



# TRANSPORTATION POLICY BOARD MEETING

Monday, August 10, 2020  
2:00 p.m.

Livestream at [www.campotexas.org](http://www.campotexas.org)

## AGENDA

PURSUANT TO SECTION 551.127 OF THE TEXAS GOVERNMENT CODE, AND IN CONJUNCTION WITH THE GUIDANCE AND PROVISIONS PROVIDED BY THE GOVERNOR OF TEXAS IN THE DECLARATION OF DISASTER ENACTED MARCH 13, 2020, MEMBERS OF THE TRANSPORTATION POLICY BOARD MAY BE PARTICIPATING REMOTELY IN COMPLIANCE WITH THE TEXAS OPEN MEETINGS ACT, AS TEMPORARILY MODIFIED BY THE GOVERNOR, AND POLICY BOARD BYLAWS.

- 1. Certification of Quorum – Quorum requirement is 11 members  
..... Commissioner Cynthia Long, Chair

- 2. Public Comments  
*Individuals wishing to speak during Public Comments must contact the CAMPO office via email at [TPBcomments@campotexas.org](mailto:TPBcomments@campotexas.org) or call 512-215-9411 by 1:00 p.m., Monday, August 10, 2020. A call or confirmation email will be sent with information on how to offer comments. Speakers must adhere to the three (3) minute time limit.*

This is an opportunity for the public to address the Transportation Policy Board concerning an issue of community interest that is not on the agenda. Comments on a specific agenda item must be made when the agenda item comes before the Board. The Chair may place a time limit on all comments. Any deliberation of an issue raised during Public Comments is limited to a statement of fact regarding the item; a statement concerning the policy regarding the item or a proposal to place the item on a future agenda.

- 3. Chair Announcements ..... Commissioner Cynthia Long, Chair
- 4. Report from the Technical Advisory Committee (TAC) Chair..... Mr. Mike Hodge  
*Mr. Hodge will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.*

### EXECUTIVE SESSION:

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

- 5. Executive Session ..... Commissioner Cynthia Long, Chair  
*The Transportation Policy Board will recess to an Executive Session, if necessary.*

**CONSENT AGENDA:**

**THE SECTION BELOW INCLUDES ROUTINE OR RECURRING ITEMS FOR COLLECTIVE ACTION UNLESS A REQUEST TO DISCUSS THE ITEM IS PRESENTED BY A MEMBER OF THE BOARD. THE ITEM WILL THEN BE CONSIDERED, DISCUSSED AND APPROPRIATE ACTION TAKEN SEPARATELY.**

- 6. [Discussion and Take Appropriate Action on June 8, 2020 Meeting Minutes](#)  
.....Mr. Ashby Johnson, CAMPO  
*Mr. Johnson will present the June 8, 2020 meeting minutes and request Transportation Policy Board approval.*
- 7. [Discussion and Take Appropriate Action on Memorandum of Understanding \(MOU\) Between CAMPO, the City of Round Rock, and TxDOT](#)..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will request approval by the Transportation Policy Board Chair to execute an MOU between CAMPO, the City of Round Rock and TxDOT regarding cooperative performance-based planning.*
- 8. [Discussion and Take Appropriate Action to Formally Change CAMPO Transportation Policy Board Meeting Start Times to 2:00 P.M.](#).....Commissioner Cynthia Long, Chair  
*Chair Long will ask the Transportation Policy Board to formalize the 2:00 p.m. start time change that has been in use since the April 2020 Transportation Policy Board Meeting.*

**ACTION:**

**THE PUBLIC IS INVITED TO COMMENT ON ITEMS 9 & 10 IN THE SECTION BELOW. INDIVIDUALS WISHING TO SPEAK MUST CONTACT THE CAMPO OFFICE VIA EMAIL AT [TPBCOMMENTS@CAMPOTEXAS.ORG](mailto:TPBCOMMENTS@CAMPOTEXAS.ORG) OR CALL 512-215-9411 BY 1:00 P.M., MONDAY, AUGUST 10, 2020. A CALL OR CONFIRMATION EMAIL WILL BE SENT WITH INFORMATION ON HOW TO OFFER COMMENTS. SPEAKERS MUST ADHERE TO THE THREE (3) MINUTE TIME LIMIT.**

- 9. [Discussion and Take Appropriate Action on Amendments to the CAMPO National Highway System \(NHS\) Network](#)..... TxDOT, Transportation Planning & Programming Division  
*TxDOT and its consultants will review changes to the NHS system in the six-county region and seek TPB approval.*
- 10. [Discussion and Take Appropriate Action on Amendments to the 2019-2022 Transportation Improvement Program and 2045 Regional Transportation Plan](#)..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will present requests for out-of-cycle amendments to the 2019-2022 Transportation Improvement Program and 2045 Regional Transportation Plan.*

**INFORMATION:**

- 11. [Presentation on Benefits of a Potential Open Roads Policy for the CAMPO Region](#)  
.....Mr. Tom Fowler, Kimley-Horn  
*Mr. Fowler will discuss the Open Roads follow up item from the Regional Incident Management Study.*
- 12. [Update on FY 2019 Audit Finding Results](#) .....Montemayor Britton Bender PC  
*A representative from Montemayor Britton Bender PC will provide an overview of the results from the CAMPO FY 2019 audit finding.*

13. Executive Director’s Report on Transportation Planning Activities
  - a. [Update on the Draft 2021 Unified Transportation Program \(UTP\)](#)
14. Announcements
  - a. Next Technical Advisory Committee Meeting, August 24, 2020 – 2:00 p.m.
  - b. Next Transportation Policy Board Meeting, September 14, 2020 – 2:00 p.m.
15. Adjournment

***Persons with Disabilities:***

*Upon request, reasonable accommodations are provided. Please call 512-215-8225 at least three (3) business days prior to the meeting to arrange for assistance.*



**Capital Area Metropolitan Planning Organization  
 Transportation Policy Board Meeting  
 Held remotely online and by phone in accordance with local and  
 state Stay at Home Orders - Livestream at [www.campotexas.org](http://www.campotexas.org)  
 Meeting Minutes  
 June 8, 2020 – 2:00 p.m.**

**1. Certification of Quorum – Quorum requirement is 11 members**  
 .....Commissioner Cynthia Long, Chair

The CAMPO Transportation Policy Board was called to order by the Chair at 2:04 p.m.

The roll was taken and a quorum was announced present.

|    | <b>Member</b>           | <b>Representing</b>             | <b>Member Attending</b> | <b>Alternate Attending</b>           |
|----|-------------------------|---------------------------------|-------------------------|--------------------------------------|
| 1  | Cynthia Long, Chair     | Commissioner, Williamson County | Y                       |                                      |
| 2  | Ann Kitchen, Vice-Chair | City of Austin, District 5      | Y                       |                                      |
| 3  | Steve Adler             | Mayor, City of Austin           | Y                       |                                      |
| 4  | Alison Alter            | City of Austin, District 10     | Y                       |                                      |
| 5  | Clara Beckett           | Commissioner, Bastrop County    | Y                       |                                      |
| 6  | Gerald Daugherty        | Commissioner, Travis County     | Y                       |                                      |
| 7  | Sam Biscoe              | Judge, Travis County            | Y                       |                                      |
| 8  | Tucker Ferguson, P.E.   | TxDOT-Austin District           | Y                       |                                      |
| 9  | Jimmy Flannigan         | City of Austin, District 6      | Y                       |                                      |
| 10 | Troy Hill               | Mayor, City of Leander          | N                       | Council Member Marci Cannon          |
| 11 | Jane Hughson            | Mayor, City of San Marcos       | Y                       |                                      |
| 12 | Mark Jones              | Commissioner, Hays County       | Y                       |                                      |
| 13 | Rudy Metayer            | City of Pflugerville, Place 4   | Y                       |                                      |
| 14 | Terry Mitchell          | Capital Metro Board Member      | Y                       |                                      |
| 15 | Travis Mitchell         | Mayor, City of Kyle             | N                       | <i>*Ex-Officio/Non-Voting Member</i> |
| 16 | Craig Morgan            | Mayor, City of Round Rock       | Y                       |                                      |
| 17 | James Oakley            | Judge, Burnet County            | Y                       |                                      |
| 18 | Dale Ross               | Mayor, City of Georgetown       | Y                       |                                      |
| 19 | Brigid Shea             | Commissioner, Travis County     | Y                       |                                      |
| 20 | Edward Theriot          | Commissioner, Caldwell County   | Y                       |                                      |
| 21 | Jeffrey Travillion      | Commissioner, Travis County     | Y                       |                                      |
| 22 | Corbin Van Arsdale      | Mayor, City of Cedar Park       | Y                       |                                      |



## 2. Public Comments

The Chair recognized the following individuals who offered public comments:

1. Ms. Rosselyn Alexander Kasparink, Private Citizen
2. Ms. Kelly Davis, Save Our Springs Alliance
3. Ms. Zenobia Joseph, Private Citizen

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/63256>. Start Video at 00:01:26

## 3. Chair Announcements .....Commissioner Cynthia Long, Chair

The Chair announced that she will propose the permanent time change of 2:00 p.m. for future Transportation Policy Board meetings for discussion at a future meeting. The Chair informed the Board that the CAMPO Transportation Policy Board is one of the remaining Metropolitan Planning Organizations (MPOs) that meet in the evening.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/63256>. Start Video at 00:13:01

## 4. Report from the Technical Advisory Committee (TAC) Chair

In the absence of the Technical Advisory Committee (TAC) Chair, Vice Chair Julia Cleary provided an overview of the discussions and actions from the May 18, 2020 meeting.

Ms. Cleary reported that the TAC voted unanimously to approve the April 24, 2020 meeting minutes. The TAC also voted unanimously to recommend adoption of 2021-2024 Transportation Improvement Program (TIP) by the Transportation Policy Board. Vice Chair Cleary summarized the discussion that resulted in the recommendation for adoption of the 2021-2024 TIP.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/63256>. Start Video at 00:15:59

## 5. Discussion and Take Appropriate Action on May 4, 2020 Meeting Minutes

The Chair recognized Ms. Zenobia Joseph who provided comments on the May 4, 2020 meeting minutes. Ms. Zenobia requested that the minutes be amended to reflect her comments for Agenda Item 7-Discussion and Take Appropriate Action on CAMPO Appointment to Capital Metro Board as “spoke against the reappointment of Mr. Wade Cooper to the Capital Metro Board.”

The Chair entertained a motion for approval of the minutes for the May 4, 2020, as amended.

Judge James Oakley moved for approval of the May 4, 2020 meeting minutes, as amended.

Mayor Craig Morgan seconded the motion.  
The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Mayor Steve Adler, Council Member Alison Alter, Commissioner Clara Beckett, Judge Sam Biscoe, Commissioner Gerald Daugherty,

Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Council Member Marci Cannon (Proxy for Mayor Troy Hill), Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/63256>. Start Video at 00:17:44

## **6. Discussion and Take Appropriate Action on Funding Related to IH-35**

The Chair recognized Mr. Ryan Collins, Short-Range Planning Manager who introduced Ms. Doise Miers, Community Outreach Manager as presenter of the community outreach efforts for Agenda Item 6-Action on Funding Related to IH-35 and Agenda Item 7 Adoption of the Draft 2021-2024 TIP.

Ms. Miers informed the Board that the public comment period for the Draft 2021-2024 TIP opened on March 20, 2020 was extended and closed on June 1, 2020. Ms. Miers reported that the online Open House included project lists, the Draft 2021-2024 TIP, and a link to submit public comment via email. The Maintain and Defer Project List which was later developed was also added to the online Open House.

Ms. Miers also informed the Board that community outreach efforts were modified to include social distancing and interaction with the public remotely. Public comment was also accepted by phone and a hotline was established for Spanish speaking individuals. Ms. Miers reported that a public hearing on the Draft 2021-2024 TIP was held on April 6, 2020 and closed on June 1, 2020. Ms. Miers also provided a summary of the public comments received.

The Chair later recognized Mr. Ryan Collins who summarized action by the Texas Transportation Commission (TTC) on April 30, 2020 to amend the Unified Transportation Plan and add an additional \$3.4 billion to the \$4.9 billion IH-35 Capital Express Project. Mr. Collins noted that in addition to this action, the TTC requested the reprioritization of \$633 million in currently funded projects within the CAMPO region to fill a \$934 billion funding gap for the IH-35 Capital Express Project. Mr. Collins discussed the reprioritization process.

Mr. Collins also provided a detailed overview of the methodology used to determine the Category 7 maintain and defer project listing, scenario development, and next steps. Mr. Collins concluded the presentation with a recommendation for Transportation Policy Board approval of the Category 7 program of projects in Scenario C to be deferred in support of the IH-35 Capital Express Project.

Judge James Oakley moved for approval of Scenario C as it relates to the funding related to IH-35.

Commissioner Mark Jones seconded the motion.

The Chair recognized Council Member Jimmy Flannigan who offered a brief statement in acknowledgement of the protest that happened on IH-35, the suffering of Black and brown citizens, and the “Black Lives Matter” movement.

The Chair recognized the following individuals who offered public comments on the funding related to IH-35:

1. Ms. Vanessa Fuentes, Private Citizen
2. Mr. Randy Lawson, Private Citizen
3. Mr. Brian Thompto, Steiner Ranch Neighborhood Association
4. Mr. Tom Wald, The Red Line Parkway Initiative
5. Ms. Kelly Davis, Save Our Springs Alliance
6. Mr. Jay Crossley, Farm and City
7. Ms. Zenobia Joseph, Private Citizen
8. Mr. Robin Stallings, Bike Texas

Vice Chair Ann Kitchen offered a friendly amendment to the existing motion.

Vice Chair Kitchen stated the friendly motion as– “When the Transportation Policy Board next considers funding for projects, the Policy Board will assign first priority for construction and/or implementation funding to the Category 7 and Category 2, 4, and 12 projects that were deferred under this action.”

Mr. Tim Tuggey, CAMPO legal counsel provided clarification on how to address the friendly motion made by Vice Chair Kitchen.

The original motion remained as presented and Vice Chair Kitchen agreed to offer a separate motion.

Vice Chair Kitchen also offered clarity on the information provided to the Board on June 5, 2020 by the City of Austin.

Following further comment and discussion by the Board, the Chair called the question.

The motion prevailed.

Ayes: Commissioner Cynthia Long, Commissioner Clara Beckett, Judge Sam Biscoe, Commissioner Gerald Daugherty, Mr. Tucker Ferguson, P.E., Council Member Marci Cannon (Proxy for Mayor Troy Hill), Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Mayor Dale Ross, Commissioner Edward Theriot, and Mayor Corbin Van Arsdale

Nays: Mayor Steve Adler, Council Member Alison Alter, Council Member Jimmy Flannigan, Council Member Ann Kitchen, Commissioner Brigid Shea, and Commissioner Jeffrey Travillion

Abstain: None

Absent and Not Voting: None

Vice Chair Kitchen later made a separate motion.

Vice Chair Kitchen stated the motion as– “When the Transportation Policy Board next considers funding for projects, the Transportation Policy Board will assign first priority for construction and/or implementation funding to the Category 7 projects that were deferred under this action to accommodate IH-35. CAMPO will maintain a list of the projects deferred by this action.”

Council Member Rudy Metayer seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Mayor Steve Adler, Council Member Alison Alter, Commissioner Clara Beckett, Judge Sam Biscoe, Commissioner Gerald Daugherty, Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Council Member Marci Cannon (Proxy for Mayor Troy Hill), Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/63256>. Start Video at 00:19:40

## **7. Discussion and Take Appropriate Action on Adoption of Draft 2021-2024 Transportation Improvement Program (TIP)**

The Chair recognized Mr. Ryan Collins, Short-Range Planning Manager who provided a brief overview of the development process for the Draft 2021-2024 TIP. Mr. Collins informed the Board that the TIP is the implementation stage of projects that are listed in the Regional Transportation Plan. The TIP also approves and allocates state and federal funding to projects. Mr. Collins also highlighted and discussed program content. The presentation was concluded with a request for adoption of the Draft 2021-2024 TIP by the Transportation Policy Board.

The Chair recognized the following individuals who offered public comments on the adoption of the Draft 2021-2024 TIP:

1. Mr. Tom Wald, The Red Line Parkway Initiative
2. Mr. Jay Crossley, Farm and City
3. Ms. Zenobia Joseph, Private Citizen
4. Ms. Kelly Davis, Save Our Springs Alliance

The Chair later entertained a motion for adoption of the Draft 2021-2024 TIP.

