Type	Roadway, Transit, ITS, Active, TDM, or Other
AI	Is this a Grouped Project?	See Appendix D for Group Project Information
AJ	If Grouped Project, what category?	See Appendix D
AK	County(s)	County or Counties where the project is located
AL	If Multiple counties, please list	Only use if in multiple counties
AM	Roadway/Facility Name	Name of roadway or facility where the project will occur
AN	Limits (From)	Indicates the physical location of the start of the project
AO	Limits (To)	Indicates the physical location of the end of the project

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AP	Limits (At)	Indicates point of project (intersection, interchange or other point specific projects only)
AQ	Description (Short)	The description of the project should include a brief one to two sentence description that includes the current facility and anticipated facility upon completion of the project. Examples: <i>Upgrade current two-lane undivided facility to a four-lane divided facility with bike lanes</i> or <i>New location two-lane facility with shoulders.</i>
AR	Estimated Project Cost	Estimated cost should be given at the anticipated year of expenditure. It can include any high-level estimate of construction, principal engineering, and other costs, as well as ROW and utility costs if available. A 4% per year rate of inflation should be used to calculate costs at the year of expenditure.
AS	Funding Source(s)	Anticipated funding source if readily identifiable. Reference to back up material can be provided along with items in cell AW. Local funding includes all funding that comes from inside the region such as from cities, counties, CTRMA tolls, transit, etc. <i>If source is private, please show as local.</i>
AT	Explain Combination of Sources	Explain any combination of anticipated funding sources, local, state, or federal etc.
AU	Let Year	Anticipated year of project implementation or construction (from 2025 to 2045).
AV	Exiting Facility	Indicate if project is on an existing facility.
AW	Current Functional Classification	Current functional classification of the facility as defined by FHWA if applicable

AX	Anticipated Function Classification	Anticipated functional classification of the facility. <i>The 2045 Regional Arterials Study can be a guide as to the anticipated functional class. Regional Corridors not shown as Limited Access, Regional Connectors, or Principal Arterials in the Regional Arterials Study are assumed to be a future Minor Arterial. For other connections, not in the arterials study, please use FHWA methodology for determining what the anticipated functional class may be. See Regional Significance definition found in next section for additional details.</i>
AY	TxDOT On-System	Identify if project is on-system project (<i>project submittals with on-system projects must have written state concurrence via a letter from or submitted by TXDOT correspondence</i>).
AZ	Back-up Documentation of Planning Process and Public Outreach	Please list all relevant back-up documentation, which could include pages from local plans to support performance measure scoring, minutes showing plan adoption, or any additional public outreach documentation or materials for the project. These documents will be uploaded with the application and used to validate or show projects submitted meet the various performance measures. It is okay to include multiples of documentation from other projects if projects overlap. Maps and text can be highlighted to show relevant project information if not clear.
BA	Sponsor Self-Score Total (100 Points Possible)	This is an automated score from the project's worksheet. This is for CAMPO staff use.
BB	MPO Score Total (100 Points Possible)	This is an automated score from the project's worksheet. This is for CAMPO staff use.

Regionally Significant Projects

Regionally significant project means a transportation project (other than an exempt project) on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all minor and principal arterial highways and regional high-capacity transit services.

Roadway Regional Significance definition:

- Roadways and intermodal connectors included in the federally adopted National Highway System (NHS)
- Roadways identified as minor arterials or higher in the Federal Regional Functional Classification System or are expected to be re-classified as an arterial or higher when open for public use.
- Grade-separated interchange projects on regionally significant roadways
- Frontage and backage roads (up to ¼ mile from the corridor)
- Roadways that serve as a connection to/or between existing or planned regional activity centers and corridors. See Appendix C for further discussion on activity centers.

Simplified Classification	Typical Spacing	FHWA Classification Table	
Limited Access	5 – 10 miles	Interstate	Interstates are the highest level of roadway and designed for long-distance travel offering limited access.
		Freeway	These roads have directional travel lanes and are separated by some type of physical barriers. Access is purely controlled by interchanges and on- and off-ramps to maximize their mobility function.
		Toll Road	Roadways (either public or private) where passengers pay a usage fee to use the roadway.
Principal/Major/Regional Connector	3 – 5 miles	Expressway	Roadways with directional travel lanes that are typically separated with controlled access to maximize mobility.
		Principal Arterials	Roads serve major centers and provide a high level of mobility but abutting land uses can be served directly.
Minor Arterials	1 – 3 miles	Minor Arterials	Provide service for trips of moderate length and offer connectivity to the higher arterial system.

