



TRANSPORTATION POLICY BOARD MEETING

Monday, December 9, 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 membersChair 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, December 9, 2019.
3. Chair AnnouncementsChair Steve Adler
4. Report from the Technical Advisory Committee (TAC) Vice Chair..... Ms. Julia Cleary
Ms. Cleary will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.

EXECUTIVE SESSION:

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

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

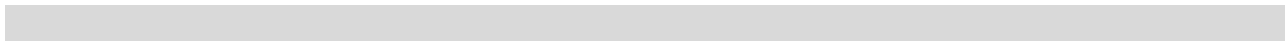
ACTION:

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

6. [Discussion and Approval of November 4, 2019 Meeting Summary](#)
.....Mr. Ashby Johnson, CAMPO
Mr. Johnson will present the November 4, 2019 meeting summary and request Transportation Policy Board approval.
7. [Discussion and Approval of Amendments to 2019-2022 Transportation Improvement Program \(TIP\) and 2040 Regional Transportation Plan \(RTP\)](#) Mr. Ryan Collins, CAMPO
Mr. Collins will present amendments to the 2019-2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP) and request Transportation Policy Board approval.

- 8. [Discussion and Approval of Amendment to Technical Advisory Committee \(TAC\) Bylaws](#)
..... Mr. Ashby Johnson, CAMPO
Mr. Johnson will present an amendment to the TAC bylaws to add the City of Leander as a voting member to the TAC and request approval by the Transportation Policy Board.

INFORMATION:



- 9. [Discussion of Regional Infrastructure Fund Agreement](#)
..... Mr. Ashby Johnson, CAMPO
Mr. Johnson will initiate discussion of the Regional Infrastructure Fund agreement.
- 10. [Presentation of Fort Worth to Laredo High-Speed Transportation Study](#)
..... Mr. Steve Duong, AECOM
Mr. Duong will present the Fort Worth to Laredo High-Speed Transportation Study.
- 11. [Presentation of Regional Transit Study](#) Ms. Doise Miers, CAMPO
Ms. Miers will present the Regional Transit Study.
- 12. Executive Director’s Report on Transportation Planning Activities
 - a. Update on 2045 Regional Transportation Plan (RTP)
 - b. [2020 Technical Advisory Committee Membership Appointments](#)
 - c. [Transportation Planning Activities Calendar](#)
- 13. Announcements
 - a. Next Technical Advisory Committee Meeting – December 16, 2019
 - b. Next Transportation Policy Board Meeting – January 13, 2020
- 14. Adjournment



**Capital Area Metropolitan Planning Organization
 Technical Advisory Committee Meeting
 University Park, 3300 N. I-35, Suite 300, Austin, TX 78705
 Meeting Summary
 November 18, 2019**

1. Certification of Quorum..... Chair Mike Hodge

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:05 p.m.

A quorum was announced present.

Present:

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

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

Other Participants Via Phone: None

2. Approval of the October 21, 2019 Meeting Summary Chair Mike Hodge

The Chair entertained a motion for approval of the October 21, 2019 meeting summary, as presented.

Mr. Tom Gdala moved for approval of the October 21, 2019 meeting summary, as presented.

Ms. Vice Chair Julia Cleary seconded the motion.

The motion prevailed unanimously.

3. Recommendation for Approval of Amendments to the 2019-2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP).....Mr. Ryan Collins, CAMPO

Mr. Ryan Collins, Short Range Planning Manager, informed the Committee that the amendment cycle is an important administrative process that is required for projects with federal and state funding to move forward. Mr. Collins presented the requested amendments to the 2010-2022 TIP and 2040 RTP as included in the meeting materials. Mr. Collins noted that anything amended in the TIP will be included in the RTP, as well.

Mr. Collins later reported that public outreach efforts included an open house in each county and an extended public comment period. Approximately two (2) comments non-specific to the amendments were received. Mr. Collins informed the Committee that following approval, the amendments will also be presented for inclusion in the amendment cycle for the Statewide Transportation Improvement Program (STIP) by the January 28, 2020 deadline. A brief question and answer followed.

The Chair entertained a motion for approval of the amendments to the 2010-2022 TIP and 2040 RTP, as presented.

Mr. Bob Daigh moved for approval of the requested amendments to the 2019-2022 TIP and 2040 RTP, as presented.

Mr. Tom Gdala seconded the motion.

The motion prevailed unanimously.

4. Update on CAMPO Congestion Management Process

.....**Mr. Jeff Kaufman, Texas A&M Transportation Institute**

Mr. Jeff Kaufman, Associate Research Scientist provided an update on the Congestion Management Process (CMP) for the CAMPO region. Mr. Kaufman informed the Committee that the CMP is a federally required process that establishes multimodal congestion management approaches and measures their success. Mr. Kaufman highlighted and discussed key components of the CMP and noted that it is not a plan.

Mr. Kaufman later highlighted and discussed the key components of the development process for the CAMPO CMP. Mr. Kaufman added that CMPs for 12 Metropolitan Planning Organizations (MPOs) were reviewed of which no two (2) were alike. Mr. Kaufman identified and discussed the four (4) data sources, Performance Measurement, and congestion management strategies used in developing of the CMP.

Mr. David Shrank, Senior Research Scientist later provided a brief overview of the Congestion Management Process Assessment Tool (COMPAT) and how it is used in the CMP. Question and answer with comments followed.

5. Update on 2045 Regional Transportation Plan (RTP)

.....**Mr. Kelly Porter, CAMPO**

Mr. Kelly Porter, Regional Planning Manager provided a brief status update on the 2045 RTP. Mr. Porter informed the Committee that a webinar for local governments was held last week on the 2045 RTP Project Call. Mr. Porter added that a fact sheet will be developed from the questions received during the webinar. Mr. Porter reported that the fact sheet and slides from the webinar will be sent to local governments for informational purposes on November 19, 2019.

Mr. Porter later informed the Committee that there will be an accepted projects list accumulated by TxDOT and letters will be sent to agencies with accepted projects. Mr. Porter later noted that the deadline for project submittals is December 4, 2019. Question and answer with comments followed.

6. Presentation of Regional Transit Study.....Ms. Doise Miers, CAMPO

Mr. Chad McKeown, CAMPO Deputy Executive Director presented CAMPO's Regional Transit Study in Ms. Miers' absence. Mr. McKeown briefly discussed the purpose of the Regional Transit Study and its major deliverables such as the Regional Transit Toolkit. Mr. McKeown also summarized the study's recent and upcoming public outreach efforts. Mr. McKeown reported that the deadline for public comments is November 22, 2019. A brief question and answer with comments followed.

7. Discussion on Regional Infrastructure Fund.....Mr. Ashby Johnson, CAMPO

Mr. Ashby Johnson, CAMPO Executive Director initiated a discussion on the regional infrastructure fund. Mr. Johnson provided an overview of a loan agreement between CAMPO and the Central Texas Regional Mobility Authority (CTRMA) as it pertains to the Regional Infrastructure Fund.

Mr. Johnson later provided an overview of the options given by the CTRMA to CAMPO regarding the loan and the remaining funds held in the bank account.

8. Report on Transportation Planning Activities

Ms. Kimberly Petty, Executive Assistant to the CAMPO Executive Director reported that the process to appoint Primary and Alternate Voting Members to the 2020 TAC membership is soon to begin. Ms. Petty reported that appointment forms and the reference guide will be electronically transmitted to CAMPO Transportation Policy Board members. Ms. Petty further reported that the deadline for appointment forms to the TAC is December 20, 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.

9. TAC Chair Announcements

The Chair announced that the next TAC meeting is scheduled for December 16, 2019 at 2:00 p.m.

8. Adjournment

The November 18, 2019 meeting of the Technical Advisory Committee was adjourned at 3:17 p.m.



**Capital Area Metropolitan Planning Organization
 Transportation Policy Board
 Meeting Summary
 November 4, 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 12:18 p.m.

The roll was taken and a quorum was announced present.

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

2. Strategic Planning Workshop

The Chair recognized facilitator for the Strategic Planning Workshop, Dr. Larry Schooler, Director of Community Engagement and Consensus Building of the consultant firm CD&P. Dr. Schooler introduced himself and facilitated discussion among the Transportation Policy Board on their priorities and focus for the coming year. Discussion also included conversation in smaller groups that did not constitute a quorum.

Video of this item can be viewed at <http://austintx.swagit.com/play/11062019-773/3/>.

3. Public Comments

The Chair recognized Mr. Jay Crossley of Farm & City who offered public comments on Better Data and Better Planning.

Video of this item can be viewed at <http://austintx.swagit.com/play/11062019-773/4/>.

4. Chair Announcements Chair Steve Adler

There were no announcements.

5. Report from the Technical Advisory Committee Chair Chair Mike Hodge

In the absence of the Technical Advisory Committee (TAC) Chair, Vice Chair of the TAC, Julia Cleary provided an overview of the discussions from the September 23, 2019 and October 21, 2019 meetings.