Commissioner Gerald Daugherty moved for adoption of the Draft 2021-2024 TIP.

Judge James Oakley seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Mayor Steve Adler, Council Member Alison Alter, Commissioner Clara Beckett, Judge Sam Biscoe, Commissioner Gerald Daugherty, Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Council Member Marci Cannon (Proxy for Mayor Troy Hill), Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Mayor Dale Ross, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: Commissioner Brigid Shea

Absent and Not Voting: None

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/63256>. Start Video at 01:49:53

## **8. Discussion and Take Appropriate Action on Travis County Interlocal Agreement (ILA)**

This item was deferred to a future meeting. Judge Sam Biscoe agreed to research and respond to the Board in writing at a later meeting.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/63256>. Start Video at 02:12:11

## **9. Executive Session**

An Executive Session of the Transportation Policy Board was convened at 4:30 p.m. to discuss the CAMPO Executive Director's Employment Contract. The Chair noted that action on the CAMPO Executive Director's Employment Contract will be taken immediately following reconvening of the regular session of the Transportation Policy Board Meeting.

The Chair reconvened the Transportation Policy Board Meeting at 5:05 p.m.

The Chair made a motion to amend the employment contract for the CAMPO Executive Director as follows:

1. Annual Base Salary - \$212,000
2. Annual Leave - 5 weeks
3. Employment Contract Expiration Date - August 2023

Mayor Dale Ross seconded the motion.

The motion prevailed.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Mayor Steve Adler, Commissioner Clara Beckett, Commissioner Gerald Daugherty, Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Council Member Marci Cannon (Proxy for Mayor Troy Hill), Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Mayor Dale Ross, Commissioner Edward Theriot, and Mayor Corbin Van Arsdale

Nays: None

Abstain: Judge Sam Biscoe

Absent and Not Voting: Council Member Alison Alter, Commissioner Brigid Shea, and Commissioner Jeffrey Travillion

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/63256>. Start Video at 02:17:20

## **10. Status Update on Transportation Demand Management (TDM) Program**

This item was deferred to the August meeting.

## **11. Executive Director's Report on Transportation Planning Activities**

Mr. Ashby Johnson reported that a red-lined document of the 2045 RTP was provided to the Board, as requested from the May meeting. Mr. Johnson also informed the Board that a potential stimulus bill is in the works but not to expect release prior to February or March 2021 at the earliest.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/63256>. Start Video at 02:15:04

## **12. Announcements**

The Chair announced that the next Technical Advisory Committee Meeting will be held on June 22, 2020 at 2:00 p.m. and the next Transportation Policy Board Meeting will be held on August 10, 2020 at 2:00 p.m.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/63256>. Start Video at 02:16:54

## **13. Adjournment**

Mayor Corbin Van Arsdale addressed the Chair to request adjournment of the meeting in memory of Mr. George Floyd.

The Chair virtually passed the gavel to Mayor Corbin Van Arsdale who adjourned the June 8, 2020 meeting of the Transportation Policy Board at 5:08 p.m. in memory of Mr. George Floyd.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/63256>. Start Video at 02:22:49



**Date:** August 10, 2020  
**Continued From:** N/A  
**Action Requested:** Approval

---

**To:** Transportation Policy Board  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 7  
**Subject:** Discussion and Take Appropriate Action on Memorandum of Understanding (MOU) Between CAMPO, the City of Round Rock and TxDOT

---

**RECOMMENDATION**

Staff requests the approval of the Memorandum of Understanding (MOU) between the Capital Area Metropolitan Planning Organization (CAMPO), the City of Round Rock and the Texas Department of Transportation (TxDOT) regarding the responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming.

**PURPOSE AND EXECUTIVE SUMMARY**

The purpose of the MOU is to make provisions for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Capital Area Metropolitan Planning Area and to provide an agreement between TxDOT, CAMPO, and the City of Round Rock (Transit Provider), in accordance with current Federal Legislation and as required by 23 CFR 450.314.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

CAMPO, TxDOT and federally-funded transit providers in the CAMPO region are required to jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System.

**SUPPORTING DOCUMENTS**

**Attachment A** – *Memorandum of Understanding (Draft)*

**Attachment B** – *City of Round Rock Resolution No. R-2020-0199*

**MEMORANDUM OF  
UNDERSTANDING  
AMONG  
THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (MPO)  
TEXAS DEPARTMENT OF TRANSPORTATION  
CITY OF ROUND ROCK**

**WHEREAS**, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 CFR 450.314, and

**WHEREAS**, the MPO and the City of Round Rock are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

**WHEREAS**, these responsibilities shall be clearly identified in written agreements among the MPO and the City of Round Rock (Transit Provider), and

**WHEREAS**, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program ("TIP"), and development of the annual listing of obligated projects.

**WHEREAS**, the MPO and the designated air quality planning agency entered into a written agreement on May 12, 1978, followed by a letter from the Governor of Texas to the United States Environmental Protection Agency dated July 24, 1978, describing their respective roles and responsibilities for air quality related transportation planning. The agreement and letter were submitted as part of a revision to the State Implementation Plan that was approved by the United States Environmental Protection Agency on March 29, 1982, effective May 28, 1982. The roles and responsibilities for air quality related transportation planning were subsequently codified in Title 30 Texas Administrative Code Chapter 114, Subchapter G Transportation Planning, which was approved into the State Implementation Plan on November 8, 1995, effective January 8, 1996.

**WHEREAS**, the federal regulations require that the MPO, State DOT, and the public transit providers shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).



**NOW THEREFORE**, the parties agree as follows:

1. **Purpose.** It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Capital Area Metropolitan Planning Area and to provide an agreement between the State of Texas Department of Transportation (TxDOT), Capital Area Metropolitan Planning Organization (MPO), the City of Round Rock, in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. **Responsibilities of all**

**parties.** All parties will:

- a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance-based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.
- b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (“MTP”) and TIP.
- c. Ensure TxDOT, the Public Transportation Operator(s) and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.
- d. Ensure that the Unified Planning Work Program (UPWP) will detail and document these responsibilities, deliverables and associated costs.

3. **Performance Based Planning & Programming**

- a. Developing transportation performance data
  - i. TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.

- ii. If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.
- b. Selection of transportation performance targets
  - i. TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.
  - ii. If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.
- c. Reporting of performance targets
  - i. TxDOT performance targets will be reported to FHWA and FTA, as applicable. The MPO will be notified when TxDOT has reported final statewide targets.
  - ii. MPO performance targets will be reported to TxDOT.
    - 1. For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:
      - a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;
      - b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.
        - i. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.

- c. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
    - iii. TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
    - iv. The MPO will include information outlined in 23 CFR 450.324 (g) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.
    - v. Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673
  - a. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
    - i. TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.
  - b. The collection of data for the State asset management plans for the NHS
    - i. TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

#### 4. **Responsibilities of the MPO**

The MPO will:

- a. Work in consultation with the Transportation Policy Board that includes the City of Round Rock as a voting member and TxDOT in developing the financial plan for the MTP.
- b. Work in consultation with the Transportation Policy Board that includes the City of Round Rock as a voting member and TxDOT in developing the financial plan for the TIP.

- c. Conduct Technical Committee and Policy Board meetings as required and necessary.
- d. In consultation with the Transportation Policy Board that includes the City of Round Rock as a voting member and TxDOT, update the MTP and TIP in accordance with State and Federal laws.
- e. Invite the City of Round Rock to participate in all public participation processes.
- f. Conduct comprehensive, cooperative and continuous transportation planning for the Capital Area Metropolitan Planning Organization.
- g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.
- h. Solicit public participation and input into the development of the long-range plan and the TIP.

5. **Responsibilities of the Public Transportation Operator(s)**

In its role as the City of Round Rock and a voting member on the Transportation Policy Board and the Technical Advisory Committee, the Public Transportation Operator(s) will:

- a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.
- b. Assist in validation of data used as input into the transportation plan.
- c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
- d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.
- e. Provide the MPO with the annual list of transit obligated projects.
- f. Serve on the MPO Technical Committee and Policy Board as applicable.
- g. Notify the MPO of changes to projects that would affect the MTP or TIP.

- h. Invite the MPO to participate in all public participation processes.
- i. Establish transit asset management performance targets and share with the MPO and other interested parties.

6. **Responsibilities of TxDOT.**

- a. Work in consultation with Public Transportation Operator(s) and the MPO in developing the financial plan for the TIP and MTP.
- b. Assist in the validation of data used as input into the transportation plan.
- c. Provide the MPO with the annual list of obligated projects.
- d. Serve on the MPO Technical Committee and Policy Board.
- e. Notify the MPO of changes to projects that would affect the MTP or TIP.
- f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.
- g. Work in consultation with the MPO and Public Transportation Operator(s) in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

7. **Term.** This Memorandum shall become effective as to each Party when fully executed by all parties. It shall remain in full force and effect until such time it is terminated in writing by one or all the parties.

8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.

9. **Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.

10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.

\_\_\_\_\_  
Chairperson of the MPO Policy Board Date: \_\_\_\_\_

\_\_\_\_\_  
Texas Department of  
Transportation District Engineer Date: \_\_\_\_\_

\_\_\_\_\_  
Craig Morgan, Mayor  
City of Round Rock Date: \_\_\_\_\_

**Approved as to Content:**

\_\_\_\_\_  
Director  
Metropolitan Planning Organization

**RESOLUTION NO. R-2020-0199**

**WHEREAS**, the Fixing America’s Surface Transportation Act (“FAST Act”) requires the Capital Area Metropolitan Planning Organization (“MPO”) and the City of Round Rock (“City”) to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process as set forth in 23 CFR 450.314; and

**WHEREAS**, the MPO, State Department of Transportation (“DOT”), and the City, as the public transit provider, shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System; and

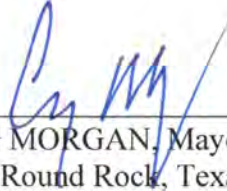
**WHEREAS**, the City wishes to enter into a Memorandum of Understanding with the MPO and State DOT to outline and identify their mutual responsibilities in carrying out the metropolitan transportation planning process, Now Therefore

**BE IT RESOLVED BY THE COUNCIL OF THE CITY OF ROUND ROCK, TEXAS,**

That the Mayor is hereby authorized and directed to execute on behalf of the City a Memorandum of Understanding with the Capital Metropolitan Planning Organization and the State Department of Transportation, a copy of same being attached hereto as Exhibit “A” and incorporated herein.

The City Council hereby finds and declares that written notice of the date, hour, place and subject of the meeting at which this Resolution was adopted was posted and that such meeting was open to the public as required by law at all times during which this Resolution and the subject matter hereof were discussed, considered and formally acted upon, all as required by the Open Meetings Act, Chapter 551, Texas Government Code, as amended.

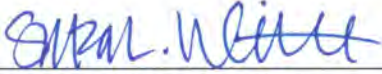
**RESOLVED** this 23rd day of July, 2020.



---

CRAIG MORGAN, Mayor  
City of Round Rock, Texas

ATTEST:



---

SARA L. WHITE, City Clerk



**EXHIBIT**

**"A"**

**MEMORANDUM OF  
UNDERSTANDING**

**AMONG**

**THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (MPO)  
TEXAS DEPARTMENT OF TRANSPORTATION  
CITY OF ROUND ROCK**

**WHEREAS**, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 CFR 450.314, and

**WHEREAS**, the MPO and the City of Round Rock are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

**WHEREAS**, these responsibilities shall be clearly identified in written agreements among the MPO and the City of Round Rock (Transit Provider), and

**WHEREAS**, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program ("TIP"), and development of the annual listing of obligated projects.

**WHEREAS**, the MPO and the designated air quality planning agency entered into a written agreement on May 12, 1978, followed by a letter from the Governor of Texas to the United States Environmental Protection Agency dated July 24, 1978, describing their respective roles and responsibilities for air quality related transportation planning. The agreement and letter were submitted as part of a revision to the State Implementation Plan that was approved by the United States Environmental Protection Agency on March 29, 1982, effective May 28, 1982. The roles and responsibilities for air quality related transportation planning were subsequently codified in Title 30 Texas Administrative Code Chapter 114, Subchapter G Transportation Planning, which was approved into the State Implementation Plan on November 8, 1995, effective January 8, 1996.

**WHEREAS**, the federal regulations require that the MPO, State DOT, and the public transit providers shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

**NOW THEREFORE**, the parties agree as follows:

1. **Purpose.** It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Capital Area Metropolitan Planning Area and to provide an agreement between the State of Texas Department of Transportation (TxDOT), Capital Area Metropolitan Planning Organization (MPO), the City of Round Rock, in accordance with current Federal Legislation and as required by 23 CFR 450.314.
  
2. **Responsibilities of all parties.** All parties will:
  - a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance-based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.
  
  - b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (“MTP”) and TIP.
  
  - c. Ensure TxDOT, the Public Transportation Operator(s) and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.
  
  - d. Ensure that the Unified Planning Work Program (UPWP) will detail and document these responsibilities, deliverables and associated costs.
  
3. **Performance Based Planning & Programming**
  - a. Developing transportation performance data
    - i. TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.
  
    - ii. If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.

b. Selection of transportation performance targets

- i. TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.
- ii. If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of performance targets

- i. TxDOT performance targets will be reported to FHWA and FTA, as applicable. The MPO will be notified when TxDOT has reported final statewide targets.
- ii. MPO performance targets will be reported to TxDOT.

For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:

- a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;
- b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.
  - i. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
- c. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.

- iii. TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
  - iv. The MPO will include information outlined in 23 CFR 450.324 (g) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.
  - v. Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673
- d. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
- i. TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.
- e. The collection of data for the State asset management plans for the NHS
- i. TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

#### 4. **Responsibilities of the MPO**

The MPO will:

- a. Work in consultation with the Transportation Policy Board that includes the City of Round Rock as a voting member and TxDOT in developing the financial plan for the MTP.
- b. Work in consultation with the Transportation Policy Board that includes the City of Round Rock as a voting member and TxDOT in developing the financial plan for the TIP.
- c. Conduct Technical Committee and Policy Board meetings as required and necessary.

- d. In consultation with the Transportation Policy Board that includes the City of Round Rock as a voting member and TxDOT, update the MTP and TIP in accordance with State and Federal laws.
- e. Invite the City of Round Rock to participate in all public participation processes.
- f. Conduct comprehensive, cooperative and continuous transportation planning for the Capital Area Metropolitan Planning Organization.
- g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.
- h. Solicit public participation and input into the development of the long-range plan and the TIP.

5. **Responsibilities of the Public Transportation Operator(s)**

In its role as the City of Round Rock and a voting member on the Transportation Policy Board and the Technical Advisory Committee, the Public Transportation Operator(s) will:

- a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.
- b. Assist in validation of data used as input into the transportation plan.
- c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
- d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.
- e. Provide the MPO with the annual list of transit obligated projects.
- f. Serve on the MPO Technical Committee and Policy Board as applicable.
- g. Notify the MPO of changes to projects that would affect the MTP or TIP.
- h. Invite the MPO to participate in all public participation processes.

- i. Establish transit asset management performance targets and share with the MPO and other interested parties.

6. **Responsibilities of TxDOT.**

- a. Work in consultation with Public Transportation Operator(s) and the MPO in developing the financial plan for the TIP and MTP.
- b. Assist in the validation of data used as input into the transportation plan.
- c. Provide the MPO with the annual list of obligated projects.
- d. Serve on the MPO Technical Committee and Policy Board.
- e. Notify the MPO of changes to projects that would affect the MTP or TIP.
- f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.
- g. Work in consultation with the MPO and Public Transportation Operator(s) in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

7. **Term.** This Memorandum shall become effective as to each Party when fully executed by all parties. It shall remain in full force and effect until such time it is terminated in writing by one or all the parties.

8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.

9. **Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.

10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the

invalid provision, and to this end the provisions of this MOU are severable.

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.