For a detailed guide on how FHWA determines functional class, please reference the following report:

https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

Transit Regionally Significance definition:

- Rail Transit
- Commuter Routes
- Bus Rapid Transit
- Other limited or skip stop routes
- Park and Rides
- Vanpool Programs

Active Transportation Regionally Significance definition:

- Connections illustrated in the Tier I, Tier II, or Vision Network of the 2045 Regional Active Transportation Plan
- Projects that connect or serve regional activity centers and corridors
- Long-distance corridors that connect multiple communities and jurisdictions
- Safe Routes to School
- Safety and operation projects
- Other projects that allow active transportation connectivity to other regional modes

Please note: Transportation Demand Management (TDM) and Intelligent Transportation System (ITS) and Operations Projects will be considered on a case by case basis. See Group Project Guidance in Appendix D.

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Roadway Project Selection

Planning Factors

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Goal Area	Objective	Value	Performance Measure
Safety	C. G. J.	10	The project connects to or forms a new hurricane or wildfire evacuation route.
	A. B.	10	The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others.
	A. B. H. P.	10	The project includes access management features such as raised median, turning movement improvements, driveway consolidations, and other operational/safety features.
Mobility	C. E.	10	The project fills in a gap by creating a new consistent or improved facility.
	C. E.	5	The project provides parallel capacity on corridors with higher than average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways.
	C. E.	10	The project crosses a physical barrier and enhances network connectivity. One (1) point will be awarded for each barrier traversed, types of barriers include (up to 10 points): <ul style="list-style-type: none"> - Railroads (including grade separations) - Limited Access Roads - Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers)
	C. E. M.	5	The project connects to one or more roadways of a high functional class (principal arterial or limited access).
	B. E. J. N. P. I.	10	The project improves person throughput by including transit elements or service routes and/or identifying needs as part of the 2045 Regional Active

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			Transportation Plan, CapMetro Project Connect, or another local or regional transportation plan.
Stewardship	K. P.	5	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources. See Appendix A for full list of environmental factors and cultural resources.
Economy	M.	5	The project is located along a major freight or hazardous materials route.
	L.	5	The project supports local, regional or state development plans and strategies.
	L. M.	5	The project connects to or serves a regional activity center(s) or corridors. See Appendix C for additional detail.
Equity	N. O.	5	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	Q. R.	5	The project is adaptable to operational improvements (including TDM strategies), and new technologies such as connected/autonomous vehicles.
Total Points		100	

Transit Project Selection Criteria

Planning Factors

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objectives	Value	Performance Measure
Safety	E. A. O.	20	The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities.
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan
	E. D. J. M. N. O. R.	10	The project provides connections to other transit services and/or modes of transportation.
	C. D. E. M. N. O. P.	15	The project fills a service gap, expands coverage or increases frequency of a route.
	D. E. H. J. M. N. O. P. R.	5	The project has documentation showing ridership potential, this can be a planning level estimate.
Stewardship	D. E. H. I.	10	The project addresses maintenance needs to maintain state of good repair.
Economy	E. N. O. P.	5	The project integrates existing or planned transit-supportive land use and infrastructure.
	L.	5	The project supports local, regional or state economic development plans and strategies.
Equity	N. O. P.	15	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	E. Q. R.	5	The project demonstrates innovative design, technology, or service.
Total Points		100	

ITS/Operations Project Selection

Planning Factors

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objectives	Value	Performance Measure
Safety	D. H. M.	15	The project contributes to improvements in incident management.
	D. E. H. L. M. Q. R.	15	The project can be used for management of special events or emergencies.
Mobility	F.	10	The project is a part of an overall concept identified through a comprehensive local or regional transportation planning process
	C. E. M.	10	The project will provide system and network redundancy to ensure continuity in operations.
Stewardship	D. I. M. Q.	5	The project lifecycle is greater than five years.
	D. I. Q.	5	The project has a formal maintenance program in place.
Economy	D. M.	5	The project will help reduce delays and travel time in the network.
Equity	O.	15	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	D. H. Q. M.	5	The project will improve or expand the regional transportation ITS network
	D. H. Q. R. M.	5	The project will utilize technology compatible with other relevant systems
	D. H. Q. M	5	The project will tie into a centralized operations center.
	D. H. Q. M.	5	The project will collect and provide publicly accessible data.
Total Points		100	

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Active Transportation

Planning Factors

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objective	Value	Performance Measure
Safety	A. B.	25	The project will enhance pedestrian and bicyclist safety.
	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan
	A. B. C. D.	5	Project removes a barrier or provides a connection that did not exist previously.
	A. B. C. E. J. M. N. O. P.	10	Project connects to existing facilities such as schools, community facilities, residential, activity centers, etc.
	A. B. C. J. M. N. O. P.	15	The project directly links to a transit connection or is within: <i>15 points</i> , if .25 miles or less or <i>10 points</i> , if .26 to .5 miles or <i>5 points</i> , if the project demonstrates a potential for future connection to a transit system.
Stewardship	A. B. J.	15	The project improves public health through the provision of active transportation facilities that are safe and accessible.
	K. O.	5	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources. See Appendix A.
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	A. B. C. D. E. H. I. J. M. N. O. P. R.	5	The project is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.
Total Points		100	