Vice Chair Cleary reported that the TAC took action to accept the MoKan/Northeast Subregional Plan at the September 23, 2019 meeting. Vice Chair Cleary noted that at the recommendation of the TAC, the plan document includes a Foreword that outlines the nature of the study as a collection of ideas which requires sponsorship by local jurisdictions going forward.

Vice Chair Cleary further reported that the TAC held a special session on October 16, 2019 to discuss the project scoring criteria for the 2045 Regional Transportation Plan (RTP) Call for Projects.

The TAC later voted to concur with the project scoring criteria at its October 21, 2019 meeting. Vice Chair Cleary also reported that the TAC took action to accept the Regional Arterials Study with the caveat that a Minority Report is included in the submission to the Transportation Policy Board from jurisdictions in opposition of the study. Vice Chair Cleary noted that the motion was not unanimous as the Travis County and Travis County Smaller Cities Representatives voted not to accept the Regional Arterials Study.

Video of this item can be viewed at <http://austintx.swagit.com/play/11062019-773/4/>.

6. Presentation and Public Hearing on Amendments to the 2019-2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP)..... Mr. Ryan Collins, CAMPO

There were no public comments on the amendments to the 2019-2022 TIP and 2040 RTP.

The Chair recognized Mr. Ryan Collins, Short Range Planning Manager, who presented requested amendments to the 2019-2022 TIP and 2040 RTP for public comment. Mr. Collins identified and discussed specific amendments to the 2019-2022 TIP and 2040 RTP and provided a brief overview of the amendment process, its purpose, and public outreach effort.

Video of this item can be viewed at <http://austintx.swagit.com/play/11062019-773/5/>.

7. Executive Session Chair Steve Adler

An Executive Session was not convened.

8. Discussion and Approval of September 9, 2019 Meeting Summary

There were no public comments on the approval of the September 9, 2019 meeting summary.

The Chair recognized Mr. Ashby Johnson, Executive Director of CAMPO who requested approval of the September 9, 2019 meeting summary, as presented.

The Chair entertained a motion for approval of the September 9, 2019 meeting summary, as presented.

Mayor Jane Hughson moved for approval of the September 9, 2019 meeting summary, as presented.

Commissioner Edward Theriot seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: Mayor Pro Tem Writ Baese (Proxy for Mayor Craig Morgan)

Absent and Not Voting: Mayor Troy Hill and Mayor Dale Ross

Video of this item can be viewed at <http://austintx.swagit.com/play/11062019-773/6/>.

9A. Discussion and Approval of Capital Area Council of Governments (CAPCOG) Transfer of Ownership, Operations and Maintenance of the Commute Solutions Program to CAMPO

There were no public comments on the approval of the CAPCOG transfer of ownership, operations and maintenance of the Commute Solutions Program to CAMPO.

The Chair recognized Mr. Ashby Johnson who presented an agreement that transfers ownership, operation, and maintenance of the Commute Solutions Program from CAPCOG to CAMPO. Mr. Johnson and Ms. Betty Voights, Executive Director of CAPCOG provided a brief overview of the terms of the agreement. Mr. Johnson noted that changes were made to the agreement following the electronic transmittal to the Board. A revised agreement was provided to the Board as a green sheet item.

Chair Adler entertained a motion for approval of the CAPCOG transfer of ownership, operations and maintenance of the Commute Solutions Program to CAMPO and accompanying Resolution 2019-11-9A.

Mayor Jane Hughson moved for approval of the CAPCOG transfer of ownership, operations and maintenance of the Commute Solutions Program to CAMPO and accompanying Resolution 2019-11-9A with the following amendments to the agreement:

1. STATEMENT OF SERVICES TO BE PERFORMED - Strike the word “an” and insert the word “this” in the last bullet to read, “...and subject to this interlocal agreement between CAMPO and CAPCOG...”
2. STATEMENT OF SERVICES TO BE PERFORMED – Revise last bullet to read, “...shall be conducted upon written notice to the CAMPO Executive Director.”

Commissioner Brigid Shea seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Council Member Alison Alter, Mayor Pro Tem Writ Baese (Proxy for Mayor Craig Morgan), Commissioner Clara Beckett, Judge Sarah Eckhardt, Council Member Jimmy Flannigan, Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Commissioner Gerald Daugherty), Council Member Ann Kitchen, Commissioner Cynthia Long (Proxy for Judge James Oakley), Council Member Rudy Metayer (Proxy for Mayor Victor Gonzales), Mr. Terry Mitchell, Ms. Marisabel Ramthun (Proxy for Mr. Tucker Ferguson, P.E.), Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Mayor Troy Hill and Mayor Dale Ross

Video of this item can be viewed at <http://austintx.swagit.com/play/11062019-773/7/>.

9B. Discussion and Approval of CAMPO and Capital Area Council of Governments (CAPCOG) Interlocal Agreement

The Chair recognized Mr. Ashby Johnson who presented an Interlocal Agreement (ILA) identifying services to be performed between CAMPO and CAPCOG for fiscal years 2020-2022.

The Chair entertained a motion for approval of the CAMPO and CAPCOG ILA and accompanying Resolution 2019-11-9B.

Commissioner Cynthia Long moved for approval of the CAMPO and CAPCOG ILA and accompanying Resolution 2019-11-9B with the following amendments to the ILA:

1. IV. TERM OF AGREEMENT – Revise expiration date of “September 30, 2023” to read “September 30, 2022” throughout the document.

Commissioner Mark Jones seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Council Member Alison Alter, Mayor Pro Tem Writ Baese (Proxy for Mayor Craig Morgan), Commissioner Clara Beckett, Judge Sarah Eckhardt, Council Member Jimmy Flannigan, Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Commissioner Gerald Daugherty), Council Member Ann Kitchen, Commissioner Cynthia Long (Proxy for Judge James Oakley), Council Member Rudy Metayer (Proxy for Mayor Victor Gonzales), Mr. Terry Mitchell, Ms. Marisabel Ramthun (Proxy for Mr. Tucker Ferguson, P.E.), Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Mayor Troy Hill and Mayor Dale Ross

Video of this item can be viewed at <http://austintx.swagit.com/play/11062019-773/8/>.

10. Discussion and Acceptance of MoKan/Northeast Subregional Plan

There were no public comments on the acceptance of the MoKan/Northeast Subregional Plan.

The Chair recognized Mr. Kelly Porter, Regional Planning Manager, who introduced Project Manager, Mr. Steve Miller of Half Associates as presenter of the MoKan/Northeast Subregional Plan.

Mr. Miller provided an overview of the MoKan/Northeast Subregional Plan. Mr. Miller informed the Board that revisions were made to the cost estimates and implementation, draft report and recommendations, and the addition of a Foreword since the presentation to the Board in June 2019. Mr. Miller reported that the Steering Committee and Technical Advisory Committee have both approved a recommendation for acceptance of the MoKan/Northeast Subregional Plan by the Transportation Policy Board. Mr. Miller noted that local government sponsorship is required in order to move the concepts of the plan forward.

Commissioner Cynthia Long moved for acceptance of the MoKan/Northeast Subregional Plan.

Commissioner Mark Jones seconded the motion.

The motion prevailed.

Ayes: Mayor Steve Adler, Council Member Alison Alter, Mayor Pro Tem Writ Baese (Proxy for Mayor Craig Morgan), Commissioner Clara Beckett, Judge Sarah Eckhardt, Council Member Jimmy Flannigan, Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Commissioner Gerald Daugherty), Council Member Ann Kitchen, Commissioner Cynthia Long (Proxy for Judge James Oakley), Mr. Terry Mitchell, Ms. Marisabel Ramthun (Proxy for Mr. Tucker Ferguson, P.E.), Commissioner Brigid Shea, Commissioner Edward Theriot, and Mayor Corbin Van Arsdale

Nays: Council Member Rudy Metayer (Proxy for Mayor Victor Gonzales) and Commissioner Jeffrey Travillion

Abstain: None

Absent and Not Voting: Mayor Troy Hill and Mayor Dale Ross

Video of this item can be viewed at <http://austintx.swagit.com/play/11062019-773/9/>.

11. Discussion and Acceptance of Regional Arterials Study

The Chair recognized the following individuals who offered public comments on the Regional Arterials Study:

1. Mr. Brian Thompto, Steiner Ranch Neighborhood Association
2. Mayor Sandy Cox, City of Lakeway

The Chair entertained a motion for acceptance of the Regional Arterials Study.

Commissioner Cynthia Long moved for acceptance of the Regional Arterials Study.

Commissioner Mark Jones seconded the motion.

The Chair later recognized Mr. Kelly Porter who introduced Project Manager, Summer Lawton of HNTB, as presenter of the Regional Arterials Study.