\_\_\_\_\_  
Chairperson of the MPO Policy Board

Date: \_\_\_\_\_

\_\_\_\_\_  
Texas Department of  
Transportation District Engineer

Date: \_\_\_\_\_

\_\_\_\_\_  
Craig Morgan, Mayor  
City of Round Rock

Date: \_\_\_\_\_

**Approved as to Content:**

\_\_\_\_\_  
Director  
Metropolitan Planning Organization

**EXHIBIT  
"A"**

**TCIP Amendment #43**

**New Projects**

| Project Name                              | Cost                       | Transaction Description |
|---|----------------------------|-------------------------|
| Bagdad Improvements                       | 1,000,000                  | The Depot Townhomes     |
| Greenlawn Boulevard Widening              | 7,500,000                  | The District            |
| <b>Total Budget for New TCIP Projects</b> | <b><u>\$ 8,500,000</u></b> |                         |

**Existing Projects - Significant Adjustments**

| Project Name                               | Cost                            | Transaction Description  |
|--|---------------------------------|--|
| Kenney Fort Segment 4                      | (9,819,700)                     | Budget decrease due to Meritage Homes contribution & lower estimated cost to construct bridge north of US 79 |
| Northeast Downtown Road Improvements       | 3,162,400                       | Budget increase to capture construction costs  |
| Old Settlers Blvd (N Red Bud Ln to CR 110) | 17,125,000                      | Budget increase to capture construction & right-of-way costs   |
| <b>Total Significant Adjustments (net)</b> | <b><u>\$ 10,467,700</u></b>     |  |
| <b>Total Type B Impact</b>                 | <b><u>\$ 18,967,700</u> ***</b> |  |

\*\*\* All of the above projects are Road CO Bond eligible. Road CO Bond funds will be spent first.





**Date:** August 10, 2020  
**Continued From:** N/A  
**Action Requested:** Approval

**To:** Transportation Policy Board  
**From:** Mr. Ashby Johnson, CAMPO Executive Director  
**Agenda Item:** 8  
**Subject:** Discussion and Take Appropriate Action to Formally Change CAMPO Transportation Policy Board (TPB) Meeting Start Times to 2:00 P.M.

**RECOMMENDATION**

Approval.

**PURPOSE AND EXECUTIVE SUMMARY**

In April 2020, the TPB began to meet remotely at 2:00 p.m. instead of 6:00 p.m. The temporary change in meeting time was made to facilitate discussion. Additionally, CAMPO is the only MPO in Texas that still holds its policy board meetings in the evenings.

| <b>MPO Name</b>              | <b>Policy Board Meeting Time</b> | <b>TMA Status</b> |
|------------------------------|----------------------------------|-------------------|
| CAMPO                        | 6:00 pm                          | TMA               |
| AAMPO (San Antonio)          | 1:30 pm                          | TMA               |
| H-GAC (Houston)              | 9:30 am                          | TMA               |
| Waco MPO                     | 2:00 pm                          | Non-TMA           |
| Abilene MPO                  | 1:30 pm                          | Non-TMA           |
| NCTCOG (Dallas – Fort Worth) | 1:00 pm                          | TMA               |
| El Paso MPO                  | 9:00 am                          | TMA               |
| Midland Odessa MPO           | 3:00 pm                          | Non-TMA           |
| Amarillo MPO                 | 8:30 am                          | Non-TMA           |
| Lubbock MPO                  | 8:30 am                          | TMA               |
| Tyler MPO                    | 2:00 pm                          | Non-TMA           |
| Longview MPO                 | 2:00 pm                          | Non-TMA           |
| Texarkana MPO                | 10:30 am                         | Non-TMA           |
| Corpus Christi MPO           | 2:00 pm                          | TMA               |
| Laredo MPO                   | 1:30 pm                          | TMA               |
| Rio Grande Valley MPO        | 1:30 pm                          | TMA               |
| San Angelo MPO               | 8:30 am                          | Non-TMA           |
| Killeen – Temple MPO         | 9:30 am                          | TMA               |
| Sherman – Denison MPO        | 8:30 am                          | Non-TMA           |
| Beaumont – Port Arthur MPO   | 10:00 am                         | Non-TMA           |
| Bryan – College Station MPO  | 10:00 am                         | Non-TMA           |
| Victoria MPO                 | 2:00 pm                          | Non-TMA           |
| Wichita Falls MPO            | 8:30 am                          | Non-TMA           |

*\*TMA = MPOs over 200,000 in population*

Permanently changing the TPB meeting start time to 2:00 pm will make it easier for residents who use transit to give input in-person once the pandemic is over. Many of Capital Metro's bus routes stop running at 6:00 pm or only run once every hour between 6:00 and 10:00 pm. Residents who use transit would no longer run the risk of being stranded should they choose to participate in-person.

**FINANCIAL IMPACT**

None.



**Date:** August 10, 2020  
**Continued From:** N/A  
**Action Requested:** Adoption

---

**To:** Transportation Policy Board  
**From:** Texas Department of Transportation  
**Agenda Item:** 9  
**Subject:** Discussion and Take Appropriate Action on Amendments to the CAMPO National Highway System (NHS) Network

---

**RECOMMENDATION**

CAMPO staff recommends adoption of modifications to the National Highway System network.

**PURPOSE AND EXECUTIVE SUMMARY**

TxDOT and its consultants have completed a supplemental review of requested modifications to the National Highway System (NHS) in the six-county CAMPO region. Recommended modifications were developed based on multiple criteria and include adding roadway segments to the NHS, removing roadway segments from the NHS, and deferring modifications to a later date.

This work began in January of 2019 when CAMPO staff met with TxDOT’s Transportation Planning and Programming Division (TP&P) to discuss the initial findings of TP&P’s analysis on NHS facilities and their functional classifications. CAMPO staff compiled comments on the findings, which included input from local governments, and presented them to the Technical Advisory Committee (TAC) at the January 2019 meeting. These comments were then submitted to TxDOT TP&P in February of 2019.

In the interim, TP&P’s supplemental review involved a reassessment of the initial study findings, incorporation of the input CAMPO staff provided during the review and outreach period, and the completion of a final review conducted by the study team and the FHWA - Texas Division. CAMPO and TxDOT also facilitated an NHS workshop on Monday, July 20<sup>th</sup>, 2020 for interested TAC representatives so that TxDOT – TP&P could explain the NHS modification process and address any concerns.

These recommendations are based on the final review and meet the federal criteria for modifying the National Highway System. Attachment A includes the *Texas NHS Review – Recommendations Web Map*, which shows the recommended modifications and provides criteria information for each of the segments in question.

**FINANCIAL IMPACT**

None.

**SUPPORTING DOCUMENTS**

**Attachment A** – *Recommended Modifications to the NHS*

**Attachment B** – [\*Texas NHS Review – Recommended Modifications Web Map\*](#)

**Attachment C** – *Resolution 2020-8-9*

# **Capital Area Metropolitan Planning Organization Request for Modifications to the National Highway System**

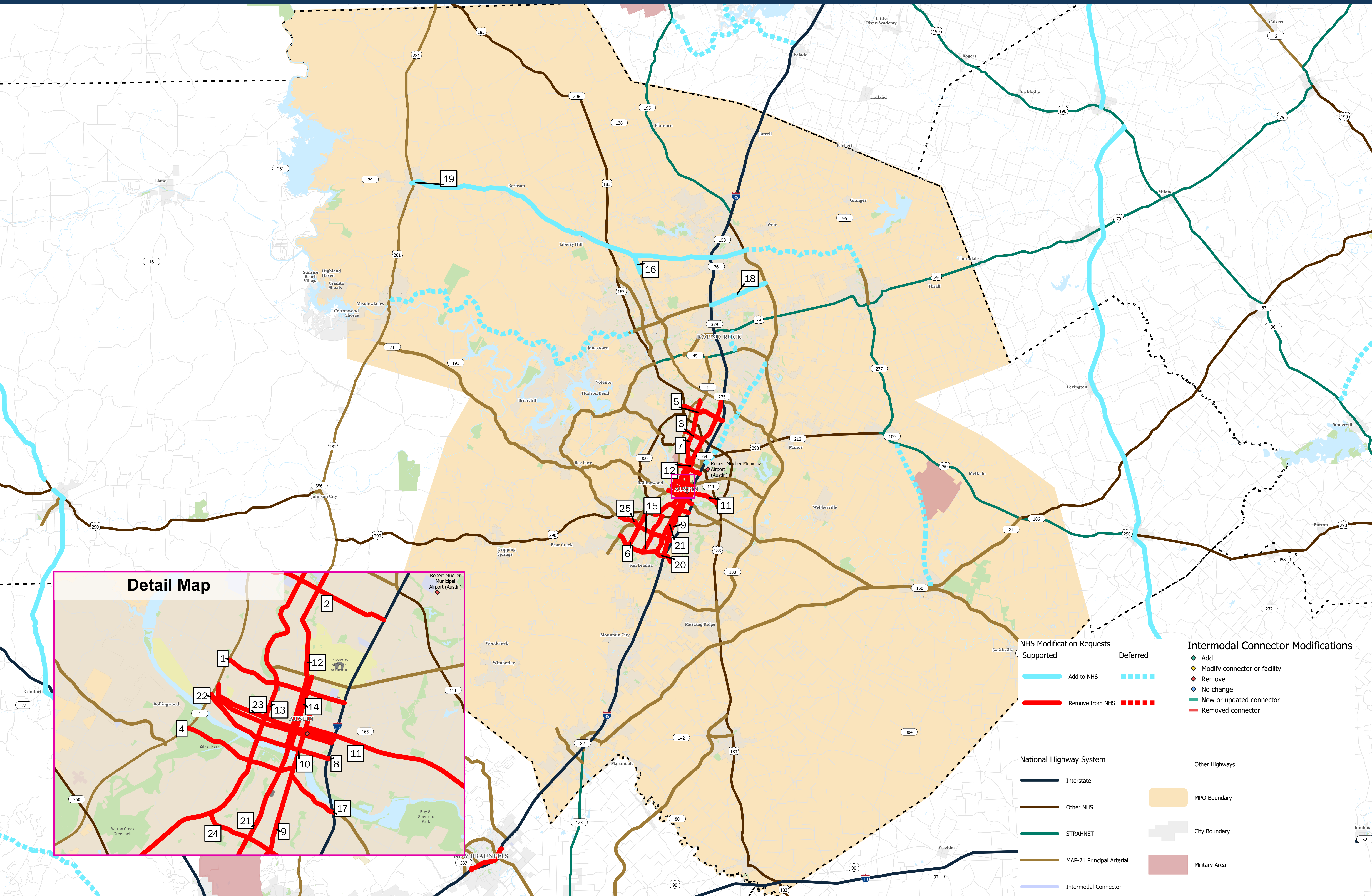
This document presents descriptions, statements of justification, and location maps for the National Highway System modification requests being submitted by the Capital Area Metropolitan Organization (CAMPO). A total of twenty-two (22) corridors are being submitted for a functional classification downgrade from Principal Arterial-Other to Minor Arterial and removal from the NHS. Three corridors are being submitted for addition to NHS with no functional classification modification required. A total of two intermodal connectors are being submitted for removal from the NHS.

## **Coordination Documentation with Local and Regional Officials**

On January 18, 2019 the TxDOT Transportation Planning and Programming Division (TPP) held a meeting with representatives from the TxDOT Austin District and CAMPO to review the NHS in the CAMPO area. Over the following months, TPP, CAMPO staff, and FHWA Texas Division coordinated to identify modifications to the NHS. On [DATE], the CAMPO Policy Board passed a resolution supporting this action (see attachment), which TxDOT is forwarding to FHWA for review.



# Texas NHS Study - Capital Area NHS Modification Requests



0 5 10 20 Miles

Texas Department of Transportation  
 Transportation Planning and Programming Division  
 June 10, 2020

**Preliminary Draft  
 Subject to Review**

Prepared by Jacobs Engineering for the Texas Department of Transportation

Copyright 2020  
 Texas Department of Transportation  
 Notice  
 This map was produced for internal use  
 within the Texas Department of Transportation.  
 Accuracy is limited to the validity of available  
 data as of May 2020.





## CAMPO Corridor Modifications

Corridor: 15<sup>th</sup> St

### Route Description

The route description is documented in Table 1 below.

Table 1 15<sup>th</sup> St Route Description

| Agency | Route Name | From  | To   | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|------------|-------|------|----------------|---------------|---------------------|--|
| CAMPO  | 15th St    | Mopac | I-35 | 2.1            | 24,649-29,787 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

### Statement of Justification

The portion of 15<sup>th</sup> St between Mopac and I-35 does not meet the criteria established for Principal Arterial classification or for inclusion in the NHS. Below are the reasons why this portion of 15<sup>th</sup> St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- Though it provides access to major activity centers such as downtown Austin and the Texas State Capitol, the corridor does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between Mopac and I-35.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby with higher capacities that support regional mobility.

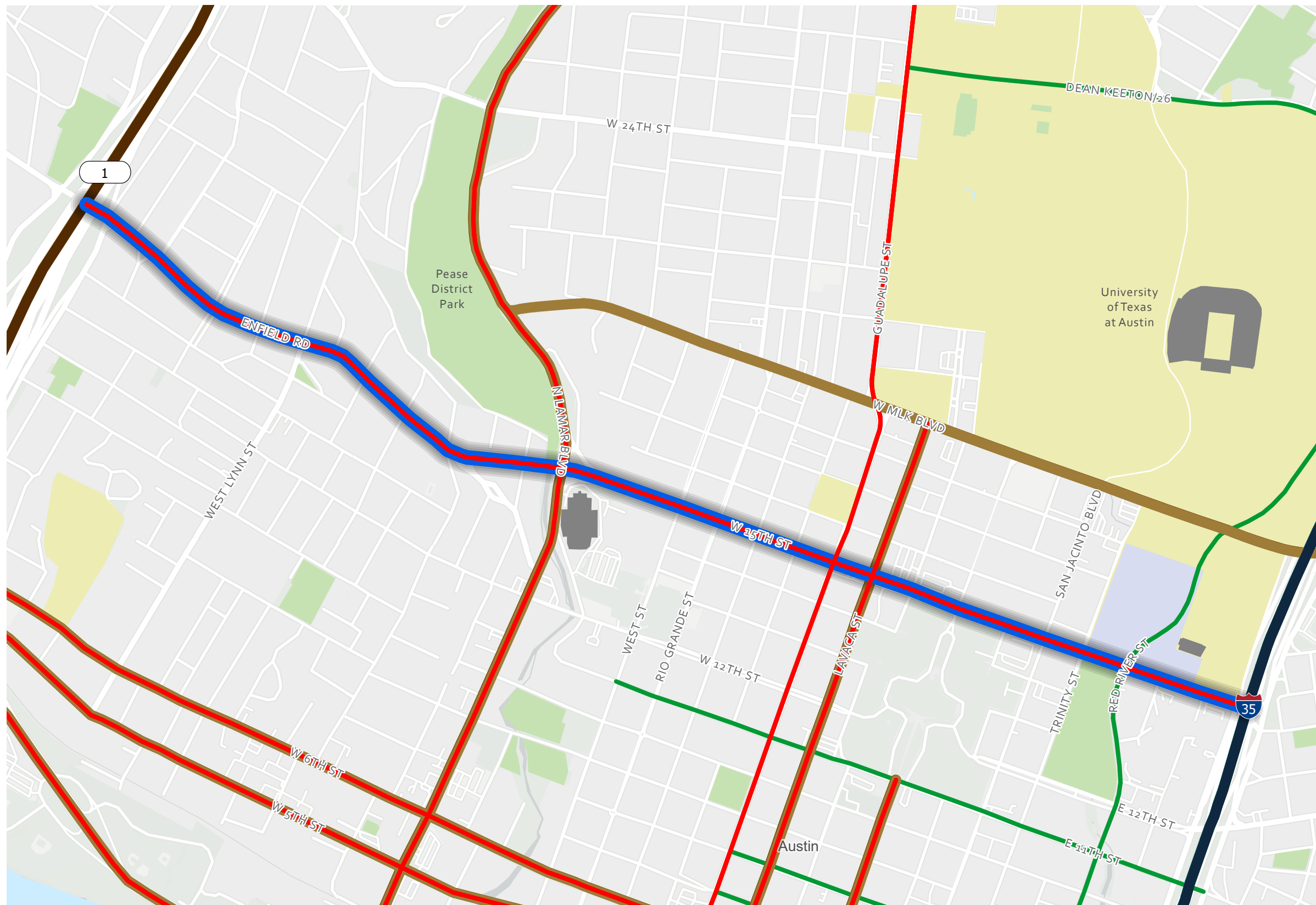
# National Highway System Modification Request

Remove from NHS: 15th St - From Mopac to I-35

DRAFT NOT FOR DISTRIBUTION

Capital Area

1



## Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

## Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 24,649-29,787              |
| Pct. Trucks                | 3.2%                       |
| MAP-21 Principal Arterial? | No                         |

## NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

## Other Request Details

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility.

### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.13 0.25 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

**Corridor: 38<sup>th</sup> St**

**Route Description**

The route description is documented in Table 2 below.