Transportation Demand Management

Planning Factors

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objectives	Value	Performance Measure
Mobility	F.	15	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	G. P.	10	The planning process or document identifies an outreach component addressing commuting patterns and traveler engagement.
	A. D. E. G. L. M. N.	10	The project has a regional scope, impacts regional congested roadways, or impacts activity centers.
	A. D. E. K. M. N.	15	The project reduces vehicle miles traveled, single-occupant vehicle travel, or congested peak period travel.
	A. B. C. D. E. M.	15	The project or activity reduces vehicle trips or manages demand through strategies such as carpools, vanpools, managed lanes, corridor improvements, ITS installation, signal optimization or park and rides.
	G.	10	The project and/or activity includes the direct participation of other federal, state, or local jurisdictions.
	G. L. M.	10	The project and/or activity includes participation from regional employers and other trip generators impacting travel patterns.
Equity	M. N. O. P.	15	The project has a positive impact (e.g. reduction in transportation costs and emissions, improvements on public health) on underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
Total Points		100	

Other Projects

Planning Factors

Criteria	Performance Measure
Sponsor Selected	The project sponsor demonstrates how the selected criteria apply to the project and provide supporting documentation.

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Appendix A: Additional Planning Factor Information

Roadway Projects

Safety – Describe how the project would be expected to improve safety. Include information on multimodal safety and proven safety countermeasures like access management and operational improvements that will be included in the project. Furthermore, include materials showing how the project connects to hurricane or wildfire evacuation routes.

Mobility – Provide detail on the current and forecast levels of congestion in the corridor and how this project will improve or manage congestion by filling gaps, crossing barriers, and connecting multiple functional classifications of roadways. Projects should be identified in locally or regionally adopted plans and should note if the project is designated on the National Highway System. Include documentation of the multijurisdictional nature of the project, the proposed design section, and its context in the corridor and region in addressing bottlenecks, gaps, or redundancy. If the roadway corridor serves existing or proposed transit or active transportation routes, include information on the route(s) from the transit provider or managing jurisdiction.

Stewardship – Describe how the project will incorporate context sensitive measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. Environmental factors include soil plasticity, aquifers, flood plains, protected lands, and urban-wildfire interface. Cultural resources include parks (state and local), cemeteries, schools, hospitals/health care offices, historic buildings, museums, and civic centers. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

Economy – Describe how the project relates to economic development plans. Include information on new developments, redevelopments, key industries, or commercial and freight interests that the roadway would be expected to serve.

Equity – Refer to CAMPO's map of Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. Provide information from the corridor's study that details how the project will minimize environmental impacts or improve current conditions.

Innovation – Describe how the project leverages innovative technologies, designs, or operations to improve transportation efficiency and safety. Include information about how the project can facilitate and incorporate future technological developments such as platooning of vehicles and connected/autonomous vehicles.

ITS/Operations Projects

Safety – Describe how the project would be expected to improve safety. Include information on how the project will be used for the management of incidents, special events, and emergencies.

Mobility – Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, Regional ITS Architecture plans, and city, county or state ITS master or implementation plans. Provide information on how the project will provide system redundancy and identify conformity to the Regional ITS Architecture. Provide data on current operational deficiencies, including delays and crashes and describe how the project will address these.

Stewardship – Identify the expected lifecycle of the project including the technology and equipment proposed. Provide information that supports the expected lifecycle and identify when updates, if required, may be needed. Identify if a formal ITS maintenance plan exists and provide a brief explanation of the plan and how the project will be included and whether current maintenance funds can support the project or new funds will be required. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

Economy – Describe how the project relates to economic development plans. Include information on how the project can serve new developments, redevelopments, key industries, or commercial and freight interests in the region.

Equity – Demonstrate how the project will positively impact Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones.

Innovation – Describe how the project will adapt to and expand the regional transportation ITS network as defined in the Regional ITS Architecture Update (June 2015) or other ITS master plan document that references the regional architecture. Describe how the project will integrate with existing and proposed equipment and technology including field devices, communications, and traffic management center(s). Provide information on how data collected will provide benefit and how it will be shared with the public.

Transit Projects

Safety – Note specific safety enhancements that the project will include to reduce the potential for crashes and create a safer, more secure experience for customers. If specific safety deficiencies exist on the corridor today, provide documentation to describe how they will be addressed.

Mobility – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan. Provide information on how the project has been coordinated with agencies maintaining roadways and how it provides connections to other transit services or modes of transportation. Projects should improve gaps in service, expand coverage, or increase frequency of a route to improve the overall operation of transit.

Stewardship – Provide documentation of anticipated ridership and potential growth due to the project. Include references to studies or analyses used to determine ridership figures and a description of the method or model used to forecast ridership. Refer to the life expectancy thresholds and state of good repair guidelines established by the Federal Transit Administration. Document how the project is expected to meet or exceed all relevant guidelines and make the most efficient use of the existing transit system through robust maintenance procedures.