Ms. Lawton presented and highlighted the planning activities included in a timeline for the Regional Arterials Study. Ms. Lawton also identified and discussed implementation strategies, updates to the study based on feedback from the Steering Committee and the Technical Advisory Committee, and next steps.

Following a detailed discussion with comments opposing acceptance of the Regional Arterials Study, the Board received the information as a briefing and no action was required.

The Chair later recommended renaming Agenda Item-11 to “Discussion and Receipt of Regional Arterials Concept Inventory”.

The Board received the Regional Arterials Inventory.

Commissioner Cynthia Long later withdrew the motion for acceptance of the Regional Arterials Study.

Video of this item can be viewed at <http://austintx.swagit.com/play/11062019-773/10/>.

The Chair later changed the order of the agenda to accept public comments from Mr. Roger Baker, Private Citizen on Agenda Item 3-Public Comments and Ms. Kelly Davis, Save Our Springs on Agenda Item-6 Public Hearing on Amendments to the 2019-2022 TIP and 2040 RTP.

Video of this item can be viewed at <http://austintx.swagit.com/play/11062019-773/11/>.

12. Discussion and Approval for CAMPO Executive Director to Begin Negotiation of San Marcos Platinum Planning Study Contract

There were no public comments on approval for the CAMPO Executive Director to begin negotiation of the San Marcos Platinum Planning Study Contract.

The Chair recognized Mr. Kelly Porter who presented the procurement schedule, top ranked firms for the San Marcos Platinum Planning Study Contract and requested approval for the CAMPO Executive Director to Begin Negotiation of San Marcos Platinum Planning Study Contract.

The Chair entertained a motion for approval for the CAMPO Executive Director to begin negotiation of the San Marcos Platinum Planning Study Contract.

Mayor Jane Hughson moved for approval for CAMPO Executive Director to begin negotiation of the San Marcos Platinum Planning Study Contract.

Commissioner Clara Beckett seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Mayor Pro Tem Writ Baese (Proxy for Mayor Craig Morgan), Commissioner Clara Beckett, Judge Sarah Eckhardt, Council Member Jimmy Flannigan, Mayor Troy Hill, Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Commissioner Gerald Daugherty), Council Member Ann Kitchen (Council Member Alison Alter), Commissioner Cynthia Long (Proxy for Judge James Oakley), Council Member Rudy Metayer (Proxy for Mayor Victor Gonzales), Mr. Terry Mitchell, Ms. Marisabel Ramthun (Proxy for Mr. Tucker Ferguson, P.E.), Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Mayor Dale Ross

Video of this item can be viewed at <http://austintx.swagit.com/play/11062019-773/12/>.

13. Update on Regional Infrastructure Fund

The Chair recognized Mr. Ashby Johnson who provided an overview of CAMPO's agreement with the Central Texas Regional Mobility Authority (CTRMA) regarding the Regional Infrastructure Fund and its purpose. Mr. Johnson also identified and discussed options for CAMPO to reclaim monies from the Regional Infrastructure Fund, as presented by the CTRMA. Mr. Robert Goode, Deputy Executive Director for the CTRMA provided further clarification on those options.

Video of this item can be viewed at <http://austintx.swagit.com/play/11062019-773/13/>.

14a. Update on 2045 Regional Transportation Plan

The Chair recognized Mr. Kelly Porter who provided an update on the 2045 Regional Transportation Plan.

14b. CAMPO Regional Transit Study

The Chair recognized Ms. Doise Miers, Community Outreach Manager who provided an update on the CAMPO Regional Transit Study.

14c. Section 5310 Project Call

The Chair recognized Mr. Ryan Collins who announced that the Project Call for Section 5310 funds is now open.

Video of items 14a-14c can be viewed at <http://austintx.swagit.com/play/11062019-773/14/>.

14d. Tollway 290 Expansion Support

This item was covered in Agenda Item 10.

15. Announcements

The Chair announced that the next Technical Advisory Committee Meeting is scheduled for November 18, 2019 and the next Transportation Policy Board Meeting is scheduled for December 9, 2019.

16. Adjournment

The Transportation Policy Board Meeting adjourned at 7:08 p.m.



Date: December 9, 2019
Continued From: November 4, 2019
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 7
Subject: Discussion and Approval of Amendments to 2019-2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP)

RECOMMENDATION

Staff and the Technical Advisory Committee recommend approval of the 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*

Attachment B – *Outreach Report*

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.



Community Outreach Report

Amendments to 2019-2022 Transportation Improvement Program (TIP)/2040 Regional Transportation Plan (RTP)

October 2019

Background

In October 2019, the Capital Area Metropolitan Planning Organization (CAMPO), in accordance with the Public Participation Plan (PPP), conducted a series of in-person and online open houses to receive public feedback on amendments to the 2019-2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP).

This cycle of amendments included one amendment to the RTP and 20 amendments to the TIP. There was at least one amendment in every county except for Burnet county, with the largest number in Hays and Travis counties.

Notifications

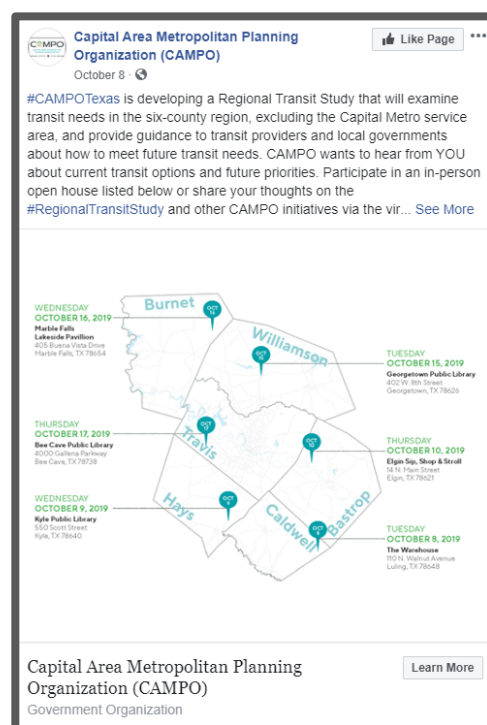
CAMPO's PPP "minimum standards for participation methods" include at least one news release, an email notification campaign to subscribers, postal mail notification to subscribers, at least one social media post of community meetings and online commenting opportunities, and notice on the CAMPO website including dates, time and location of public meetings. A news release was sent to 60 media contacts on October 8, 2019, which included topics to be covered, listed the in-person open house dates and locations, and linked to the online open house webpage and comment opportunities.

During this round of outreach, an email notice was sent to 7,309 subscribers, with a 26 percent open rate on the CAMPO email list on October 1, 2019. A flyer was mailed to 13 subscribers on the CAMPO postal mailing list on September 30, 2019. Like the news release, the email and postal mail notices briefly described what topics were covered during the in-person and online open houses, and included details on how to participate and opportunities to provide comment.

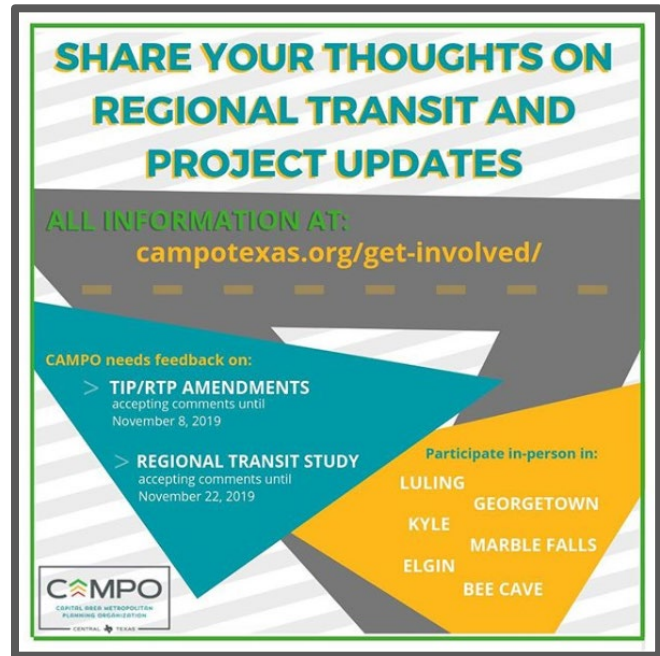
Social Media

CAMPO created a coordinated social media strategy tailored to each platform in order to receive the best results possible.

On Facebook, CAMPO created six separate events for each in-person open house as well as an event for the online open house. Each event provided detailed information on location and materials that would be available for comment. In addition, 13 status updates were posted with information on the online and in-person open houses, in both English and Spanish. In order to increase engagement and spread the word throughout as many areas of the region as possible, posts were promoted increase visibility in Facebook users' newsfeeds. This resulted in top posts receiving over 6,000 impressions and over 130 engagements (clicks, likes, or comments).