**Table 2 38<sup>th</sup> St Route Description**

| Agency | Route Name          | From  | To   | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|---------------------|-------|------|----------------|---------------|---------------------|--|
| CAMPO  | 38 <sup>th</sup> St | Mopac | I-35 | 2.5            | 12,730-28,042 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of 38<sup>th</sup> St between Mopac and I-35 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of 38<sup>th</sup> St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though it provides access to major activity centers such as the Austin State Hospital, the corridor does not provide regional or long-distance mobility and multiple driveways provide access to surrounding industrial land uses between Mopac and I-35.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby with higher capacities that support regional mobility.



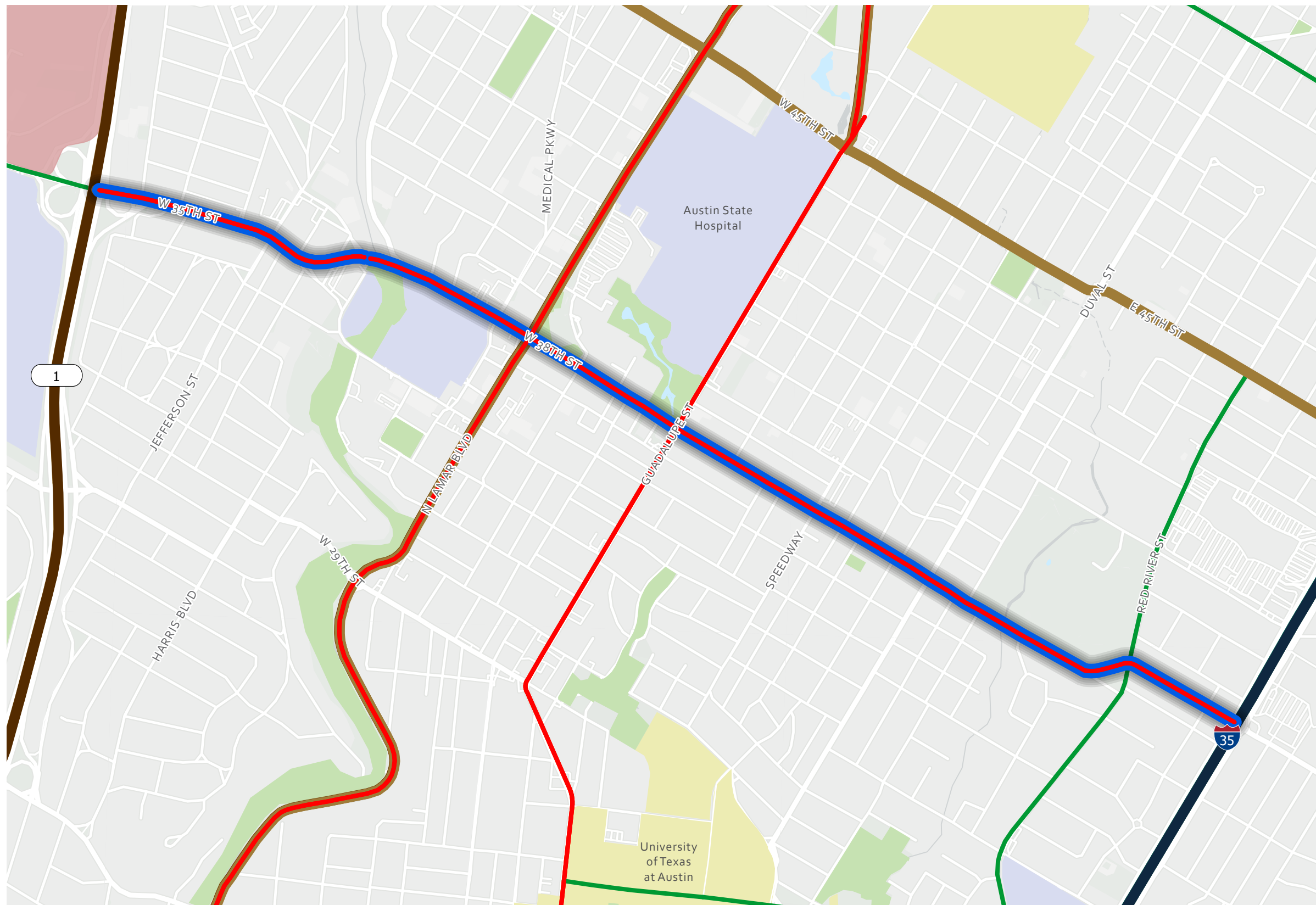
# National Highway System Modification Request

Remove from NHS: 38TH St - From Mopac to I-35

DRAFT NOT FOR DISTRIBUTION

Capital Area

2



## Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

## Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 12,730-28,042              |
| Pct. Trucks                | 3.2%-4.1%                  |
| MAP-21 Principal Arterial? | Yes                        |

## NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

## Other Request Details

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility.

### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.15 0.3 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

Corridor: Anderson Ln

**Route Description**

The route description is documented in Table 3 below.

**Table 3 Anderson Ln Route Description**

| Agency | Route Name  | From  | To         | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|-------------|-------|------------|----------------|---------------|---------------------|--|
| CAMPO  | Anderson Ln | Mopac | Lamar Blvd | 2.2            | 22,572-30,941 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of Anderson Ln between Mopac and Lamar Blvd was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Anderson Ln should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though it provides access to activity centers such as denser new developments, the corridor does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between Mopac and Lamar Blvd.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby, such as US 183, with higher capacities that support regional mobility.



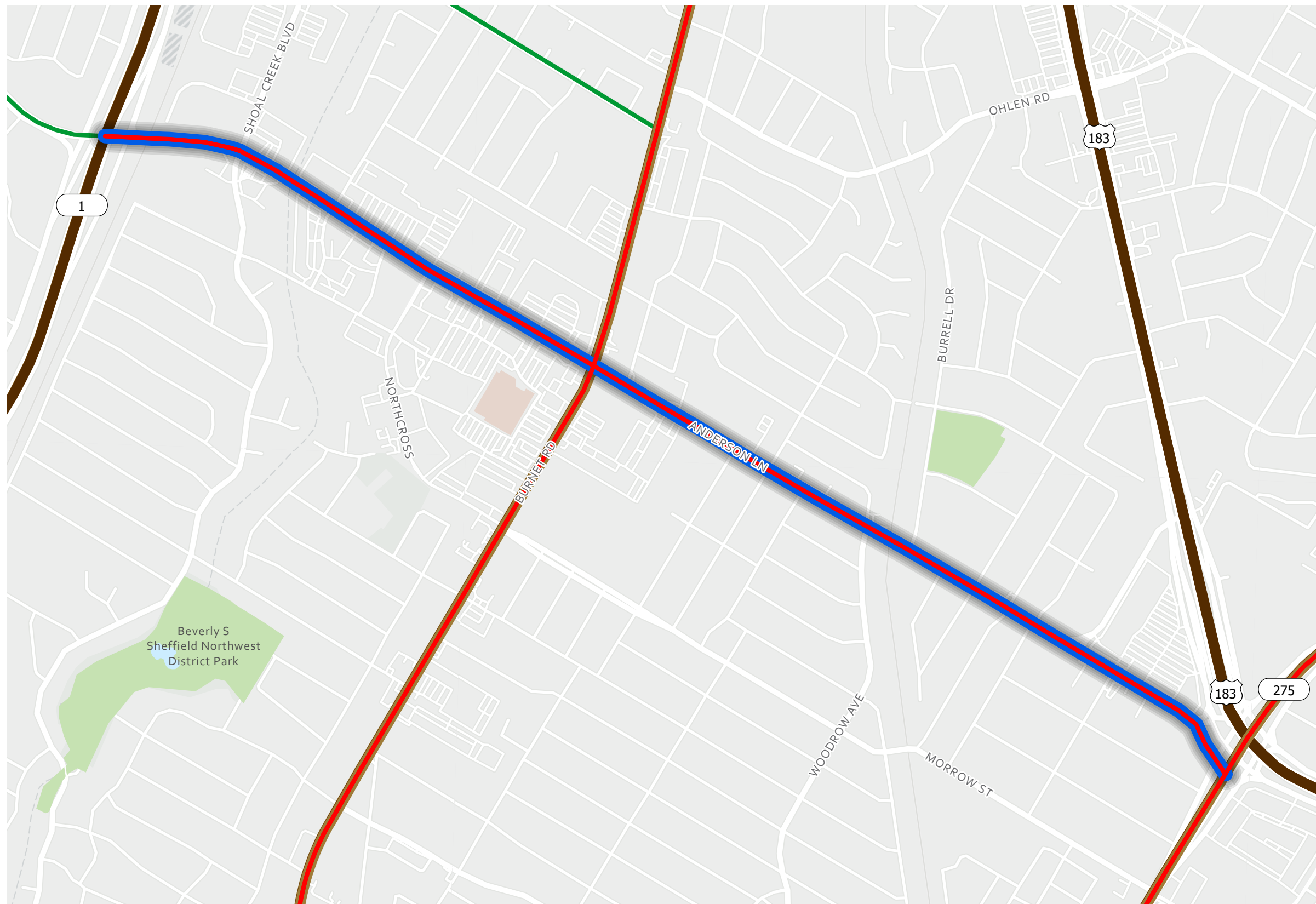
# National Highway System Modification Request

Remove from NHS: Anderson Ln - From Mopac to Lamar Blvd

DRAFT NOT FOR DISTRIBUTION

Capital Area

3



## Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

## Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 22,572-30,941              |
| Pct. Trucks                | 3.0%-3.2%                  |
| MAP-21 Principal Arterial? | Yes                        |

## NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | No  |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

## Other Request Details

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility or serve major activity centers.

### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.13 0.25 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

Corridor: Barton Springs Rd

**Route Description**

The route description is documented in Table 4 below.

**Table 4 Barton Springs Rd Route Description**

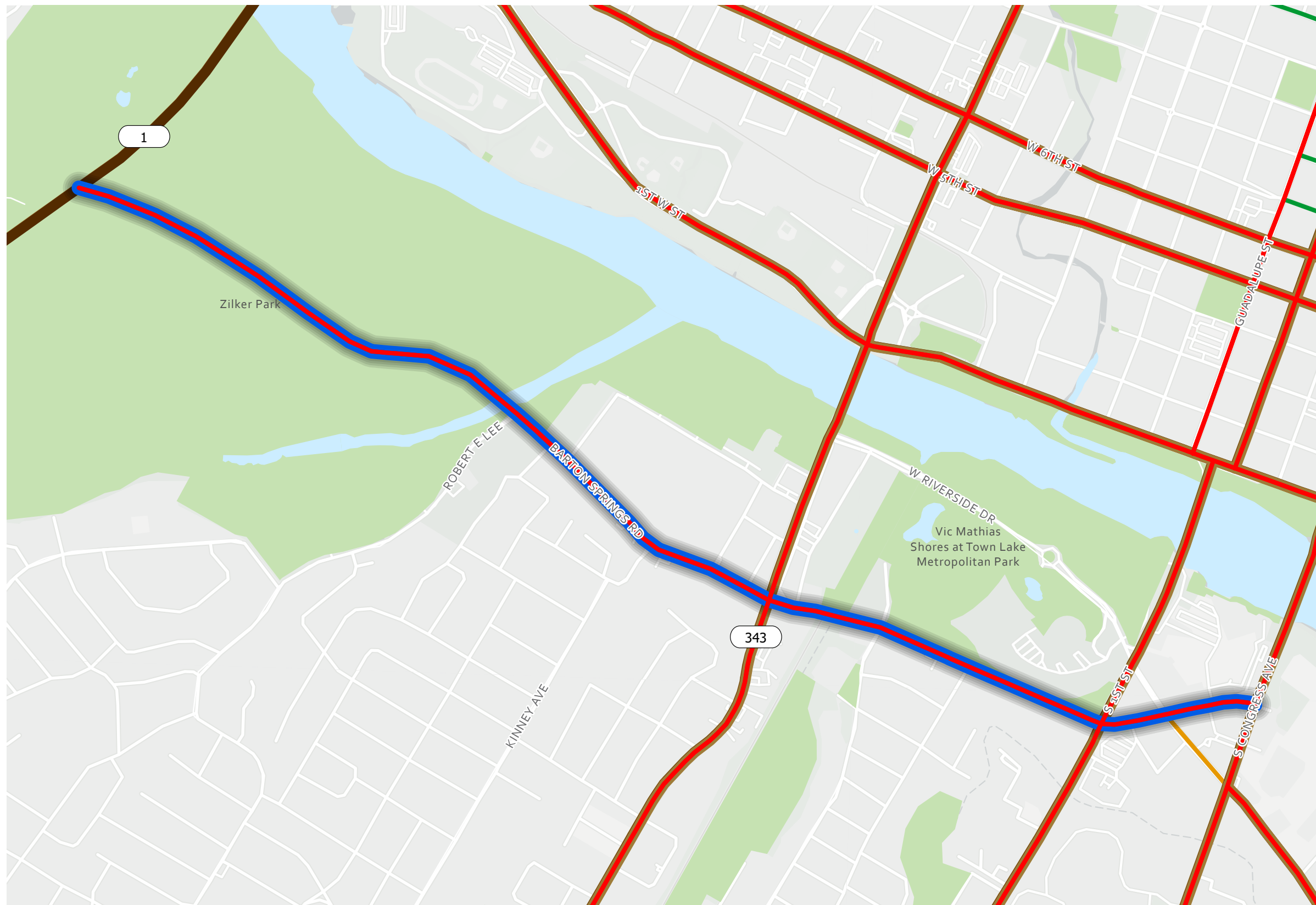
| Agency | Route Name        | From  | To           | Length (miles) | AADT         | Proposed NHS Action | Proposed FC Action                                     |
|--------|-------------------|-------|--------------|----------------|--------------|---------------------|--|
| CAMPO  | Barton Springs Rd | Mopac | Congress Ave | 2              | 7,418-25,088 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of Barton Springs Rd between Mopac and Congress Ave was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Barton Springs Rd should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though it provides access to major activity centers such as downtown Austin and Zilker Metropolitan Park, the corridor does not provide regional or long-distance mobility and has multiple driveways providing access to surrounding land uses between Mopac and Congress Avenue.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby with higher capacities that support regional mobility.





**Modification Request Details**

**Functional Classification Modification**  
 Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
 Yes

**Current Facility Information**

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 7,418-25,088               |
| Pct. Trucks                | 3.2%                       |
| MAP-21 Principal Arterial? | Yes                        |

**NHS Criteria Evaluation**

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

**Other Request Details**

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility.

**Modification Requests**

- Add to NHS
- Remove from NHS
- Active Corridor

**National Highway System**

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

**Other Func. Class**

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

**Major Intermodal Facilities**

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.1 0.2 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
 \* Short stubs are likely the result of GIS linework errors

Corridor: Braker Ln

### Route Description

The route description is documented in Table 5 below.