Economy – Describe how the project relates to economic development plans. Include information on how the project provides new access to employment and integrates existing or planned transit-supportive lane use and infrastructure.

Equity – Refer to CAMPO's map of Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. Provide information from that details how the project will minimize environmental impacts or improve current conditions.

Innovation – If the project provides a new kind of service through technological advances, new types of vehicles or modes of travel, expansion of transit through pioneering partnerships, or other means, describe this innovation, any supporting studies or analyses, and the expected results.

Active Transportation Projects

Safety – Describe how the project would be expected to improve active transportation safety. Include information on how the project will provide additional separation from travel lanes, illumination, all-weather surface treatment, and other best practice infrastructure design.

Mobility – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan, or CAMPO documents such as the 2017 Regional Active Transportation Plan (RATP) or 2040 Regional Transportation Plan (RTP). Provide information about how the project removes a barrier or provides connections to transit routes and/or existing facilities such as schools, community facilities, residential, residential, activity centers, etc.

Stewardship – Provide information demonstrating how the project improves public health through the provision of active transportation facilities that are safe and accessible. Moreover, describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

Equity – Demonstrate how the project will minimize environmental impacts or improve current conditions for Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones.

Innovation – Describe how the project is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.

Transportation Demand Management

Safety – Describe how the project would be expected to address and improve safety.

Mobility – Describe how the project has undergone a comprehensive planning process and utilized a formal outreach component to address commuting patterns and traveler engagement. Provide information on how this project will encourage alternative forms of transportation while reducing vehicle miles traveled and single-occupant vehicle travel. Also detail how it will improve or manage congestion by filling gaps in service and providing new service. Include documentation of the multijurisdictional nature of the project and the ways in which the project utilizes the existing roadway network, bicycle network, and transit network.

Stewardship – Provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project. Also describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

Equity – Demonstrate how the project will minimize environmental impacts or improve current conditions for Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones.

Other Projects

Projects that do not readily fit the five traditional project categories will be provided opportunity to apply, however these projects will not be scored traditionally. The sponsor must detail how the project will benefit the region, how it meets applicable criteria, and provide supporting documentation for all criteria selected. From the criteria outlined in the five traditional categories, sponsor will determine which criteria apply to their projects. Using these selected criteria, the sponsor will demonstrate how the project addresses the criteria and provide supporting documentation.

Projects submitted under this category will not be scored as the other five categories but will be evaluated on the merits demonstrated by the project as proven by the selected criteria and supporting documentation. These projects will be presented separately alongside the scored projects during the evaluation and awarding process.

Below is a sample criterion that is mixed and matched from criteria in the four categories above. This example demonstrates how a sponsor can use the criteria that best fits the project.

Example Criteria

Criteria*	Objectives	Performance Measure**
Safety	A. B.	The project addresses transportation safety.
Mobility	D. E. H. L.	The project includes enhancements that improve mobility and congestion.
	G.	The project is multijurisdictional.
	F.	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	E. G.	The project includes multimodal elements.
Stewardship	K. P.	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources.
Economy	L.	The project supports local, regional or state economic development plans and strategies.
Equity	N. O. P.	The project serves traditionally underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
Innovation	E. Q. R.	The project demonstrates innovative design, technology or service.
Total Points		

*Criteria is selected by the project sponsor as appropriate for the project.

**There are no specific performance measures for the other category. The sponsor must demonstrate how the criteria applies to the project and provide supporting documentation.

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Appendix B: 2045 Regional Transportation Plan Goals and Objectives

2045 Regional Transportation Plan Goals and Objectives	
Goals	Objectives
Safety	A. Crash Reduction – Reduce severity and number of crashes for all modes.
	B. Vision Zero - Support local government and transit agencies reaching vision zero metrics.
Mobility	C. Connectivity - Reduce network gaps to add connectivity, eliminate bottlenecks, and enhance seamless use across all modes.
	D. Reliability - Improve the reliability of the transportation network through improved incident management, intelligent transportation systems (ITS), transportation demand management (TDM).
	E. Travel Choices - Offer time-competitive, accessible and integrated transportation options across the region.
	F. Implementation – Plan and deliver networks for all transportation modes, with reduced project delivery delays.
Stewardship	G. Regional Coordination - Continue interagency collaboration between transportation planning, implementation, and development entities.
	H. System Preservation – Use operations, ITS, and optimization techniques to expand the useful lifecycle of the multimodal system elements.
	I. Fiscal Constraint - Strategically prioritize fiscally constrained investments to maximize benefits to the region.
	J. Public Health - Improve public health outcomes through air and water quality protection and active mobility.
Economy	K. Natural Environment - Develop transportation designs that avoid, minimizes and mitigates negative impacts to water and air quality, as well as habitat.
	L. Economic Development – Enhance economic development potential by increasing opportunities to live, work, and play in proximity.
Equity	M. Value of Time - Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.
	N. Access to Opportunity - Develop a multimodal transportation system that allows all, including vulnerable populations, to access employment, education and services.
	O. Impact on Human Environment – Promote transportation investments that have positive impacts and avoid, minimize, and mitigate negative impacts to vulnerable populations.
Innovation	P. Valuing Communities – Align system functionality with evolving character and design that is respectful to the community and environment for current and future generations.
	Q. Technology - Leverage technological advances to increase efficiency of travel across all modes and for users of the network.
	R. Flexibility – Develop a system that is adaptable and flexible to changing needs and conditions.