On Instagram, CAMPO posted one permanent post (shown right) with information related to all six open houses as well as online commenting opportunities, and utilized the “Stories” feature. CAMPO posted 26 photos/videos using the “Stories” feature, which is placed at the top of and embedded in the feeds of Instagram users. CAMPO’s permanent post received a total of 119 impressions, 12 likes, one comment, one bookmark, and one direct message. Eleven percent of the impressions were from accounts that did not currently follow CAMPO and resulted in three profile visits.



On Twitter, CAMPO tweeted 18 different tweets, in both Spanish and English, which included detailed information on addresses for the physical open houses, as well as links to participate online. The top tweet received 37,552 impressions and had an engagement rate of about eight percent. Twitter was used as an immediate and quick notification system, as well as an avenue to directly answer questions from the public regarding the open houses.

Open Houses

In compliance with the 2019 update to the PPP, CAMPO provided “high-touch” and “high-tech” outreach strategies. CAMPO hosted six in-person open houses near areas where amendments to projects have been submitted, provided all materials via an online open house, and held a public hearing.

In-Person Open Houses

Open houses used a come-and-go format, and most were held from 4-7 p.m. to allow flexibility in the late afternoons and evenings to accommodate a variety of schedules, and to support transportation demand management at the highest peak of the evening rush. The Elgin Sip, Shop & Stroll meeting on Thursday, October 10 was held in conjunction with a preplanned event, in an effort to meeting the public where they already were, and hear from community members that otherwise are unaware of CAMPO.

PUBLIC MEETING DATES AND LOCATIONS
Tuesday, October 8 – The Warehouse, Luling 110 N. Walnut Avenue, Luling, TX 78748
Wednesday, October 9 – Kyle Public Library 550 Scott Street, Kyle, TX 78640
Thursday, October 10 – Elgin Sip, Shop & Stroll 14 N. Main Street, Elgin, TX 78621
Tuesday, October 15 – Georgetown Public Library 402 W. 8 th Street, Georgetown, TX 78626
Wednesday, October 16 – Marble Falls Lakeside Pavillion 405 Buena Vista Drive, Marble Falls, TX 78654
Thursday, October 17 – Bee Cave Public Library 4000 Galleria Parkway, Bee Cave, TX 78738

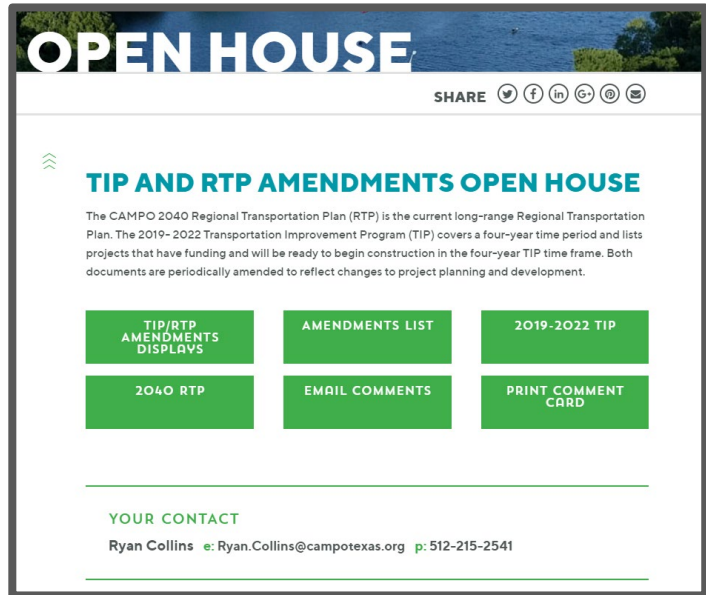
This round of open houses also provided multiple topics for the public to comment on. This helps to curb “meeting fatigue,” and ensure members of the public are able to use their time as efficiently as possible.

Each topic is clearly delineated, with labeled comment cards and surveys at the end, and staff is available to answer questions, explain each topic in detail, and provide a guided tour through displays at each topic station. Bilingual staff was also present to accommodate Spanish speakers.

Online Open Houses

The online open house was live the day of the first in-person open house, October 8, and open until the comment deadline of November 8, 2019.

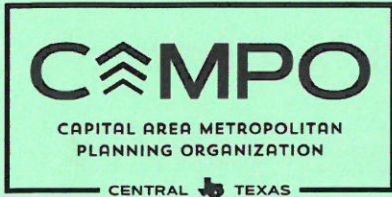
The online open house supplemented the in-person open houses by providing the same information and maps for those who may not have been able to attend in person, and as a reference for those who did attend in person to review maps and information prior to and following the in-person open houses. Electronic commenting was available via a link that automatically opened an email box for commenting.



Public Comments

The comment period for the amendments ran October 8 to November 8, 2019, and the public hearing was held on November 4, 2019, during the November Transportation Policy Board Meeting.

There were three total comments received, two through email and one during an in-person open house. Two of the comments weren't directly related to RTP and TIP amendments; one comment sought information on a MoPac/150 extension, the other comment requested improvements to US 290 between Manor and Elgin. The third comment discussed a project on the amendment list, FM 967, and the comment period and process for the amendment cycle. The comments are attached below.



TIP/RTP AMENDMENTS COMMENT CARD

Name (required): Tim P Miller
 Address: [REDACTED]
 Zip Code: 73040
 Email: [REDACTED]

with continued misleading ^{and no} information regarding the Mopac/150 Extension that Hays County and city of Kyle have been working on through our certified organic is terrible.

Having attended 35 meetings about these projects, I have a career ending situation as a stakeholder. For the past 5 years little to no information has been let out. I did give 2 options for our 30 year farm the new home for Texas state, student farm and the highway off to the south, or Mopac/150 through our farm ~~with~~ creating what is left a new city/county Food Forest park named after my wife and I. A fitting end to my endeavors.

Public comment period closes at 5 p.m. Friday, November 8, 2019.

RETURN COMMENTS BY:

Fax: 737.708.8140
 Mail: CAMPO
 3300 N. Interstate 35, Suite 630
 Austin, Texas 78705

Email: comments@campotexas.org
 In-person: 3300 N. Interstate 35, Suite 630
 Austin, Texas 78705

From: [REDACTED]
To: [CAMPO Comments](#)
Subject: TIP - Bastrop and Travis County
Date: Tuesday, October 15, 2019 5:22:23 PM

EXTERNAL email: Exercise caution when opening.

I have no earthly idea if anything is on the books for Highway 290 from Elgin through Manor, Texas, but we are desperate for some relief of the backed up traffic going through Manor, Texas. When someone has to leave Elgin at 5:45 a.m. to get to work by 7:00 a.m. at the old Motorola plant on 183. Or to leave even earlier to get to Austin Bergstrom to make a 8:00 or 9:00 a.m. flight it's ridiculous.

"straighteneing out" 973 south of 290 really won't help much since the back up starts way before 973 south off of 290.

Since TXDOT has spent millions on 71 through Bastrop and east beyond Bastrop you would think they think that is the only way to get to Houston. 290 carries a lot of traffic to and from Houston. It's time for someone to put some pressure on Manor and get something done. We are looking at another 2,000 houses going up in the next couple of years in Elgin so traffic is only going to get worse. And a lot of those people who will be buying have been priced out of Austin, but still work there.

I keep hearing that Manor and Elgin won't allow changes to 290 and if that is correct, then build a loop around those cities so traffic can flow! We don't stop there anyway for fear of losing our place in the traffic line so they won't lose anymore business.

Thank you,
Sharon Yeisley
Elgin, Texas



November 8, 2019

Capital Area Metropolitan Planning Organization
Transportation Policy Board
3300 N. Interstate 35, Ste. 630
Austin, Texas 78705
comments@campotexas.org

Via Email

Re: Comments on Proposed Amendments to the 2019-2022 Transportation Improvement Program and 2040 Regional Transportation Plan

Dear Members of the CAMPO Transportation Policy Board:

Save Our Springs Alliance (SOS Alliance) offers the following comments on the proposed amendments to the 2019-2022 TIP and 2040 RTP. SOS Alliance appreciates the opportunity to comment and the Board's consideration of these comments.

As always, SOS Alliance urges CAMPO to focus transportation dollars on equipping and expanding mass transit, bicycle, and pedestrian facilities. CAMPO should take into account land-use planning and support road improvements only where they are cost-effective and serve compact development patterns in preferred growth areas downstream of the Edwards Aquifer Recharge Zone. The primary goal of every regional transportation project should be to reduce Vehicle Miles Traveled (VMT). Significantly reducing VMT will have immeasurable environmental and community benefits, including improved air quality, reduced greenhouse-gas emissions, and will help protect our water, wildlife, and scenic vistas. Reducing VMT is the only way to create a sustainable future that preserves the quality of our environmental resources and the region's quality of life, while making the best use of limited federal funds.