Table 5 Braker Ln Route Description

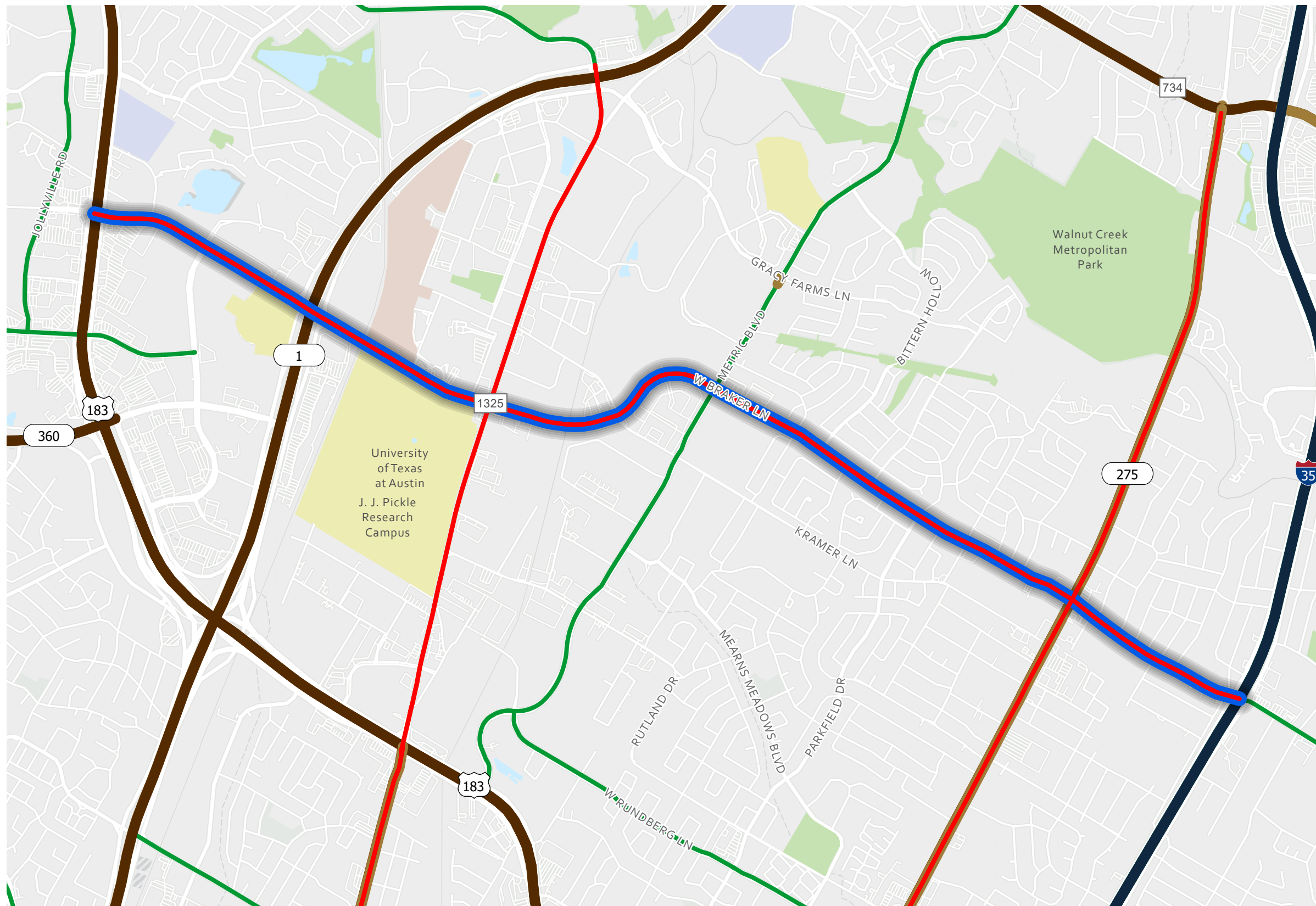
| Agency | Route Name | From   | To   | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|------------|--------|------|----------------|---------------|---------------------|--|
| CAMPO  | Braker Ln  | US 183 | I-35 | 4.7            | 23,660-36,564 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

### Statement of Justification

The portion of Braker Ln between US 183 and I-35 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Braker Ln should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though it provides access to major activity centers such as the J.J Pickle Research Center and The Domain Area, the corridor does not provide regional or long-distance mobility and has multiple driveways providing access to surrounding land uses between US 183 and I-35.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby, such as US 183 and FM 734 (Parmer Ln), with higher capacities that support regional mobility.





### Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

### Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 23,660-36,564              |
| Pct. Trucks                | 3.2%-4.0%                  |
| MAP-21 Principal Arterial? | Yes                        |

### NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

### Other Request Details

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility.

**Modification Requests**

- Add to NHS
- Remove from NHS
- Active Corridor

**National Highway System**

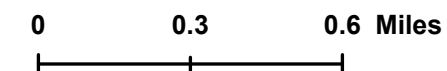
- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

**Other Func. Class**

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

**Major Intermodal Facilities**

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

Corridor: Brodie Ln

**Route Description**

The route description is documented in Table 6 below.

**Table 6 Brodie Ln Route Description**

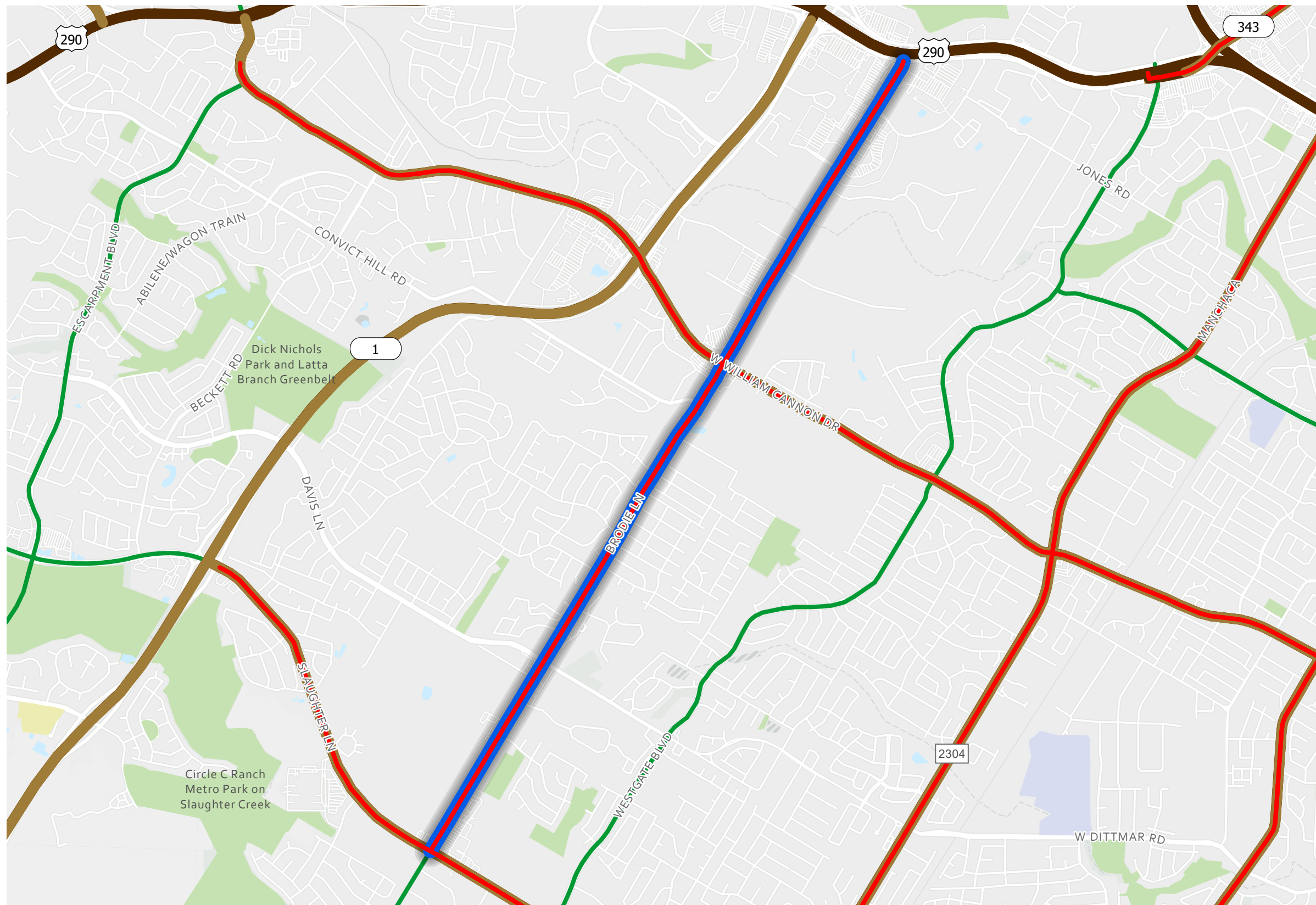
| Agency | Route Name | From         | To             | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|------------|--------------|----------------|----------------|---------------|---------------------|--|
| CAMPO  | Brodie Ln  | US 290\SH 71 | W Slaughter Ln | 3.9            | 19,743-28,594 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of Brodie Ln between US 290/SH 71 and W Slaughter Ln was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Brodie Ln should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- The corridor does not provide access to major activity centers or regional or long-distance mobility and multiple driveways provide access to surrounding industrial land uses between US 290/SH 71 and W Slaughter Ln.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby, such as Mopac, with higher capacities that support regional mobility.





### Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

### Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 19,743-28,594              |
| Pct. Trucks                | 3.2%                       |
| MAP-21 Principal Arterial? | Yes                        |

### NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | No  |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

### Other Request Details

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility or serve major activity centers.

#### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

#### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

#### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

#### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.35 0.7 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

Corridor: Burnet Rd

**Route Description**

The route description is documented in Table 7 below.

**Table 7 Burnet Rd Route Description**

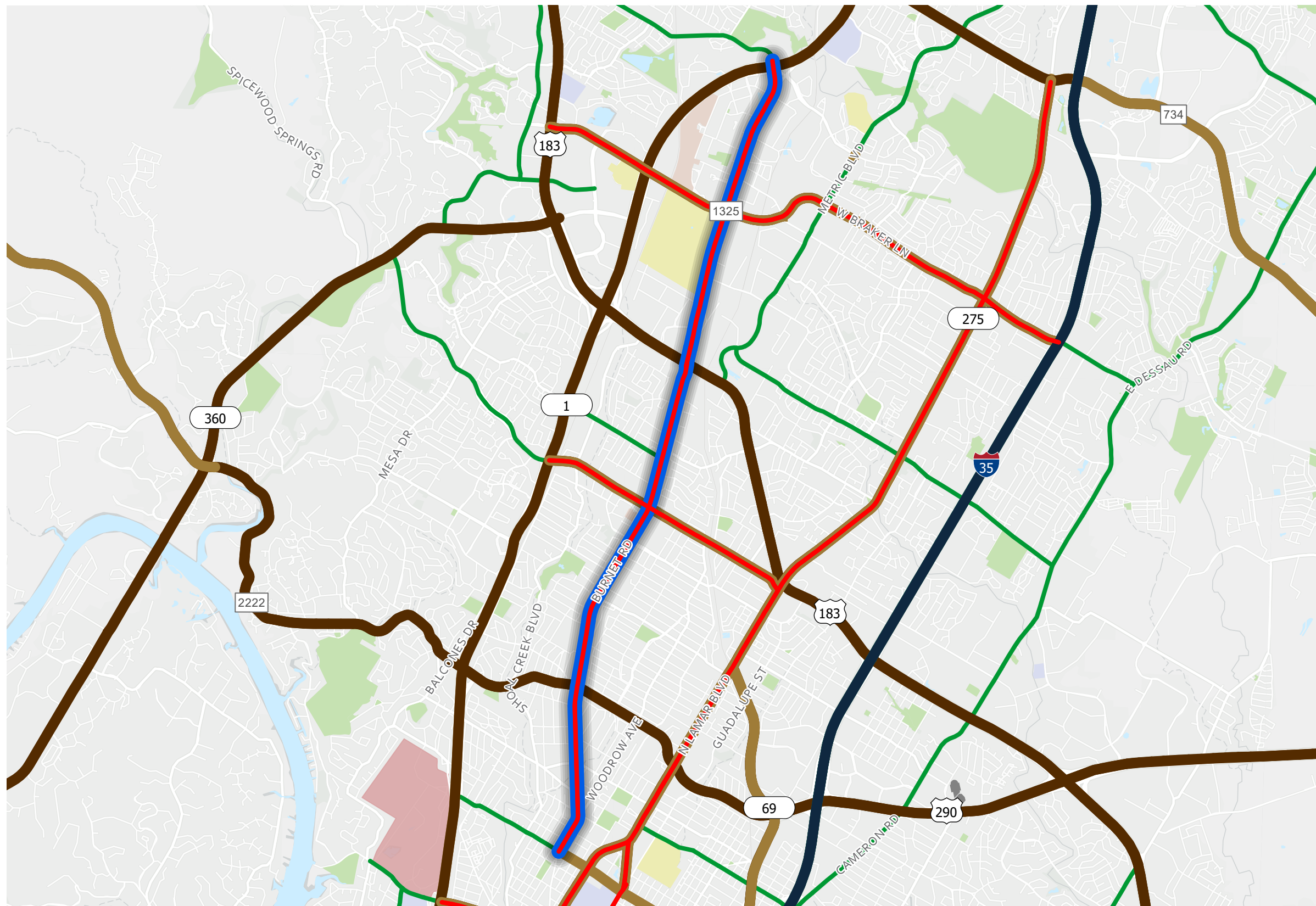
| Agency | Route Name | From                  | To    | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|------------|-----------------------|-------|----------------|---------------|---------------------|--|
| CAMPO  | Burnet Rd  | W 45 <sup>th</sup> St | Mopac | 6.8            | 21,018-37,739 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of Burnet Rd between W 45<sup>th</sup> St and Mopac was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Burnet Rd should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though it provides access to a developed and well-travelled area of Austin, the corridor does not provide regional or long-distance mobility and has multiple driveways providing access to surrounding land uses between W 45<sup>th</sup> St and Mopac, with Burnet carrying travelers a short distance to their final destinations.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby, such as Mopac, with higher capacities that support regional mobility.





### Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
No

### Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 21,018-37,739              |
| Pct. Trucks                | 3.2%                       |
| MAP-21 Principal Arterial? | Yes                        |

### NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | No  |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

### Other Request Details

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility or serve major activity centers.

#### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

#### National Highway System

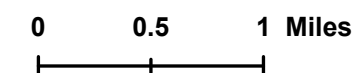
- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

#### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

#### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

Corridor: Cesar Chavez

**Route Description**

The route description is documented in Table 8 below.

**Table 8 Cesar Chavez Route Description**

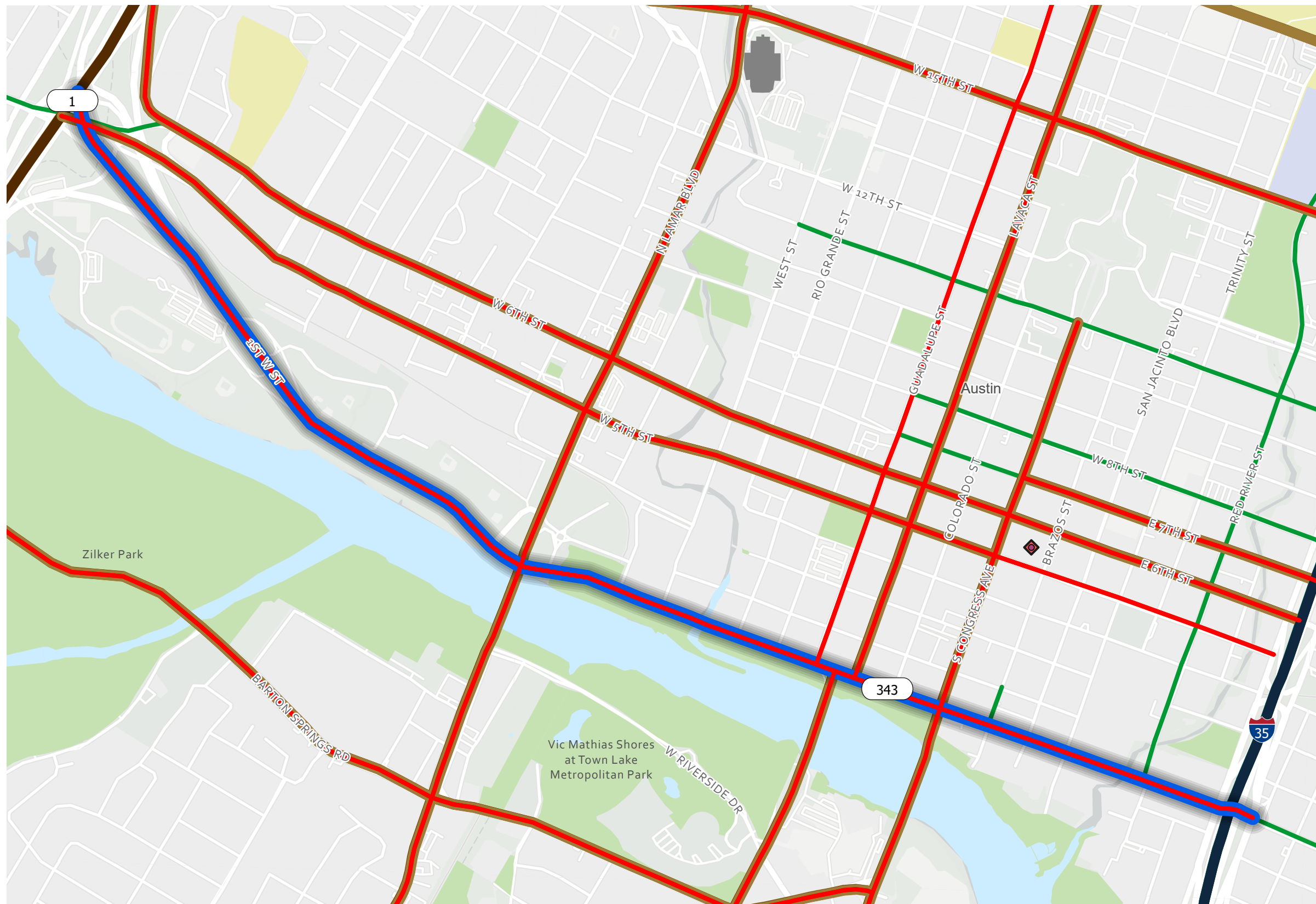
| Agency | Route Name   | From  | To   | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|--------------|-------|------|----------------|---------------|---------------------|--|
| CAMPO  | Cesar Chavez | Mopac | I-35 | 2.4            | 21,622-38,335 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of Cesar Chavez between Mopac and I-35 does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Cesar Chavez should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though it is an important East-West route for travelers accessing downtown, the corridor does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between Mopac and I-35.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby with higher capacities that support regional mobility.





### Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

### Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 21,622-38,335              |
| Pct. Trucks                | 1.6%-3.2%                  |
| MAP-21 Principal Arterial? | No                         |

### NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

### Other Request Details

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. Though it provides access to Downtown Austin, it does not serve regional or long-distance mobility.

#### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

#### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

#### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

#### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.13 0.25 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

**Corridor: Congress Ave**

**Route Description**

The route description is documented in Table 9 below.

**Table 9 Lake Congress Ave Route Description**

| Agency | Route Name   | From         | To             | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|--------------|--------------|----------------|----------------|---------------|---------------------|--|
| CAMPO  | Congress Ave | Cesar Chavez | W Slaughter Ln | 7.2            | 14,307-33,710 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of Congress Ave between Cesar Chavez and W Slaughter Ln does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Congress Ave should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though the corridor is long, it provides access to downtown Austin and St. Edwards University and serves shorter-distance travel to the retail, commercial, and residential land uses that are nearby, the corridor does not provide regional or long-distance mobility and has multiple driveways providing access to surrounding land uses between Cesar Chavez and W Slaughter Ln.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby, such as I-35, with higher capacities that support regional mobility.

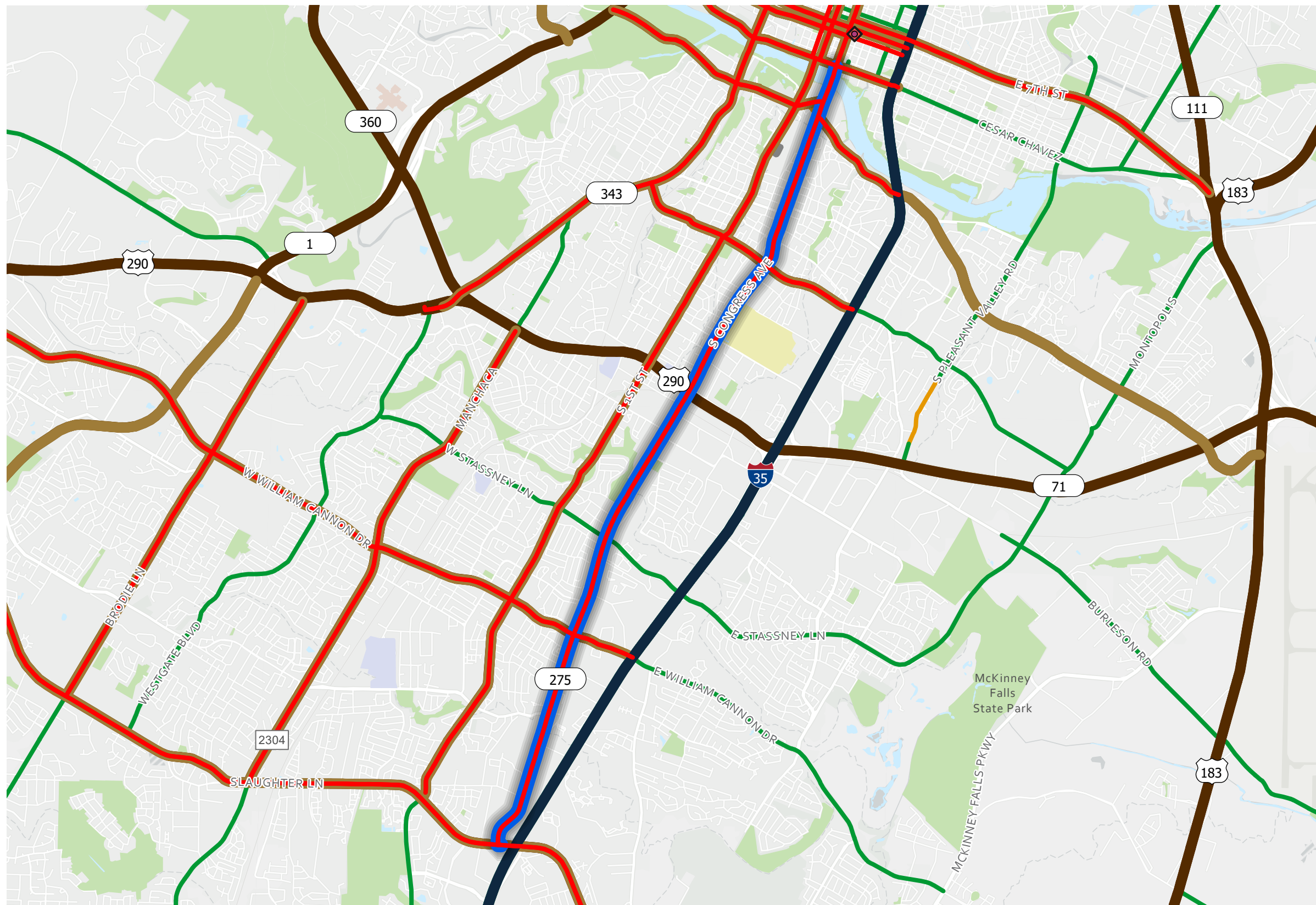


# National Highway System Modification Request

Remove from NHS: Congress Ave - From Cesar Chavez to W Slaughter Ln

DRAFT NOT FOR DISTRIBUTION

Capital Area



## Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

## Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 14,307-33,710              |
| Pct. Trucks                | 1.4%-3.2%                  |
| MAP-21 Principal Arterial? | No                         |

## NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | No  |

## Other Request Details

CAMPO requests removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. Though it provides access to Downtown Austin, it does not serve regional or long-distance mobility.

### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- ↔ Border Crossing
- TxDOT Districts
- MPO Boundary

### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.5 1 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

Corridor: Congress Ave North

**Route Description**

The route description is documented in Table 10 below.

**Table 10 Congress Ave Route Description**

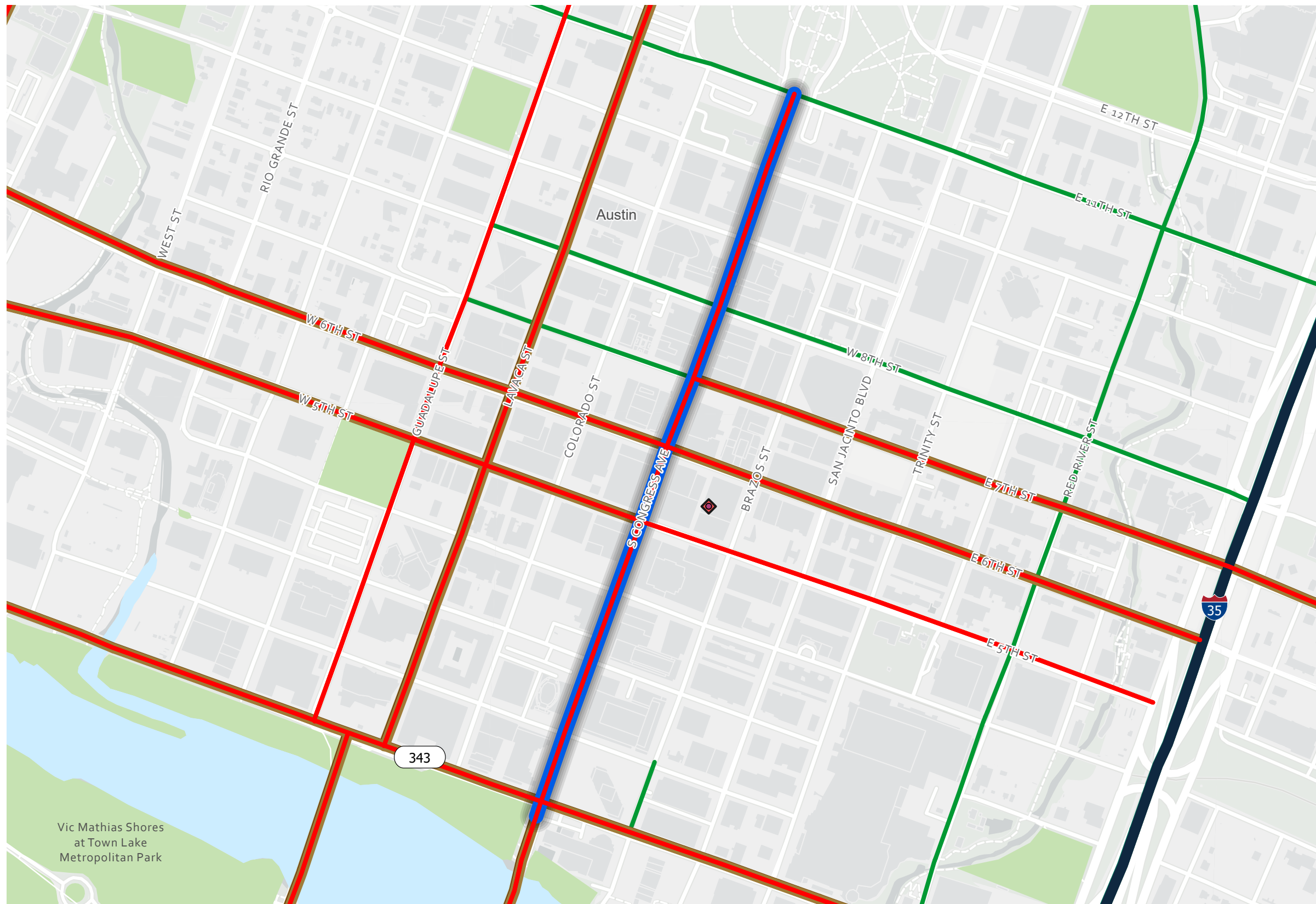
| Agency | Route Name   | From                  | To           | Length (miles) | AADT         | Proposed NHS Action | Proposed FC Action                                     |
|--------|--------------|-----------------------|--------------|----------------|--------------|---------------------|--|
| CAMPO  | Congress Ave | E 11 <sup>th</sup> St | Cesar Chavez | 0.7            | 6,909-22,350 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of Congress Ave North between E 11<sup>th</sup> St and Cesar Chavez does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Congress Ave North should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though it provides access to several major facilities, the corridor does not provide access to major activity centers or regional or long-distance mobility and multiple driveways provide access to surrounding industrial land uses between E 11<sup>th</sup> St and Cesar Chavez.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby, such as I-35, with higher capacities that support regional mobility.





**Modification Request Details**

**Functional Classification Modification**  
 Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
 No

**Current Facility Information**

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 6,909-22,350               |
| Pct. Trucks                | 3.2%                       |
| MAP-21 Principal Arterial? | No                         |

**NHS Criteria Evaluation**

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | No  |

**Other Request Details**

CAMPO requests removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. Though it provides access to the Texas State Capital, it does not serve regional or long-distance mobility.

**Modification Requests**

- Add to NHS
- Remove from NHS
- Active Corridor

**National Highway System**

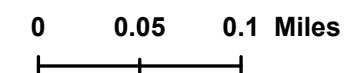
- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

**Other Func. Class**

- Other Principal Arterial
- Minor Arterial
- ↔ Border Crossing
- TxDOT Districts
- MPO Boundary

**Major Intermodal Facilities**

- 🚆 AMTRAK
- ✈️ Airport
- 🚢 Ferry
- 🚌 Intercity Bus
- 🚊 Multi. Passenger
- ⚓ Port
- 🚌 Public Transit
- ✳️ Truck/Pipeline
- ✳️ Truck/Rail



Sources: TxDOT Roadway Inventory 2017, FHWA  
 \* Short stubs are likely the result of GIS linework errors

Corridor: East 7<sup>th</sup> St

**Route Description**

The route description is documented in Table 11 below.

**Table 11 East 7<sup>th</sup> St Route Description**

| Agency | Route Name              | From         | To     | Length (miles) | AADT         | Proposed NHS Action | Proposed FC Action                                     |
|--------|-------------------------|--------------|--------|----------------|--------------|---------------------|--|
| CAMPO  | East 7 <sup>th</sup> St | Congress Ave | US 183 | 3.4            | 5,518-20,363 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of East 7<sup>th</sup> St between Congress Avenue and US 183 does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of East 7<sup>th</sup> St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though it provides access to numerous destinations in Downtown Austin, the corridor does not provide regional or long-distance mobility and multiple driveways provide access to surrounding industrial land uses between Congress Avenue and US 183.
- The corridor functions more like a non-arterial city street.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby with higher capacities that support regional mobility.



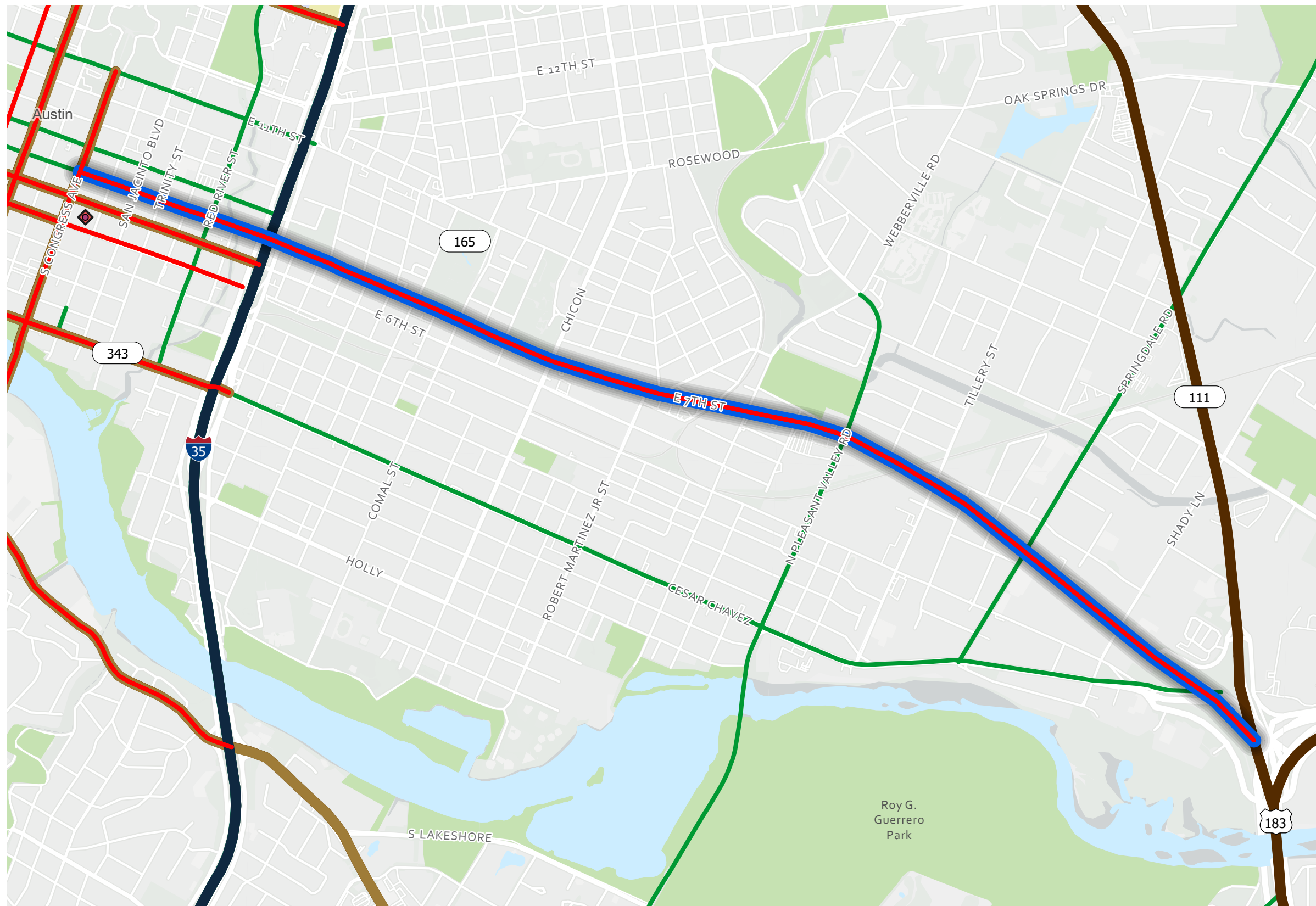
# National Highway System Modification Request

Remove from NHS: East 7th St - From Congress Ave to US 183

DRAFT NOT FOR DISTRIBUTION

Capital Area

11



## Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

## Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 5,518-20,363               |
| Pct. Trucks                | 3.2%-8.5%                  |
| MAP-21 Principal Arterial? | No                         |

## NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

## Other Request Details

CAMPO requests removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. Though it provides access to Downtown Austin, it does not serve regional or long-distance mobility.

### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.2 0.4 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

**Corridor: Guadalupe St**

**Route Description**

The route description is documented in Table 12 below.

**Table 12 Guadalupe St Route Description**

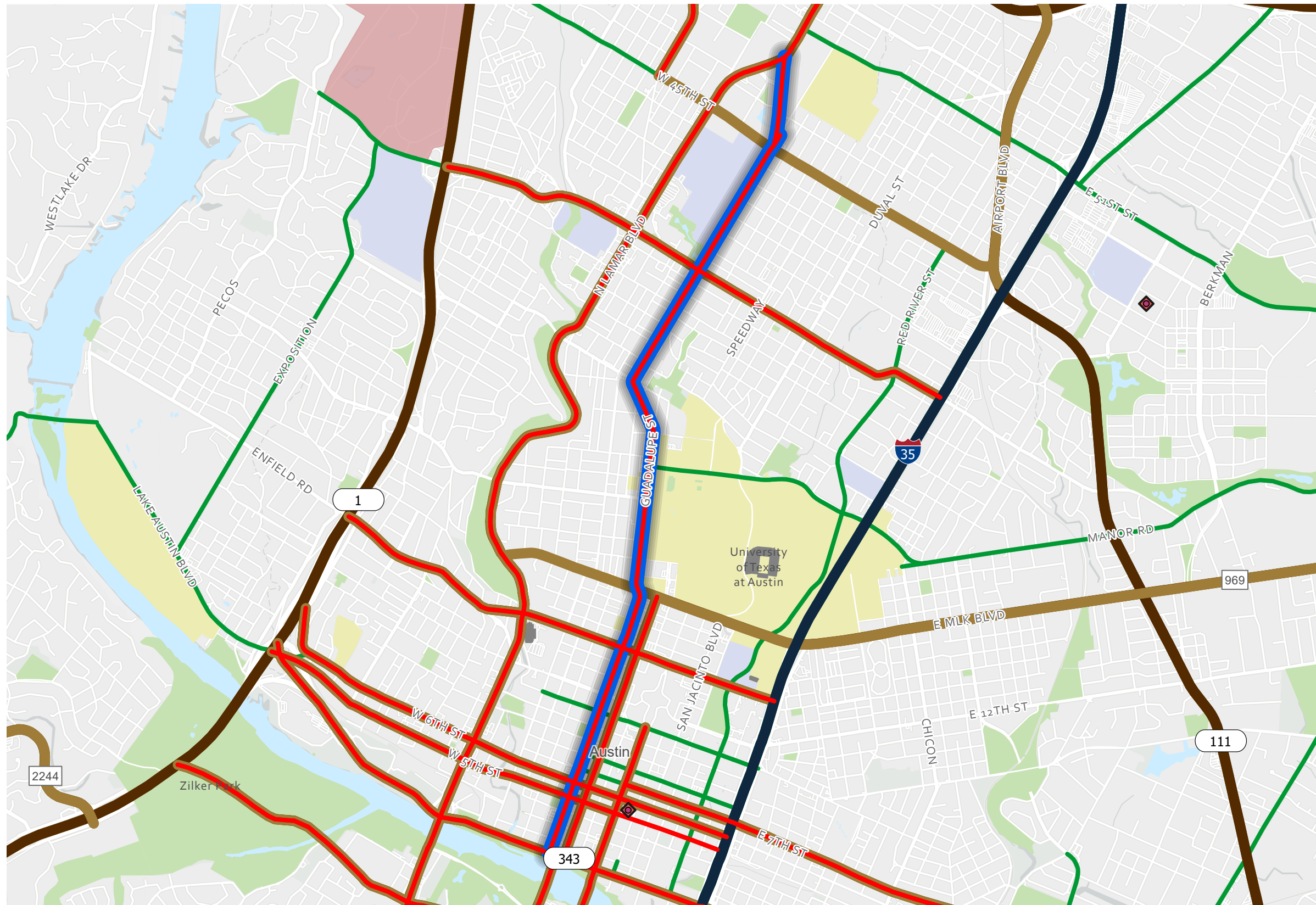
| Agency | Route Name   | From       | To           | Length (miles) | AADT         | Proposed NHS Action | Proposed FC Action                                     |
|--------|--------------|------------|--------------|----------------|--------------|---------------------|--|
| CAMPO  | Guadalupe St | Lamar Blvd | Cesar Chavez | 3.9            | 6,653-12,780 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of Guadalupe St between Lamar Blvd and Cesar Chavez does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Guadalupe St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- The corridor functions as a local street, carrying travelers to their final destinations.
- Though the corridor provides access to the University of Texas at Austin, the corridor does not provide regional or long-distance mobility and multiple driveways provide access to surrounding industrial land uses between Lamar Blvd and Cesar Chavez.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby with higher capacities that support regional mobility.





**Modification Request Details**

**Functional Classification Modification**  
 Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
 No

**Current Facility Information**

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 6,653-12,780               |
| Pct. Trucks                | 3.2%                       |
| MAP-21 Principal Arterial? | No                         |

**NHS Criteria Evaluation**

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | No  |

**Other Request Details**

CAMPO requests removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. Though it provides access to the University of Texas campus, it does not serve regional or long-distance mobility.

**Modification Requests**

- Add to NHS
- Remove from NHS
- Active Corridor

**National Highway System**

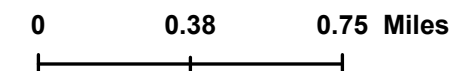
- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

**Other Func. Class**

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

**Major Intermodal Facilities**

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail



Sources: TxDOT Roadway Inventory 2017, FHWA  
 \* Short stubs are likely the result of GIS linework errors

Corridor: Lamar Blvd

**Route Description**

The route description is documented in Table 13 below.

**Table 13 Lamar Blvd Route Description**

| Agency | Route Name | From         | To               | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|------------|--------------|------------------|----------------|---------------|---------------------|--|
| CAMPO  | Lamar Blvd | US 290/SH 71 | Parmer Ln/FM 734 | 15.1           | 22,916-42,922 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of Lamar Blvd between US 290/SH 71 and Parmer Ln/FM 734 does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Lamar Blvd should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though the corridor provides access to the downtown Austin, the corridor does not provide regional or long-distance mobility.
- Despite being a long north-south corridor, it is an at-grade facility with limited capacity and no access control. Its removal from the NHS reflects its function as a sub-regional or local corridor that serves mostly short- and medium-distance trips.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby, such as I-35 and Mopac, with higher capacities that support regional mobility.



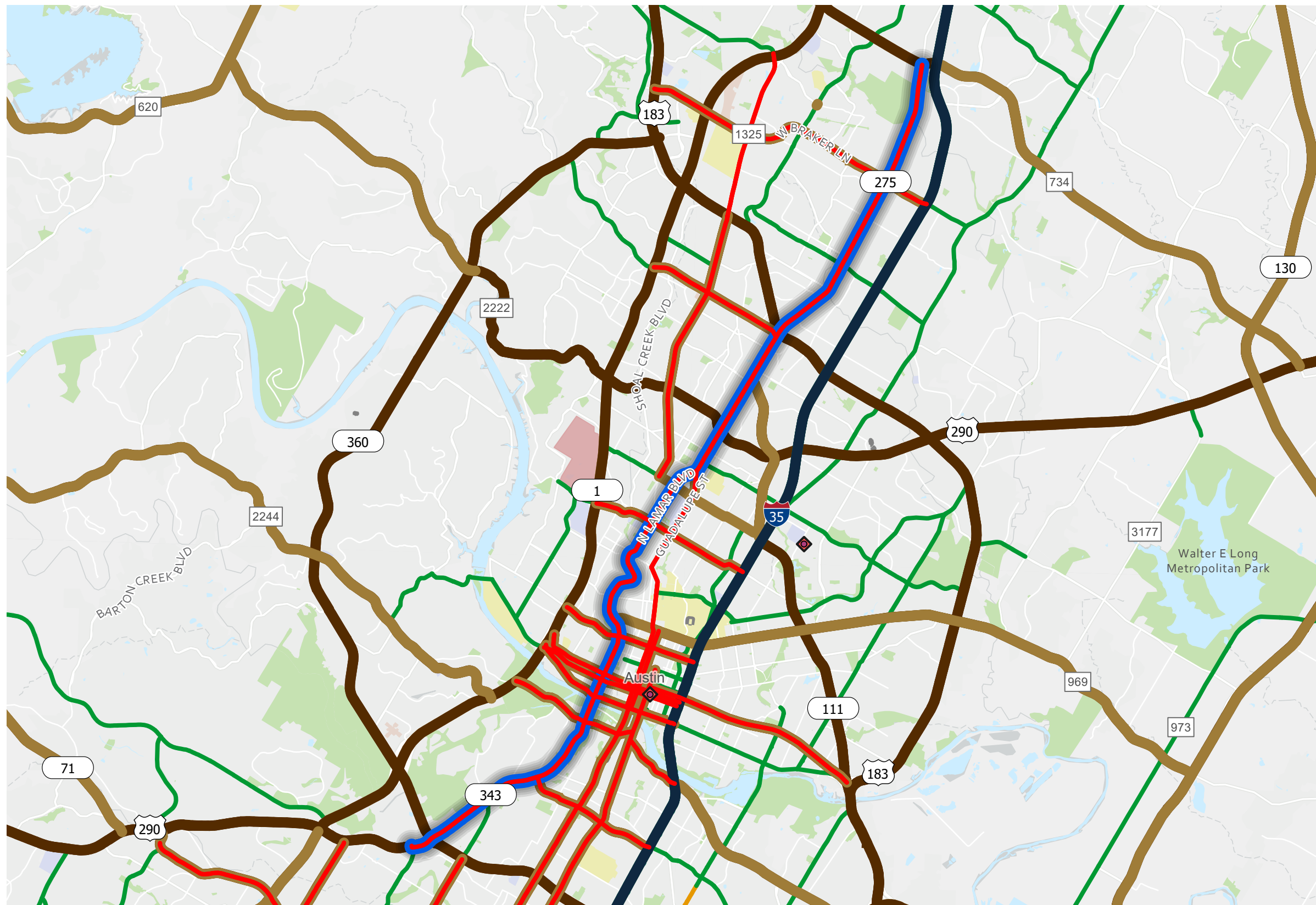
# National Highway System Modification Request

Remove from NHS: Lamar Blvd - From US 290/SH 71 to Parmer Ln/FM 734

DRAFT NOT FOR DISTRIBUTION

Capital Area

13



## Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

## Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 22,916-42,922              |
| Pct. Trucks                | 1.3%-3.2%                  |
| MAP-21 Principal Arterial? | No                         |

## NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

## Other Request Details

CAMPO requests removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. Though it provides access to Downtown Austin, it does not serve regional or long-distance mobility.

### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

### National Highway System

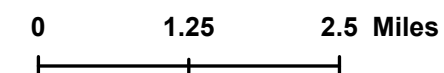
- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

Corridor: Lavaca St

**Route Description**

The route description is documented in Table 14 below.

**Table 14 Lavaca St Route Description**

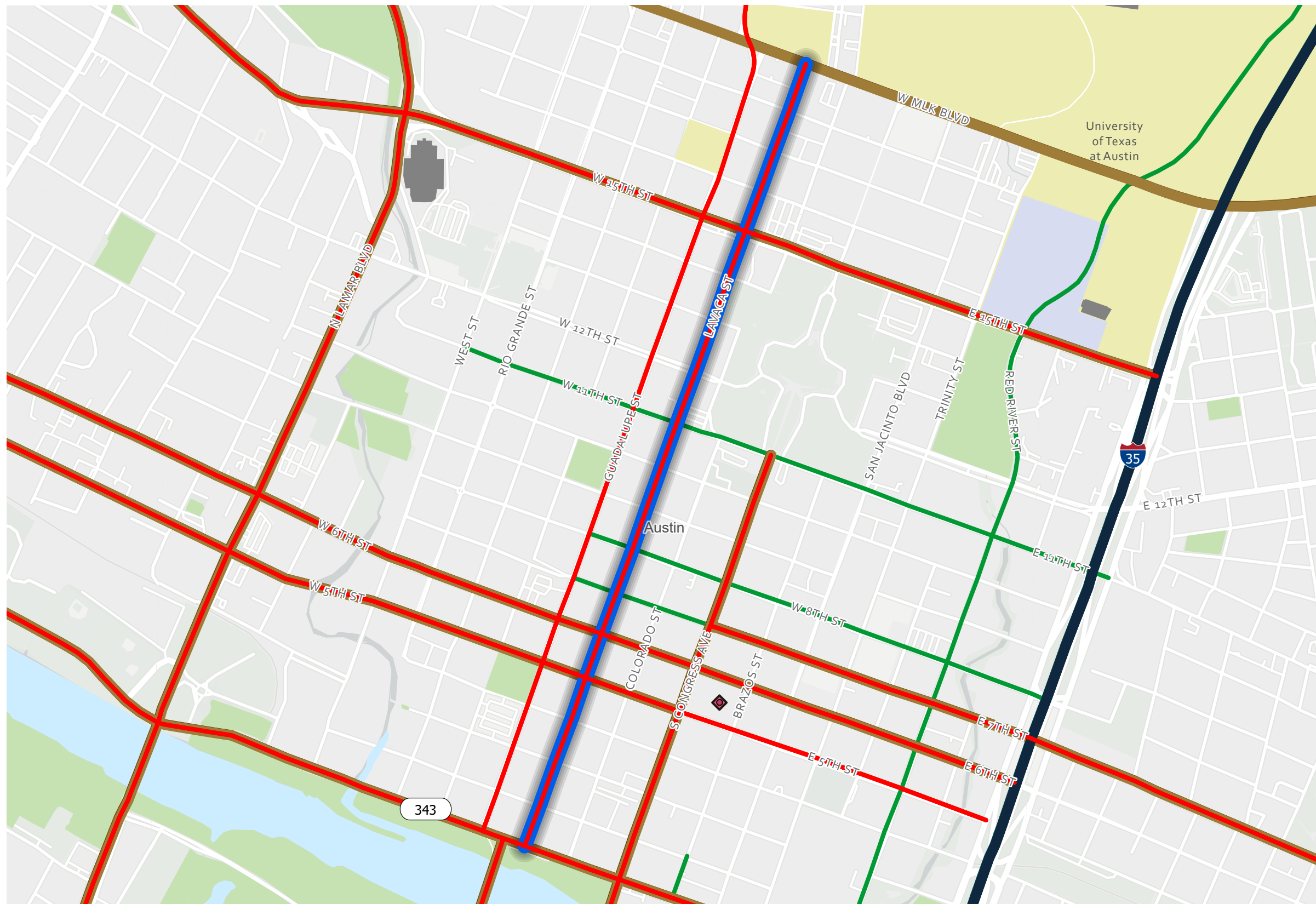
| Agency | Route Name | From     | To           | Length (miles) | AADT   | Proposed NHS Action | Proposed FC Action                                     |
|--------|------------|----------|--------------|----------------|--------|---------------------|--|
| CAMPO  | Lavaca St  | MLK Blvd | Cesar Chavez | 1.2            | 12,314 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of Lavaca St between Dickson St and I-45 does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Lavaca St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though it provides access to major activity centers, the corridor does not provide regional or long-distance mobility and multiple driveways provide access to surrounding industrial land uses between Dickson St and I-45.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby with higher capacities that support regional mobility.





**Modification Request Details**

**Functional Classification Modification**  
 Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
 Yes

**Current Facility Information**

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 12,314                     |
| Pct. Trucks                | 6.1%                       |
| MAP-21 Principal Arterial? | Yes                        |

**NHS Criteria Evaluation**

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | No  |

**Other Request Details**

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. Though it provides access to Downtown Austin, it does not serve regional or long-distance mobility.