Most of the above draft 2045 RTP goals and objectives were based on previously adopted or in-draft CAMPO regional plans as seen in the list to the right. Any newly developed draft objectives not found in an existing CAMPO study are highlighted in gray.

Source:

RATP - Regional Active Transportation Plan

RIMP - Regional Incident Management Plan

RAS - Regional Arterial Study

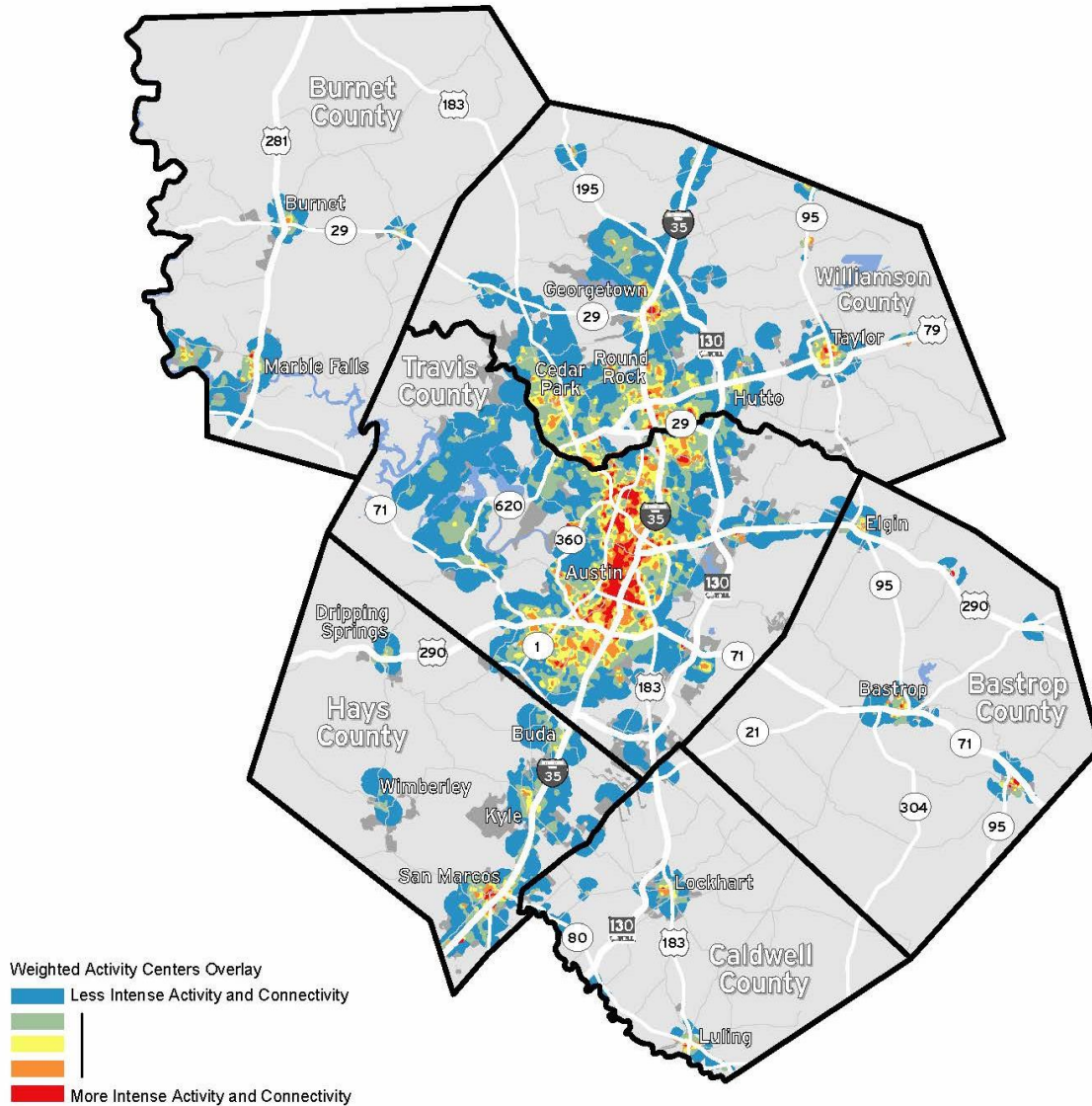
TDMP - Regional TDM Plan

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Appendix C: Major Regional Activity Centers

This map can be used to define activity centers and corridors. This map takes an index of three factors which include employment, population, and street grid connectivity. Centers may range from less intensively developed places such as a rural community like Wimberley to large activity centers like Downtown Austin with a high intensity of uses. We recognize that by 2045 there may be other planned regional activity centers that are in the planning phase now but may be fully developed at that time. If an entity has a future center(s) identified through a planning process, please provide information through backup documentation from the referenced plan or policy.