As stated in our July 15, 2019 comment letter, SOS Alliance very much supports including a Transportation Demand Management Program in the TIP with dedicated funding an implementation date of 2020. It is these programs such as this, which, if adequately funded and made available to all communities in the region, can lead to significant reductions in VMT, which as we know is necessary for a sustainable future. Implementing TDM can have a high return on investment by reducing the need to add expensive lane miles of highway. SOS Alliance urges CAMPO to continue to set aside funds for its TDM program and increase its funding with each amended or new plan adopted.

SOS Alliance also applauds CAMPO and Capital Metro for including the purchase of electric buses in the TIP, which will help improve air quality and reduce greenhouse gas emissions, while likely boosting ridership and reducing noise-related grievances.

SOS Alliance also had a few concerns with the TIP amendment process, detailed below.

Austin's water watchdog since 1992

A. CAMPO Should Rework its Timing for the Public Participation Process

Had the October TPB meeting not been cancelled, the schedule of public comments would have been:

- Oct. 7- Public Hearing on Amendments
- Oct. 8- Online Open House becomes available to public
- Oct. 8-17- Public Open Houses on TIP and RTP
- Nov. 4 - TPB votes to approve amendments.
- Nov. 8- Public comments due¹

This was the typical timeline for previous amendment cycles in the past few years. It was only by happenstance that the October TPB meeting was cancelled, thereby shifting the required public hearing to the November meeting, creating this timeline:

- Oct. 8- Online Open House becomes available to public
- Oct. 8-17- Public Open Houses on TIP and RTP
- Nov. 8- Public comments due
- Dec. 9- TPB votes to approve amendments.

In this timeline, which again only happened by chance, the public actually has access to the open houses (online or in-person) *before* the public hearing—and written public comments are due well before the TPB vote. Future comment periods should replicate this schedule of events.

Giving members of the public adequate time (e.g., a week minimum) to review materials and attend open houses before speaking at a hearing will yield more informed and useful comments. Similarly, allowing TPB members adequate time to review written comments from the public ensures that the official is mindful of where public support lies (or doesn't). Both processes will help cultivate public trust in decisionmaking because people will know their voices are being heard.

B. RM 967 Widening In Buda Is Not So Bad—But Environmental Compliance Information Should be Made Available.

SOS Alliance voiced concerns at the November 4 public meeting about the widening of RM 967 from FM 1626 westward. The proposed TIP amendment changed the western project limit from Oak Forest Drive to two miles west of Oak Forest Drive, thus doubling the length of the project in the sensitive Recharge Zone for the Barton Springs segment of the Edwards Aquifer. Since making those comments, SOS Alliance received more information from Hays County officials and TxDOT staff about the project need, scope, and environmental process, and withdraws any implied or express objection to this project.

¹ SOS Alliance respectfully suggests that the due date for public comment be prominently displayed on the Open House page for each project. Currently, it is difficult to find the comment deadline for the TIP & RTP Amendments Open House.

However, the overarching theme of our comments still applies and should factor into decisionmaking on future amendments. Namely, the TPB should ensure that they have adequate decision as to how a plan amendment may affect the federally required environmental review process under the National Environmental Policy Act. Appendix D of the current TIP specifies that amendments that involve “modifications to a project scope that will cause a revision of the NEPA documentation or will alter any NEPA determination” are considered “Tier 2 Amendments” that warrant heightened scrutiny.

Finally, the public and the TPB should be able to access information about why a particular amendment is proposed and the status of NEPA compliance for that project. We realize this puts a burden on staff, but if project sponsors are required to include an explanation in their Amendment Request Forms (and they should), this answer could simply be copied and pasted into a document. Most will likely be short, but at least we and the TPB would have some idea of why the amendment is being proposed.²

Thank you for your consideration. Please feel free to contact me should you have any questions.

Sincerely,

Kelly Davis
Staff Attorney
Save Our Springs Alliance
4701 Westgate Blvd.
Bldg. D, Suite 401
Austin, Texas 78745
(512) 477-2320, ext. 6
kelly@sosalliance.org

² Another example where having such information would have been useful involves the two SL 360 grade separations that are swapping out \$13,000,000. This seemed alarming given that the intersection losing funds was in a more environmentally sensitive area (Spicewood Springs Road, by Bull Creek). After researching why this may be, we realized that the project receiving more funding is to be an underpass, while the project with reduced funds will be an overpass. Upon learning this, we breathed a collective sigh of relief, but it would have been nice had the public materials included a simple explanation for the change.



Date: December 9, 2019
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 8
Subject: Discussion and Approval of Amendment to Technical Advisory Committee (TAC) Bylaws

RECOMMENDATION

Staff requests approval to the amend the bylaws of the Technical Advisory Committee to add the City of Leander as a voting member of the Technical Advisory Committee.

PURPOSE AND EXECUTIVE SUMMARY

None.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The City of Leander was recently added as a Voting Member of the Transportation Policy Board in September 2019. Amendment of the TAC Bylaws is necessary to reflect voting representation for the City of Leander on the Technical Advisory Committee.

SUPPORTING DOCUMENTS

Attachment A – *Excerpted Section of 23 USC 134(d)(3)(A)*

Attachment B – *Excerpted Section of 23 CFR 450.310(d)(3)(i)*

Attachment C – *Revised TAC Bylaws*

Excerpted Section of 23 USC 134

(a)POLICY.—It is in the national interest—

(1)

to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight, foster economic growth and development within and between [States](#) and [urbanized areas](#), and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and

(2)

to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by [metropolitan planning organizations](#), [State](#) departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

(b)DEFINITIONS.—In this section and section 135, the following definitions apply:

(1)METROPOLITAN PLANNING AREA.—

The term “[metropolitan planning area](#)” means the geographic area determined by agreement between the [metropolitan planning organization](#) for the area and the Governor under subsection (e).

(2)METROPOLITAN PLANNING ORGANIZATION.—

The term “[metropolitan planning organization](#)” means the policy board of an organization established as a result of the designation process under subsection (d).

(3)NONMETROPOLITAN AREA.—

The term “[nonmetropolitan area](#)” means a geographic area outside designated [metropolitan planning areas](#).

(4)NONMETROPOLITAN LOCAL OFFICIAL.—

The term “[nonmetropolitan local official](#)” means elected and appointed officials of general purpose local government in a [nonmetropolitan area](#) with responsibility for transportation.

(5)REGIONAL TRANSPORTATION PLANNING ORGANIZATION.—

The term “[regional transportation planning organization](#)” means a policy board of an organization established as the result of a designation under section 135(m).

(6)TIP.—

The term “[TIP](#)” means a [transportation improvement program](#) developed by a [metropolitan planning organization](#) under subsection (j).

(7)URBANIZED AREA.—

The term “[urbanized area](#)” means a geographic area with a population of 50,000 or more, as determined by the Bureau of the Census.

(c)GENERAL REQUIREMENTS.—

(1)DEVELOPMENT OF LONG-RANGE PLANS AND TIPS.—

To accomplish the objectives in subsection (a), [metropolitan planning organizations](#) designated under subsection (d), in cooperation with the [State](#) and public transportation operators, shall develop long-range transportation plans and [transportation improvement programs](#) through a performance-driven, outcome-based approach to planning for metropolitan areas of the [State](#).

(2)CONTENTS.—

The plans and [TIPs](#) for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) that will function as an intermodal transportation system for the [metropolitan planning area](#) and as an integral part of an intermodal transportation system for the [State](#) and the United [States](#).

(3)PROCESS OF DEVELOPMENT.—

The process for developing the plans and [TIPs](#) shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

(d)DESIGNATION OF .—

(1)IN GENERAL.—To carry out the transportation planning process required by this section, a [metropolitan planning organization](#) shall be designated for each [urbanized area](#) with a population of more than 50,000 individuals—

(A)

by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population (including the largest incorporated city (based on population) as determined by the Bureau of the Census); or

(B)

in accordance with procedures established by applicable [State](#) or local law.

(2)STRUCTURE.—Not later than 2 years after the date of enactment of MAP-21, each [metropolitan planning organization](#) that serves an area designated as a transportation management area shall consist of—

(A)

local elected officials;

(B)

officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and

(C)

appropriate [State](#) officials.

(3)REPRESENTATION.—

(A)In general.—

Designation or selection of officials or representatives under paragraph (2) shall be determined by the [metropolitan planning organization](#) according to the bylaws or enabling statute of the organization.

(B)Public transportation representative.—

Subject to the bylaws or enabling statute of the [metropolitan planning organization](#), a representative of a provider of public transportation may also serve as a representative of a local municipality.

(C)Powers of certain officials.—

An official described in paragraph (2)(B) shall have responsibilities, actions, duties, voting rights, and any other authority commensurate with other officials described in paragraph (2).

Excerpted Section of 23 CFR 450

§450.310 Metropolitan planning organization designation and redesignation.

(a) To carry out the metropolitan transportation planning process under this subpart, an MPO shall be designated for each urbanized area with a population of more than 50,000 individuals (as determined by the Bureau of the Census).

(b) MPO designation shall be made by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population, as named by the Bureau of the Census) or in accordance with procedures established by applicable State or local law.

(c) The FHWA and the FTA shall identify as a TMA each urbanized area with a population of over 200,000 individuals, as defined by the Bureau of the Census. The FHWA and the FTA shall also designate any urbanized area as a TMA on the request of the Governor and the MPO designated for that area.

(d) TMA structure:

(1) Not later than October 1, 2014, each metropolitan planning organization that serves a designated TMA shall consist of:

(i) Local elected officials;

(ii) Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and

(iii) Appropriate State officials.

(2) An MPO may be restructured to meet the requirements of this paragraph (d) without undertaking a redesignation.

(3) *Representation.* (i) Designation or selection of officials or representatives under paragraph (d)(1) of this section shall be determined by the MPO according to the bylaws or enabling statute of the organization.

BYLAWS AND OPERATING PROCEDURES TECHNICAL ADVISORY COMMITTEE

(Revised ~~09/12/2016~~ 12/02/2019)

A. Purpose

The Technical Advisory Committee's purpose is to advise the Transportation Policy Board (TPB) in its development of the Unified Planning Work Program (UPWP) and the Metropolitan Transportation Plan (MTP) as well as promote coordination of other transportation planning activities. The Committee assists with the development of the Transportation Improvement Program (TIP), including the review of and recommendations on candidate projects for the TIP.

Responsibility for adoption of Metropolitan Planning Organization policies and procedures, approval of the Unified Planning Work Program, the Long Range Transportation Plan and the Transportation Improvement Program resides with the TPB. The TPB may direct the TAC to present options for its consideration with accompanying recommendations and supporting rationale. The Technical Advisory Committee may, therefore, advise the TPB on both technical and policy issues (as requested).

B. Voting Membership

The Technical Advisory Committee shall be comprised of, agency staff, or as appropriate, citizens who have expertise in developing transportation and land use plans, implementing transportation projects, or in related fields. The membership for the Technical Advisory Committee shall not exceed a maximum of twenty-four (24) members as shown in Table 1.

Members shall serve at the pleasure of the appointing agency for a term of one (1) year. Members shall be appointed by the member body, chief executive officer and/or board of the entity that they represent as shown below.

If any member (or his or her alternate) fails to attend three (3) consecutive meetings of the Committee, or a total of five (5) meetings during the member's term, he or she is subject to removal on a majority vote of the Committee at a meeting of the Committee where a quorum is present. Attendance at a meeting by a member's designated alternate will be credited to the member.

TABLE 1: Voting Membership of the Technical Advisory Committee *

Category or Organization	Appointing Agency	Number
Cities of 500,000 or more (three each)	City	3
Cities of 50,000 or more (one each)	Each City	56
Smaller Cities (Cities of less than 50,000 population)	Each County	6
Counties (one each)	Each County	6
Capital Area Metropolitan Transit Authority	Cap Metro	1
Rural Transit	CARTS	1
TxDOT District	TxDOT District	1
CTRMA	CTRMA	<u>1</u>
TOTAL		<u>2425</u>

- * **Cities of 500,000 or more** includes only the city of Austin
- * **Cities with populations of less than 500,000 and of 50,000 or more** as of the 2010 Census are Cedar Park, Georgetown, Pflugerville, Round Rock, and San Marcos.
- * **Six-County Transportation Management Area** comprises Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties.

C. Alternate Members

Each voting member may have a designated alternate member who may serve at any Technical Advisory Committee meeting in the voting member's absence. Alternate members must be appointed in the same manner as the voting member. Appointed alternate members will have the voting rights and privileges of members when serving in the absence of Technical Advisory Committee voting members.

D. Officers

The Technical Advisory Committee shall elect a Chair and a Vice Chair, each to serve for a term of one year. Elections shall be held at the first meeting of each calendar year. The current Chair shall appoint a nominating committee of three (3) members prior to the first meeting of each calendar year for the purpose of bringing before the TAC a slate of officers for consideration. In the event the Chair is unable to serve the entire term of office, the Vice Chair shall succeed to the office of Chair and the new Chair shall appoint a committee member to serve as Vice Chair for the remainder of the term. This appointment shall be subject to approval by the majority of the TAC present at the next called meeting.

E. Vacancies

Each member shall be eligible to serve during the term as long as the member occupies the position held at the time of selection. In the event that a voting member becomes ineligible or unable to serve, a new member must be appointed in the same manner as the previous voting member.

F. Quorum

A majority (13 voting members) of the total Committee voting membership shall constitute a quorum for the transaction of business at all meetings.

G. Meetings

Robert's Rules of Order shall govern all meetings of the Technical Advisory Committee. The Chair shall, in a written notice of the meeting, designate the time and place and indicate in an official agenda the business to be transacted or considered. The written notice of each meeting shall be emailed to each member of the committee at least one (1) week prior to the meeting. In the absence of the Chair and Vice Chair from a regular or special meeting of the committee at which a quorum is present, the remaining members present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chair or Vice Chair. Opportunities for public comments shall be provided subject to guidelines of the Transportation Policy Board.

H. Minutes

Minutes of all meetings shall be kept and recorded by CAMPO (MPO) staff furnished to the Technical Advisory Committee for this purpose.

I. Administrative Support

CAMPO, as the designated MPO, shall provide administrative support to the Technical Advisory Committee.

J. Notification

Policy Board members, local governments or agencies with direct memberships or appointments to the TAC as shown in Section B, shall be contacted thirty (30) days prior to the end of the calendar year to confirm an existing or new appointment to the TAC.

K. Committees

The Technical Advisory Committee may create *ad hoc* committees or technical committees with the approval of the Transportation Policy Board for the furtherance of its functions.

L. Amendments

Changes to these Bylaws may be recommended to the TPB by a three-fourths majority vote of the Technical Advisory Committee members at any duly called meeting wherein an official quorum is present. Any such proposed amendments or changes shall be fully set out in writing and furnished to each TAC member seven (7) days in advance of the meeting where the action is to be taken. Any changes to these Bylaws require a majority vote of the TPB.

M. Bylaws History

Adopted April 4, 2003

Amended October 22, 2003

Amended January 21, 2004

Amended November 14, 2011

Amended December 12, 2011

Amended December 9, 2013

Amended September 12, 2016

Amended December 9, 2019



Date: December 9, 2019
Continued From: November 4, 2019
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 9
Subject: Discussion of Regional Infrastructure Fund Agreement

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

At the November 9, 2019 Transportation Policy Board (TPB) meeting, Chair Adler appointed a committee to work through information related to the Central Texas Regional Mobility Authority's (CTRMA) request to CAMPO to subordinate our position relative to debt on the 2011 Interlocal Agreement between our two agencies or liquidate the loan for a net present value sum. CTRMA was initially hoping for a TPB decision by the December TPB meeting so that they could go to the bond markets while interest rates are still favorable.

The committee met on December 2, 2019 with CTRMA staff to begin initial discussions. During the course of the discussion, CTRMA indicated that a TPB decision was no longer as time sensitive as it was a few months ago. The committee agreed that it would be best to have full board discussions on this matter starting no later than the February 2020 TPB meeting with an expectation of making a decision no later than the May 2020 TPB meeting.

In the interim, Chair Adler directed CAMPO staff to visit with our financial advisor to discuss the discount rate proposed in the CTRMA's initial proposed revision to the interlocal agreement. Chair Adler also directed CAMPO staff to develop options on potential uses of the funds should the TPB take a vote to liquidate the loan.

CAMPO staff will work with the Technical Advisory Committee as information becomes available.