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Appendix D: Grouped Projects

The Texas Department of Transportation, in consultation with the Federal Highway Administration, developed 11 grouped project categories for use in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Plan (STIP). As the TIP and the Regional Transportation Plan are coordinated, the Capital Area Metropolitan Planning Organization (CAMPO) is including these grouped project categories in the 2045 Regional Transportation Plan (RTP). Chapter 23 part 450.216 of the Code of Federal Regulations defines the general grouping of projects as:

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

In the development of the RTP, CAMPO uses project grouping categories to allow the plan to more appropriately focus on the most regionally significant projects. It also allows for a more streamlined process for projects undergoing development as it considerably reduces delays and allows for a more efficient method of scheduling and letting projects.

The Transportation Policy Board (TPB) has authorized the use of all 11 available grouped categories for use. CAMPO reviews each project submitted for inclusion in the RTP to determine project eligibility for grouping. Regardless of eligibility, selection for inclusion in the grouped listing is at the discretion of the TPB.

Additional Notes

- Appendix D is for informational purposes only and is subject to change.
- Projects funded with Transportation Alternatives Set-Aside (TASA), Transportation Enhancement (TE), and Congestion Mitigation Air Quality (CMAQ) funding require a Federal eligibility determination and are not approved to be grouped.
- Projects funded as part of the Recreational Trails Program consistent with the revised grouped project category definitions may be grouped. Recreational Trail Program projects that are not consistent with the revised grouped project category definitions must be individually noted in the 2045 Regional Transportation Plan.

Grouped Project Categories

CSJ	Group	Definition
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.

WORKING
DRAFT

See example below:

Individual Projects										
ID	Sponsor	Cosponsor	County	Facility Name	Project Type	Limits (From)	Limits (To)	Description	Let Year	YOE Cost (In Millions)
City2	City	City 2	County 1	Elm St	Bike/Ped	Avenue Z	Avenue F	Reconstruct sidewalk on one side	2030	\$0.80
City3	City	City 2	County 1	Cedar St	Bike/Ped	Main St	Avenue C	Add sidewalk on one side	2030	\$0.40
City4	City	City 2	County 1	Market St	Bike/Ped	Main St	Avenue C	Reconstruct sidewalk on one side	2030	\$0.40
City5	City	City 2	County 1	Locust St	Bike/Ped	A Street	B Street	Add sidewalk on one side	2030	\$0.20

Master Grouped Project										
ID	Sponsor	Cosponsor	County	Facility Name	Project Type	Limits (From)	Limits (To)	Description	Let Year	YOE Cost (In Millions)
City1 Grouped	City	City 2	County 1	City Downtown Sidewalk System	Bike/Ped	200S-200N Blocks of Elm St, 100 Block of Cedar St, 100 Block of Market St, 100 Block of Locust St	-	Add and Reconstruct Sidewalks in Downtown City	2030	\$1.60



Date: November 18, 2019
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Ms. Doise Miers, Community Outreach Manager
Agenda Item: 6
Subject: Presentation of Regional Transit Study

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Regional Transit Plan focuses on long-term transit ideas for rural and suburban areas of the CAMPO region and can be used by project sponsors to inform projects for the CAMPO 2045 Regional Transportation Plan (RTP) and future amendments to the RTP and Transportation Improvement Program (TIP). This Plan supplements Project Connect and Capital Metro's planning work with the goal of providing a seamless, regional network of transit options in the six-county CAMPO area. The Plan does not preclude current or future planning initiatives - such as Project Connect - or services offered by Capital Metro within their service area.

The Regional Transit Study will not prescribe specific routes or transit types, but rather provide future connections and travel patterns that may sustain future transit service. Another feature of the Regional Transit Study is a toolkit that can be used to assist project sponsors with deciding what transit options best fit their community's context, needs, and financial resources. With some of the fastest growing counties in the country.

Public involvement for the Regional Transit Study runs October 8-November 22, 2019. The first phase focused on gathering information from the public on their transit needs and desired options as well as explaining existing conditions and routes. Phase two focuses on the transit toolkit and asking what options the public would like to see and would use in the future to inform project sponsors on what their constituents need and would like to use in the future.

FINANCIAL IMPACT

None.

SUPPORTING DOCUMENTS

None.



Date: November 18, 2019
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 7
Subject: Discussion of the Regional Infrastructure Fund

RECOMMENDATION

None. Information only.