BACKGROUND AND DISCUSSION

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)*

INTERLOCAL AGREEMENT

THIS INTERLOCAL AGREEMENT (the "Agreement") is made and entered into effective as of the 27th day of June, 2012, 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, 23 U.S.C. §134 requires the Governor, by agreement with units of general purpose local government in the affected area, to designate a metropolitan planning organization ("MPO") for each metropolitan planning area in the state; and

WHEREAS, 23 U.S.C. §134 requires each MPO so designated, in cooperation with the state, to develop long-range transportation plans and transportation improvement programs for the metropolitan planning area; and

WHEREAS, the Governor of Texas has designated CAMPO as the MPO for Bastrop, Caldwell, Hays, Travis, and Williamson Counties in accordance with the requirements of 23 U.S.C. §134; and

WHEREAS, the Mobility Authority is a regional mobility authority created pursuant to the request of Travis and Williamson Counties and operating pursuant to Chapter 370 of the Texas Transportation Code (the "RMA Act") and 43 TEX. ADMIN. CODE §§26.1 *et seq.*; and

WHEREAS, Chapter 791 of the Texas Government Code provides that any one or more public agencies may contract with each other for the performance of governmental functions or services in which the contracting parties are mutually interested; and

WHEREAS, Section 370.033 of the RMA Act provides that a regional mobility authority may enter into contracts or agreements with another governmental entity; and

WHEREAS, the Mobility Authority's goals include improving mobility within Travis and Williamson counties, and to further that goal, the Mobility Authority has exercised its option, pursuant to state law, to develop, construct, and operate a proposed managed lane project in the City of Austin, Travis County, along an 11-mile portion of Loop 1 (MoPac) south of Parmer Lane to Cesar Chavez Street (the "MoPac Improvement Project" or "Project"); and

WHEREAS, the Texas Department of Transportation ("TxDOT") recently identified approximately \$2 billion in unanticipated funding for highway projects, resulting primarily from additional federal funding and lower than expected borrowing and construction costs for current projects; and

WHEREAS, TxDOT has notified CAMPO that \$136,583,000.00 of the unanticipated funding (the “New Funds”) will be made available for transportation projects in the Austin metropolitan area and has asked CAMPO to allocate the New Funds for appropriate projects; and

WHEREAS, the New Funds must be primarily allocated to projects which have progressed through the planning and development process to a point where Federal funds may be obligated to the project by September 30, 2012; and

WHEREAS, the MoPac Improvement Project is expected to receive environmental clearance on or before August 31, 2012, and has otherwise advanced through the planning and development process such that it is anticipated to be eligible for the obligation of funds prior to September 30, 2012; and

WHEREAS, CAMPO has determined that it is in the best interest of the region to allocate \$130 million in New Funds to the development and construction of the MoPac Improvement Project by the Mobility Authority; and

WHEREAS, the allocation of \$130 million in New Funds to the MoPac Improvement Project makes it possible for the Mobility Authority to fund construction of the Project without issuing toll revenue bonds, and thus reduces the total cost of constructing and operating the Project by the projected cost of issuing and repaying toll revenue bonds; and

WHEREAS, because the Mobility Authority will not have debt service requirements for the MoPac Improvement Project, the Project will generate “Surplus Revenue” (as defined below) sooner than if debt were issued; and

WHEREAS, to assure that the region shares in the benefits resulting from the use of New Funds for the MoPac Improvement Project, and in accordance with the requirements of Section 370.174 of the RMA Act, the Mobility Authority has agreed to establish a Regional Infrastructure Fund (“RIF”) created from a portion of the Surplus Revenue from the MoPac Improvement Project to be used to fund other transportation projects in the region; and

WHEREAS, in accordance with the terms of this Agreement and provisions of the RMA Act, the RIF will be available for use on transportation projects identified by CAMPO; and

WHEREAS, the Mobility Authority has agreed to deposit and hold the RIF in a dedicated interest-bearing account for the benefit of CAMPO;

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 the Agreement by resolution and that this Agreement will be in full force and effect when approved by each party.

II. ACTION

- A. Allocation of New Funds to the MoPac Improvement Project.** CAMPO shall amend its Transportation Improvement Program (“TIP”) to allocate to the Mobility Authority \$130 million in New Funds, to be used to pay or provide reimbursement for the costs of (1) constructing the MoPac Improvement Project, including without limitation costs of right-of-way acquisition and utility relocation; and (2) other costs associated with project financing and implementation. This funding allocation is committed by CAMPO and is not subject to future discretionary actions of CAMPO. The Parties recognize and acknowledge that, subject to applicable law, a portion of the New Funds committed by this paragraph may be applied to reimburse costs incurred prior to, and in anticipation of, receipt of New Funds. The Parties further recognize and acknowledge that the New Funds shall be made available to the Mobility Authority by TxDOT pursuant to the terms of a separate financial assistance agreement. A copy of the financial assistance agreement will be provided to CAMPO upon execution by the Mobility Authority and TxDOT.
- B. Maintenance of Regional Infrastructure Fund.** In order to share the financial benefits derived from using New Funds for the MoPac Improvement Project, the Mobility Authority will establish and maintain a RIF. The RIF will be held in a dedicated interest-bearing account into which the Mobility Authority will deposit a portion of the Surplus Revenue generated by the Project (the “RIF Account”). The amounts of, and projected schedule for, contributions to the RIF Account are set forth on Exhibit “A”, attached hereto and incorporated herein.
- C. Use of Funds Held in the RIF Account.** The proceeds deposited to the RIF Account (and interest earned thereon) shall be used to assist governmental entities (which may include the Mobility Authority) in funding eligible toll or toll-free transportation projects. CAMPO shall have the sole responsibility for designating the transportation projects to which funds in the RIF Account will be allocated and determining the amount of available RIF proceeds to be allocated to each project. The Mobility Authority shall distribute funds in the RIF Account to governmental entities as designated by CAMPO for transportation projects included in the approved TIP (and any other required planning document). Notwithstanding the foregoing, unless otherwise permitted by federal law, funds in the RIF Account may only be used for a transportation project as defined in Title 23 of the United States Code (23 U.S.C.).

If, in the future, state and federal law permits CAMPO to directly fund projects through loans and grants, and state law permits a regional mobility authority to transfer Surplus Revenue directly to a metropolitan planning organization, the Parties agree that the RIF contributions and account shall, upon receipt of a written request from CAMPO, be transferred from the Mobility Authority to CAMPO.

- D. Mobility Authority Commitment Contingent on Surplus Revenue.** The Mobility Authority shall deposit Surplus Revenue to the RIF Account only to the extent Surplus Revenue exists and in accordance with the general schedule set forth in Exhibit "A", which was derived based on projected revenues, operations and maintenance expenses, necessary reserves, and other project expenditures developed by the Mobility Authority and its consultants. For purposes of this Agreement, the phrase "Surplus Revenue" shall have the meaning set forth in Section 370.003(12) of the RMA Act, provided that neither (1) feasibility fund expenditures; nor (2) debt service and other expenses associated with any borrowing as described in Section II.E(2) shall be deducted from Project revenues in computing Surplus Revenue. If the Project does not generate Surplus Revenue at the time or in the amounts projected on Exhibit "A", the parties will confer and will work in good faith to revise the terms hereof to accommodate the changed circumstances while preserving the benefits for the region of the RIF and recognizing the value of the designated contribution schedule.
- E. Encumbrance of Project Revenues.** The Mobility Authority agrees not to encumber Project revenues to secure borrowing from third parties except in either of the following circumstances:
- (1) The Mobility Authority determines that funds are needed to support Project construction or operations or to reimburse previously-incurred Project expenditures. If the funds needed are less than \$25 million, the Mobility Authority may take such actions as are necessary to secure the funding, including entering into a loan agreement with a third party to provide the funding on commercially reasonable terms (which may include a pledge of Project revenues).
 - (2) If the Mobility Authority has made contributions to the RIF in accordance with the schedule reflected on Exhibit "A", it may pledge that portion of Surplus Revenue which exceeds scheduled RIF contributions ("Additional Surplus Revenue") to secure third party borrowing. In accordance with Section II.D, all debt service and other expenses associated with such borrowing shall be excluded from the definition of Surplus Revenue available for contribution to the RIF (i.e., debt service and expenses related to such borrowing will not be deducted from Project revenues for purposes of calculating Surplus Revenue available for contribution to the RIF). In the event the Mobility Authority intends to borrow money and pledge the Additional Surplus Revenue to secure such borrowing, the Mobility Authority shall: (1) provide notice of its intent to engage in such borrowing at least thirty (30) calendar days prior to consummating such loan; (2) assure that any documents evidencing the loan recognize the obligations to make the RIF contributions prior to satisfying any loan obligations; and (3) provide documents evidencing the loan to CAMPO at least ten (10) business days prior to funding.
- F. Advance Funding of RIF.** At its option and depending on Project performance, the Mobility Authority may fund the entire contribution to the RIF earlier than is otherwise projected on Exhibit "A".

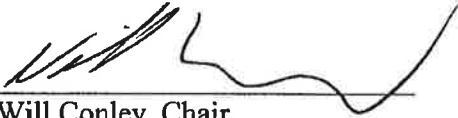
- G. **Audit of Project.** The Mobility Authority will provide a copy of its annual audit to CAMPO until such time that the RIF contributions have been fully funded in accordance with Exhibit "A". In addition, CAMPO may, at its expense, secure an independent audit of the Project to verify the computation and availability of Surplus Revenue for contribution to the RIF in accordance with the projected schedule reflected on Exhibit "A".

III. GENERAL AND MISCELLANEOUS

- A. **Prior Written Agreements.** This Agreement is the complete agreement by and between the Parties on the subject matter of the Agreement. This 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 this 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 this Agreement or in a separate written instrument executed by both Parties.
- C. **Governmental Immunity.** Nothing in this Agreement shall be deemed to waive, modify, or amend any legal defense available at law or in equity to 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 of the United States.
- D. **Amendments and Modifications.** This Agreement may not be amended or modified except in writing and executed by both Parties to this Agreement and authorized by their respective governing bodies.
- E. **Severability.** If any provision of this 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 this entire 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 this 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 this Agreement and be deemed to be validated and enforceable.
- F. **Execution in Counterparts.** This Agreement may be simultaneously 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.

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

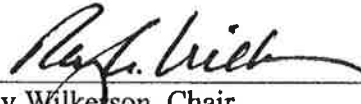
**Capital Area Metropolitan Planning
Organization Transportation Policy Board**



By: Will Conley, Chair

Date: 6-28-12

**Central Texas Regional Mobility
Authority**



By: Ray Wilkerson, Chair

Date: 6-27-12

EXHIBIT "A"

PROJECTED
REGIONAL INFRASTRUCTURE FUND
CONTRIBUTION SCHEDULE

(Contributions to be made on or before September 1 of the year indicated)

Year	Annual Amount
2017	\$2,000,000
2018	\$2,000,000
2019	\$3,000,000
2020	\$4,000,000
2021	\$5,000,000
2022	\$5,000,000
2023	\$6,000,000
2024	\$10,000,000
2025	\$10,000,000
2026	\$10,000,000
2027	\$10,000,000
2028	\$10,000,000
2029	\$11,000,000
2030	\$11,000,000
2031	\$11,000,000
2032	\$11,000,000
2033	\$11,000,000
2034	\$11,000,000
2035	\$11,000,000
2036	\$12,000,000
2037	\$12,000,000
2038	\$12,000,000
2039	\$12,000,000
2040	\$12,000,000
2041	\$16,000,000
TOTAL	\$230,000,000

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 simultaneously 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: _____



Date: December 9, 2019
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Steven Duong, AECOM
Agenda Item: 10
Subject: Presentation of Fort Worth to Laredo High-Speed Transportation Study

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The North Central Texas Council of Governments (NCTCOG) is conducting a study to evaluate high-speed transportation alternatives that connect Fort Worth, Waco, Killeen-Temple, Austin, San Antonio, and Laredo. The study is evaluating various technology options and modes of travel and will recommend potential corridors and station locations to include in future NEPA documentation. The process has included consultation from the Metropolitan Planning Organizations within the study area including the Capital Area Metropolitan Planning Organization as well as regional stakeholders.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

This study is being funded and conducted by the North Central Texas Council of Governments (NCTCOG) and is intended to build on several previous studies including the recommendations from the Texas-Oklahoma Passenger Rail Service (TOPRS) Final Environmental Impact Statement and Record of Decision.

SUPPORTING DOCUMENTS

None.



Date: December 9, 2019
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Ms. Doise Miers, Community Outreach Manager
Agenda Item: 11
Subject: Presentation of Regional Transit Study

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Regional Transit Study 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 Study 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 Study 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 identify 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.

Public involvement for the Regional Transit Study was 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 focused on the transit toolkit and asked 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.

GUIDE FOR APPOINTMENTS TO THE TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (TAC) serves as an advisory group to the Transportation Policy Board (TPB). The TPB relies on the TAC to review technical information provided by the CAMPO staff or other relevant organizations to support the development of the Long-Range Plan, the 10-Year Program of Projects required by House Bill 20, and the Transportation Improvement Program. The TPB expects the TAC to provide recommendations to the TPB on a slate of transportation projects and activities upon completion of their review of all relevant technical information.

In order to ensure that the TAC functions as intended, it is important that each member jurisdiction of the TPB appoint TAC members and alternates that have the knowledge, experience, and responsibility to represent them. A TAC appointee and their alternate should hold a college degree and have substantial experience in civil engineering or transportation planning. Each TAC appointee and their alternate should also be a senior member of the organization and should have the level of responsibility to encumber public funds on behalf of the appointing jurisdiction. Most importantly, the TAC appointee and their alternate should have direct responsibility for the development and implementation of transportation projects.

Please find below a guide that may be used when considering the appointment of a TAC member. The guide gives some indication as to the level of responsibility a TAC appointee and their alternate should hold in their organization. The guide is not an exhaustive list. Ideally, a TAC appointee and their alternate will fall into one of the job titles (or a title closely equivalent) below:

Cities (All Categories – Smaller Cities, Between 50,000 & 500,000, Above 500,000)

- City Manager or Assistant City Manager
- Director and/or Assistant Director of Public Works
- Director and/or Assistant Director of Transportation
- Director and/or Assistant Director of Planning

Counties

- County Engineer or Assistant County Engineer
- Director of Infrastructure, Public Works or Transportation

Transportation Organizations

- Director or Assistant Director
- Organizational Lead for Engineering or Planning



**2020 APPOINTMENT TO THE
TECHNICAL ADVISORY COMMITTEE**

PRIMARY VOTING MEMBER:

*Name: _____

*Title: _____

*Organization: _____

*Representing: _____

*Address: _____

*Phone: _____

*Email: _____

*Term Expiration: January 31, 2021 _____

ALTERNATE VOTING MEMBER:

*Name: _____

*Title: _____

*Organization: _____

*Representing: _____

*Address: _____

*Phone: _____

*Email: _____

*Term Expiration: January 31, 2021 _____

Return to: Kimberly Petty, Executive Assistant
CAMPO
3300 N. IH-35, Suite 630
Austin, Texas 78705
kimberly.petty@campotexas.org

Signature of Appointing Official

***DEADLINE FOR COMPLETED FORM - DECEMBER 20, 2019**



**2020 APPOINTMENT TO THE
TECHNICAL ADVISORY COMMITTEE**

PRIMARY VOTING MEMBER – (SMALLER CITIES):

*Name: _____

*Title: _____

*Organization: _____

*Representing: _____

*Address: _____

*Phone: _____

*Email: _____

*Term Expiration: January 31, 2021 _____

ALTERNATE VOTING MEMBER – (SMALLER CITIES):

*Name: _____

*Title: _____

*Organization: _____

*Representing: _____

*Address: _____

*Phone: _____

*Email: _____

*Term Expiration: January 31, 2021 _____

Return to: Kimberly Petty, Executive Assistant
CAMPO
3300 N. IH-35, Suite 630
Austin, Texas 78705
kimberly.petty@campotexas.org

Signature of Appointing Official

***DEADLINE FOR COMPLETED FORM - DECEMBER 20, 2019**

CAMPO 2019 - 2020 Work Plan

TAC	November 18 2019	Information - Regional Transit Study Recommendation - 2019-2022 TIP Fall Amendment Cycle
TPB	December 9 2019	Action - 2019-2022 TIP Fall Amendment Cycle Information - Regional Transit Study Information - High Speed Rail Study Information - Regional Infrastructure Fund <i>End First Round of Outreach for 2045 RTP</i>
TAC	December 16 2019	Information - 2045 RTP Progress
TPB	January 13 2020	Information - 2045 RTP Progress
TAC	January 27 2020	Information - 2045 RTP Progress
TPB	February 10 2020	Information - 2045 RTP Progress <i>Begin Second Round of Outreach for 2045 RTP</i>
TAC	February 24 2020	Information - 2045 Regional Transportation Plan Information - 2021-2024 TIP Information - 2019-2022 TIP Spring Amendment Cycle Information - Project Connect Locally Preferred Alternative
TPB	March 9 2020	Information - 2045 Regional Transportation Plan/Public Hearing Information - 2021-2024 TIP/Public Hearing Information - 2019-2022 TIP Spring Amendment Cycle/Public Hearing <i>End Second Round of Outreach for 2045 RTP</i>
TAC	March 23 2020	Recommendation - 2045 Regional Transportation Plan Recommendation - 2021-2024 TIP Recommendation - 2019-2022 TIP Spring Amendment Cycle
TPB	April 6 2020	Action - 2045 Regional Transportation Plan Action - 2021-2024 TIP Action - 2019-2022 TIP Spring Amendment Cycle Action - Project Connect Locally Preferred Alternative Inclusion in the 2021-2024 TIP
TAC	April 20 2020	
TPB	May 11 2020	
TAC	May 25 2020	Information - Bergstrom Spur Study
TPB	June 8 2020	Information - Bergstrom Spur Study
TAC	June 20 2020	
TPB	July 6 2020	
TAC	July 20	

	2020	
TPB	August 10 2020	
TAC	August 24 2020	Information - San Marcos Study
TPB	September 14 2020	Information - San Marcos Study
TAC	September 28 2020	
TPB	October 12 2020	Information - 2021-2024 TIP Fall Amendment Cycle
TAC	October 26 2020	Recommendation - 2021-2024 TIP Fall Amendment Cycle
TPB	November 2 2020	Action - 2021-2024 TIP Fall Amendment Cycle
TAC	November 16 2020	