PURPOSE AND EXECUTIVE SUMMARY

On June 27, 2012, CTRMA and CAMPO entered into an Interlocal Agreement whereby CAMPO provided CTRMA with \$130 million of funding for the development of the Loop 1 North MOPAC Project (MOPAC). CTRMA agreed to establish and maintain a Regional Infrastructure Fund (RIF) with funds from MOPAC Net Revenues over a 22-year period that totaled \$230 million. (See attached schedule) Except for a \$25 million allowance, CTRMA agreed not to encumber MOPAC revenues to secure any other third-party financing unless it is subordinate to the payments into the RIF. In essence, the RIF payment obligation is a priority lien encumbrance and therefore prevents CTRMA from including MOPAC in the CTRMA System. CTRMA would like to include MOPAC in the System and provide flexibility to enhance MOPAC with further improvements as well as provide added capacity to develop other CTRMA projects.

To that end, CTRMA has presented the following options to the CAMPO Executive Committee for satisfying and releasing its payment obligations to the RIF:

Option 1- CTRMA will fund the RIF with a one-time deposit in the amount of \$144.0 million. The funds consist of the present value of future RIF payments discounted at 4.0% in the amount of \$136.9 million plus \$7.1 million already in the RIF account, including the \$3 million September 1, 2019 payment.

Option 2 - CTRMA will fund \$158 million into an escrow account for the benefit of CAMPO invested in Treasury securities or similar that will provide funds sufficient to make the scheduled deposits into the RIF in accordance with the Interlocal Agreement through 2041.

Option 3 - CTRMA will put MOPAC into the System and CAMPO will agree to subordinate their position to existing System debt and the agreement stays in place until the RIF is fully funded in 2041.

In all options, MOPAC would be added to the System and MOPAC revenues would follow the waterfall outlined in the Master Indenture. In all options, CAMPO has full control of the RIF account and full access to the funds at any time.

CTRMA has indicated that this is very important to them for the following reasons:

1. In order for CTRMA to pledge the MOPAC revenues, the CAMPO lien must be released. Including MOPAC revenues as part of the CTRMA System will provide CTRMA additional capacity to finance additional system improvements, including the 183A Phase III and 183 North projects without impacting its credit worthiness.
2. Current interest rates are historically low and advantageous for issuing debt. CTRMA would like to take advantage of the current market, fund MOPAC improvements and complete any one of the options outlined above.

SUPPORTING DOCUMENTS

Attachment A – *Interlocal Agreement (Original)*

Attachment B – *Interlocal Agreement (Amended)*



Date: November 18, 2019
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 7
Subject: Discussion on Regional Infrastructure Fund

RECOMMENDATION

None. Information only.

PURPOSE AND EXECUTIVE SUMMARY

On June 27, 2012, CTRMA and CAMPO entered into an Interlocal Agreement whereby CAMPO provided CTRMA with \$130 million of funding for the development of the Loop 1 North MOPAC Project (MOPAC). CTRMA agreed to establish and maintain a Regional Infrastructure Fund (RIF) with funds from MOPAC Net Revenues over a 22-year period that totaled \$230 million. (See attached schedule) Except for a \$25 million allowance, CTRMA agreed not to encumber MOPAC revenues to secure any other third-party financing unless it is subordinate to the payments into the RIF. In essence, the RIF payment obligation is a priority lien encumbrance and therefore prevents CTRMA from including MOPAC in the CTRMA System. CTRMA would like to include MOPAC in the System and provide flexibility to enhance MOPAC with further improvements as well as provide added capacity to develop other CTRMA projects.

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SUPPORTING DOCUMENTS

Attachment A – *Interlocal Agreement (Original)*

Attachment B – *Interlocal Agreement (Amended)*

FIRST AMENDMENT TO INTERLOCAL AGREEMENT

THIS FIRST AMENDMENT TO INTERLOCAL AGREEMENT (this "Amendment") is made and entered effective as of the ___ day of _____, 2019, by and between the CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION ("CAMPO"), the designated metropolitan planning organization for the Austin metropolitan area, and the CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY (the "Mobility Authority"), a political subdivision of the State of Texas (each a "Party", and collectively, the "Parties").

WITNESSETH:

WHEREAS, this Amendment amends and modifies that certain Interlocal Agreement entered into by the Parties and effective as of June 27, 2012 (the "Original Agreement"), relating to the MoPac Improvement Project (the "Project"); and

WHEREAS, pursuant to its terms, the Original Agreement may not be amended or modified except in writing and executed by both Parties and authorized by their respective governing bodies; and

WHEREAS, capitalized terms used in this Amendment and not otherwise defined herein shall have the meaning given to such terms in the Original Agreement; and

WHEREAS, the Mobility Authority has established the Regional Infrastructure Fund (the "RIF") and made deposits therein from Surplus Revenue of the Project in the amounts and at the times required by the Original Agreement, and the Mobility Authority is obligated to continue making deposits to the RIF from Surplus Revenue in the amounts and at the times set forth in the Original Agreement; and

WHEREAS, the Mobility Authority has established and designated certain transportation projects as part of its "CTRMA Turnpike System" (the "System"), and the Mobility Authority desires to designate and add the Project as part of the System, which will provide the Mobility Authority with increased flexibility to make further improvements to the Project and will provide additional capacity to develop other transportation projects as part of the System; and

WHEREAS, to facilitate the designation and addition of the Project as part of the Mobility Authority's System, the Parties desire to amend the Original Agreement as set forth herein;

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the undersigned Parties agree as follows:

I. FINDINGS

Recitals. The recitals set forth above are incorporated herein for all purposes and are found by the Parties to be true and correct. It is further found and determined that the Parties have authorized and approved this Amendment by resolution of their respective governing body and that this Amendment will be in full force and effect when executed by each Party.

II.
AMENDMENTS

- A. Notwithstanding any other provision of the Original Agreement to the contrary, including but not limited to, Section II.D and Section II.E:
- (1) The Mobility Authority may designate and add the Project as part of the Mobility Authority's System; and
 - (2) Following the Mobility Authority's designation and addition of the Project as part of the System:
 - (a) All deposits to be made by the Mobility Authority to the RIF shall be made solely from funds on deposit in the Mobility Authority's General Fund established pursuant to the terms of that certain Master Trust Indenture dated as of February 1, 2005, between the Mobility Authority and the trustee named therein (as currently amended and as it may be further amended in the future, the "CTRMA Trust Indenture"); provided, that the Mobility Authority reserves the right, at its sole discretion, to make such deposits from other funds of the Mobility Authority (being funds that do not constitute Revenues under the CTRMA Trust Indenture), to the extent such funds are determined to be available for such purposes and are appropriated for such purposes;
 - (b) If funds are not on deposit in the General Fund and available for deposit to the RIF at the times or in the amounts projected on the general schedule set forth in Exhibit "A" attached to the Original Agreement, the Parties will confer and will work in good faith to revise the terms of the Original Agreement, as amended by this Amendment, to accommodate the changed circumstances while preserving the benefits for the region of the RIF and recognizing the value of the designated contribution schedule;
 - (c) The Mobility Authority may encumber, pledge and grant a security interest in Project revenues, subject to the terms of the CTRMA Trust Indenture; and
 - (d) For the avoidance of doubt, Project revenues shall constitute Revenues under the CTRMA Trust Indenture and shall be subject in all respects to the terms and provisions of the CTRMA Trust Indenture.
- B. Except as amended by this Amendment, the Original Agreement shall remain in full force and effect.

III.
GENERAL AND MISCELLANEOUS

- A. **Prior Written Agreements.** The Original Agreement, as amended by this Amendment (the "Amended Agreement"), is the complete agreement by and between the Parties on the subject matter of the Amended Agreement. The Amended Agreement is without regard to any and all prior written contracts or agreements between the Parties regarding any other subject matter and does not modify, amend, ratify, confirm, or renew any such other prior contract or agreement between the Parties.
- B. **Other Services.** Nothing in the Amended Agreement shall be deemed to create, by implication or otherwise, any duty or responsibility of either of the Parties to undertake or not to undertake any other service, or to provide or not to provide any service, except as specifically set forth in the Amended Agreement or in a separate written instrument executed by other Parties.
- C. **Governmental Immunity.** Nothing in the Amended Agreement shall be deemed to waive, modify, or amend any legal defense available at law or in equity either of the Parties nor to create any legal rights or claims on behalf of any third party. Neither of the Parties waives, modifies, or alters to any extent whatsoever the availability of the defense of governmental immunity under the laws of the State of Texas and the United States.
- D. **Amendments and Modifications.** The Amended Agreement may not be amended or modified except in writing and executed by both Parties to the Amended Agreement and authorized by their respective governing bodies.
- E. **Severability.** If any provision of the Amended Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof, but rather the entire Amended Agreement will be construed as if not containing the particular invalid or unenforceable provision(s), and the rights and obligations of the Parties shall be construed and enforced in accordance therewith. The Parties acknowledge that if any provision of the Amended Agreement is determined to be invalid or unenforceable, it is their desire and intention that such provision be reformed and construed in such a manner that it will, to the maximum extent practicable, give effect to the intent of the Amended Agreement and be deemed to be validated and enforceable.
- F. **Execution in Counterparts.** This Amendment may be simultaneous executed in several counterparts, each of which shall be an original and all of which shall be considered fully executed as of the date first written above, when both Parties have executed an identical counterpart, notwithstanding that all signatures may not appear on the same counterpart.

[EXECUTION PAGE FOLLOWS]

IN WITNESS WHEREOF, the Parties have executed and delivered this Amendment by their officers thereunto duly authorized.

**Capital Area Metropolitan Planning
Organization Transportation Policy Board**

Central Texas Regional Mobility Authority

By: Steve Adler, Chair

By: Robert Jenkins, Jr., Chair

Date: _____

Date: _____