**Modification Requests**

- Add to NHS
- Remove from NHS
- Active Corridor

**National Highway System**

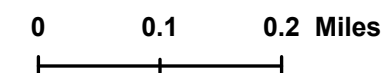
- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

**Other Func. Class**

- Other Principal Arterial
- Minor Arterial
- ↔ Border Crossing
- TxDOT Districts
- MPO Boundary

**Major Intermodal Facilities**

- 🚆 AMTRAK
- 🚌 Intercity Bus
- 🚗 Public Transit
- ✈️ Airport
- 🚊 Multi. Passenger
- ✖️ Truck/Pipeline
- ⚓ Ferry
- ⚓ Port
- ✖️ Truck/Rail



Sources: TxDOT Roadway Inventory 2017, FHWA  
 \* Short stubs are likely the result of GIS linework errors

**Corridor: Manchaca Rd**

**Route Description**

The route description is documented in Table 15 below.

**Table 15 Manchaca Rd Route Description**

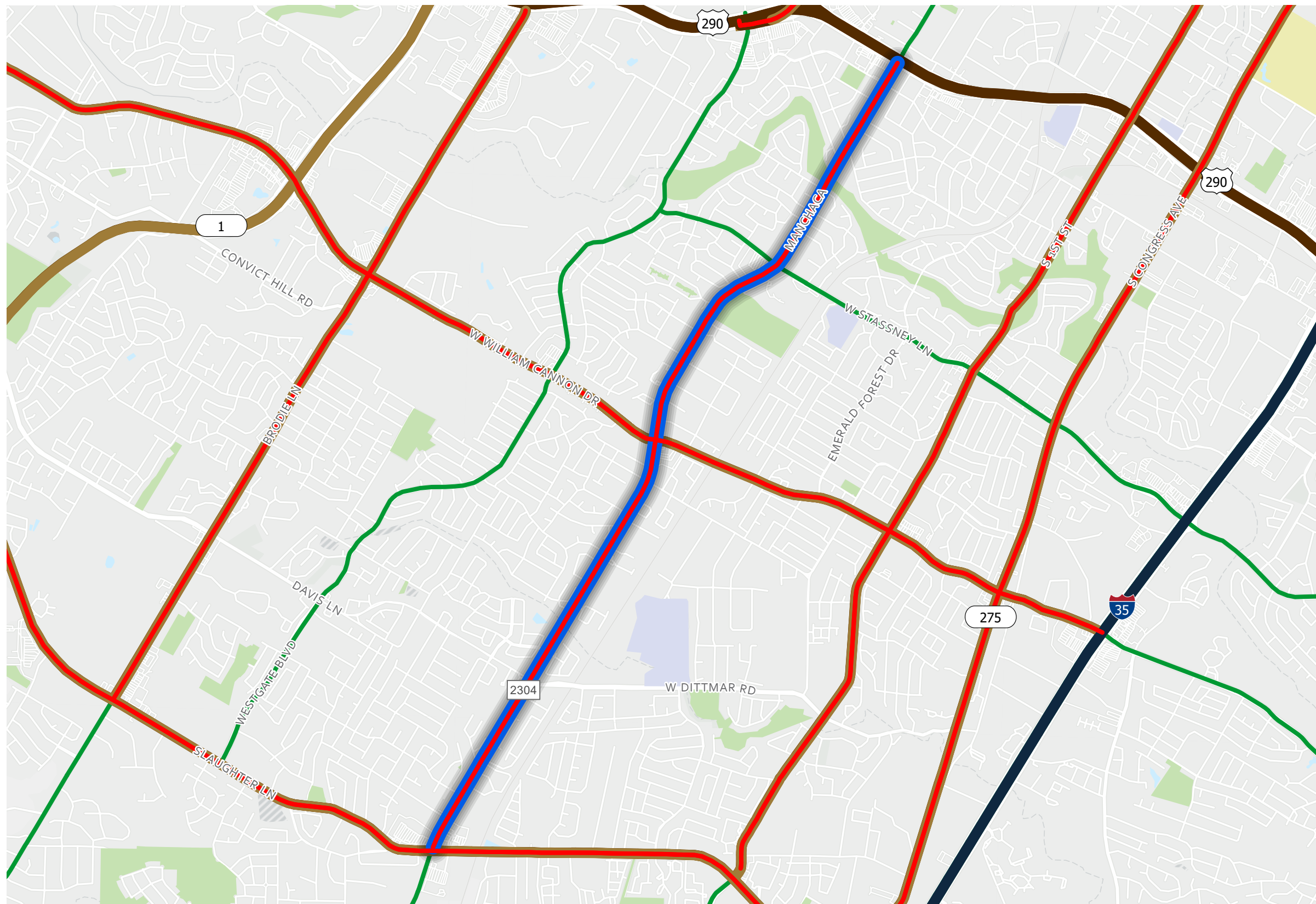
| Agency | Route Name  | From         | To             | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|-------------|--------------|----------------|----------------|---------------|---------------------|--|
| CAMPO  | Manchaca Rd | US 290/SH 71 | w Slaughter Ln | 4.4            | 23,499-28,891 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of Manchaca Rd between US 290/SH 71 and W Slaughter Ln does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Manchaca Rd should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- The corridor does not serve a major traffic generator and serves local and sub-regional travel.
- Despite carrying significant traffic, the corridor is not a through-travel roadway and it has no access control, providing access to surrounding land uses between US 290/SH 71 and W Slaughter Ln. Especially following the completion of SH 45 SW, the regional significance of this corridor is limited.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby, such as I-35, Mopac, and SH 45 W, with higher capacities that support regional mobility.





### Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

### Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 23,499-28,891              |
| Pct. Trucks                | 2.2%-4.2%                  |
| MAP-21 Principal Arterial? | No                         |

### NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | No  |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

### Other Request Details

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility or serve major activity centers.

#### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

#### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

#### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

#### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.38 0.75 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

**Corridor: Ronald Reagan Blvd**

**Route Description**

The route description is documented in Table 16 below.

**Table 16 Ronald Reagan Blvd Route Description**

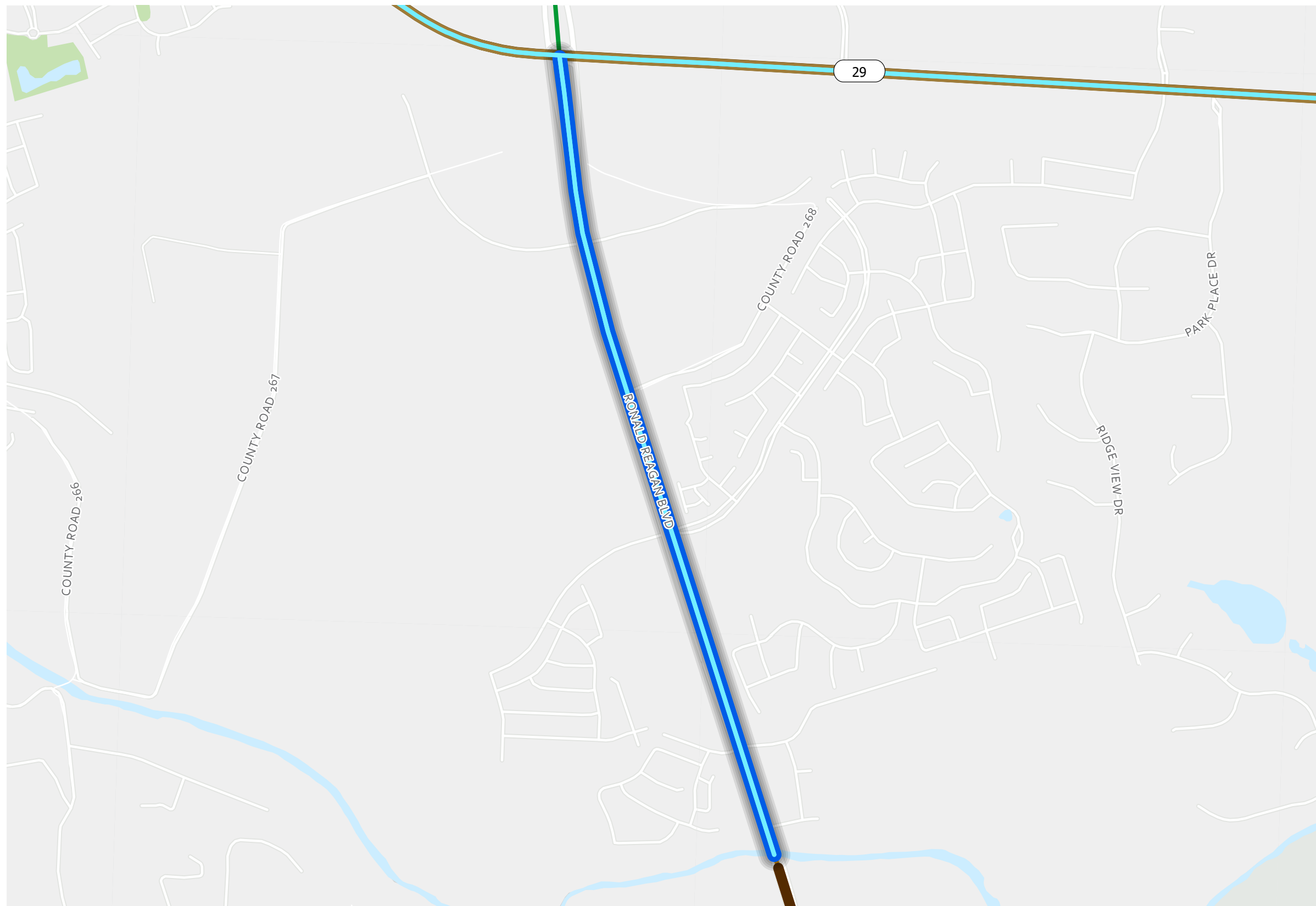
| Agency | Route Name         | From                                | To    | Length (miles) | AADT  | Proposed NHS Action | Proposed FC Action |
|--------|--------------------|-------------------------------------|-------|----------------|-------|---------------------|--------------------|
| CAMPO  | Ronald Reagan Blvd | South Fork of the San Gabriel River | SH 29 | 1.9            | 6,731 | Add to NHS          | None               |

**Statement of Justification**

The portion of Ronald Reagan Blvd/Parmer Ln between South Fork of the San Gabriel River and SH 29 completes a larger corridor, creating a continuous NHS corridor connecting North Austin to developed areas in Williamson County. Below are the reasons why Ronald Reagan Blvd/Parmer Ln should be added to the NHS:

- The larger Parmer Ln./FM 734 corridor serves Cedar Park, several large business parks, and the Tech Ridge development, a major traffic generator.
- The corridor connects growing communities in northwest Austin to other fast-growing communities in northeast Austin.
- The corridor connects and distributes traffic among Mopac, I-35, SH 130, and SH 45.
- The corridor provides an alternate route to US 183, supporting the growing traffic demand on this facility.
- This short segment resolves a stub NHS, improving system connectivity.





### Modification Request Details

#### Functional Classification Modification

None

#### Does corridor connect NHS on both ends?

Yes

### Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | Not on NHS                 |
| Avg. Daily Traffic         | 6,731                      |
| Pct. Trucks                | 23.2%                      |
| MAP-21 Principal Arterial? | No                         |

### NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | Yes |
| Limit access to surrounding land uses?   | Yes |
| Link other major regional facilities?    | Yes |

### Other Request Details

CAMPO requests the addition of this short segment to the NHS to address an stub connection and to create a continuous NHS corridor connecting North Austin to developed areas in Williamson County.

#### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

#### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

#### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

#### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.17 0.35 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

**Corridor: Riverside Dr**

**Route Description**

The route description is documented in Table 19 below.

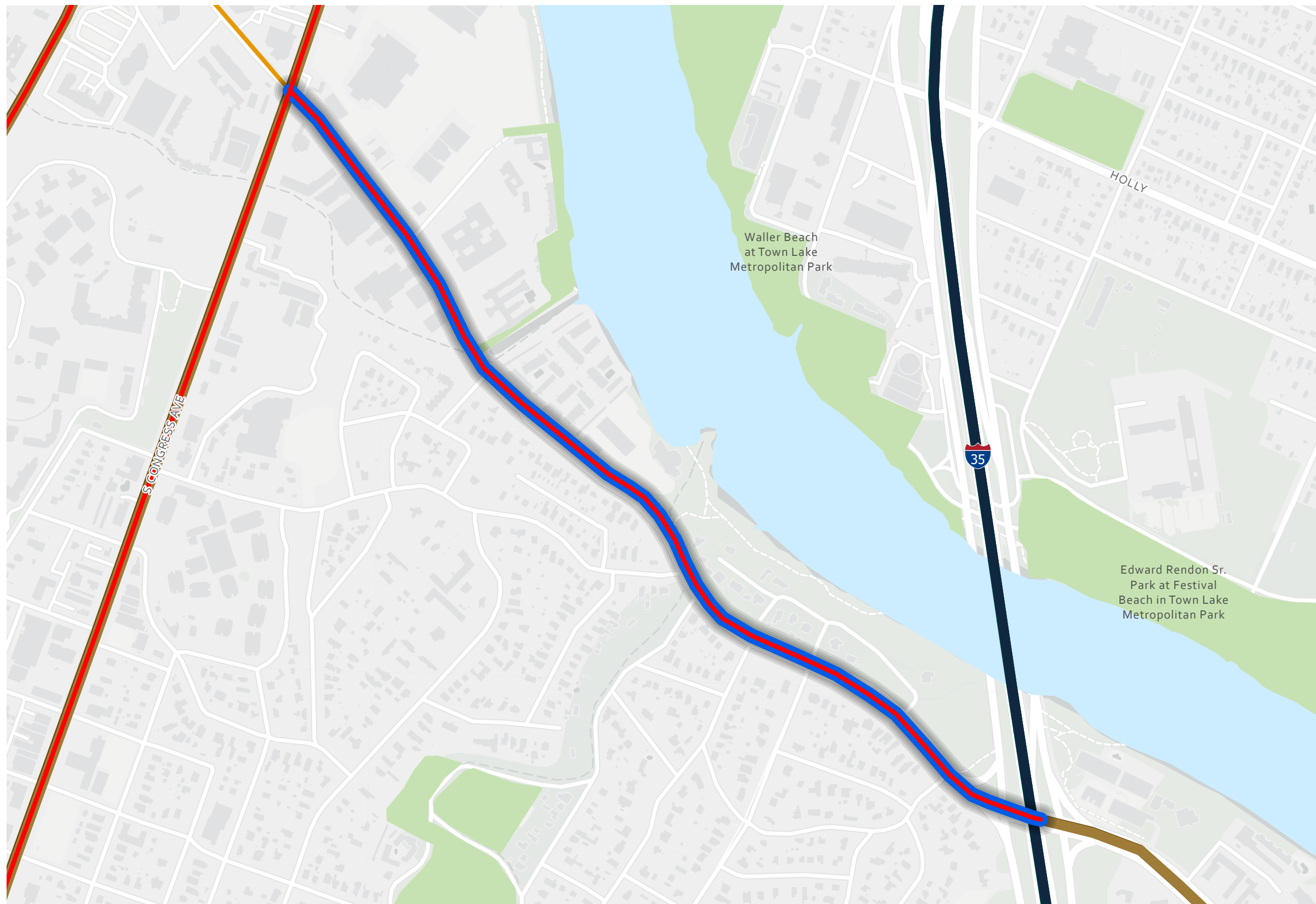
**Table 17 Riverside Dr Route Description**

| Agency | Route Name   | From         | To   | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|--------------|--------------|------|----------------|---------------|---------------------|--|
| CAMPO  | Riverside Dr | Congress Ave | I-35 | 1              | 27,024-29,979 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of Riverside Dr between Congress Avenue and I-35 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Riverside Dr should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- The corridor does not serve a major traffic generator. Though it provides access to destinations and land uses in central Austin, this portion of Riverside Drive provides a last-mile connection to destinations and does not serve regional travel.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby, such as SH 71/US 290, with higher capacities that support regional mobility.



### Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

### Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 27,024-29,979              |
| Pct. Trucks                | 3.2%-5.1%                  |
| MAP-21 Principal Arterial? | Yes                        |

### NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | No  |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

### Other Request Details

CAMPO requests the removal of this segment from the NHS. It does not serve regional mobility or major activity centers, and it will become a stub connection with the removal of adjoining routes from the NHS.

#### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

#### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

#### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

#### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.05 0.1 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors



**Corridor: University Dr**

**Route Description**

The route description is documented in Table 17 below.

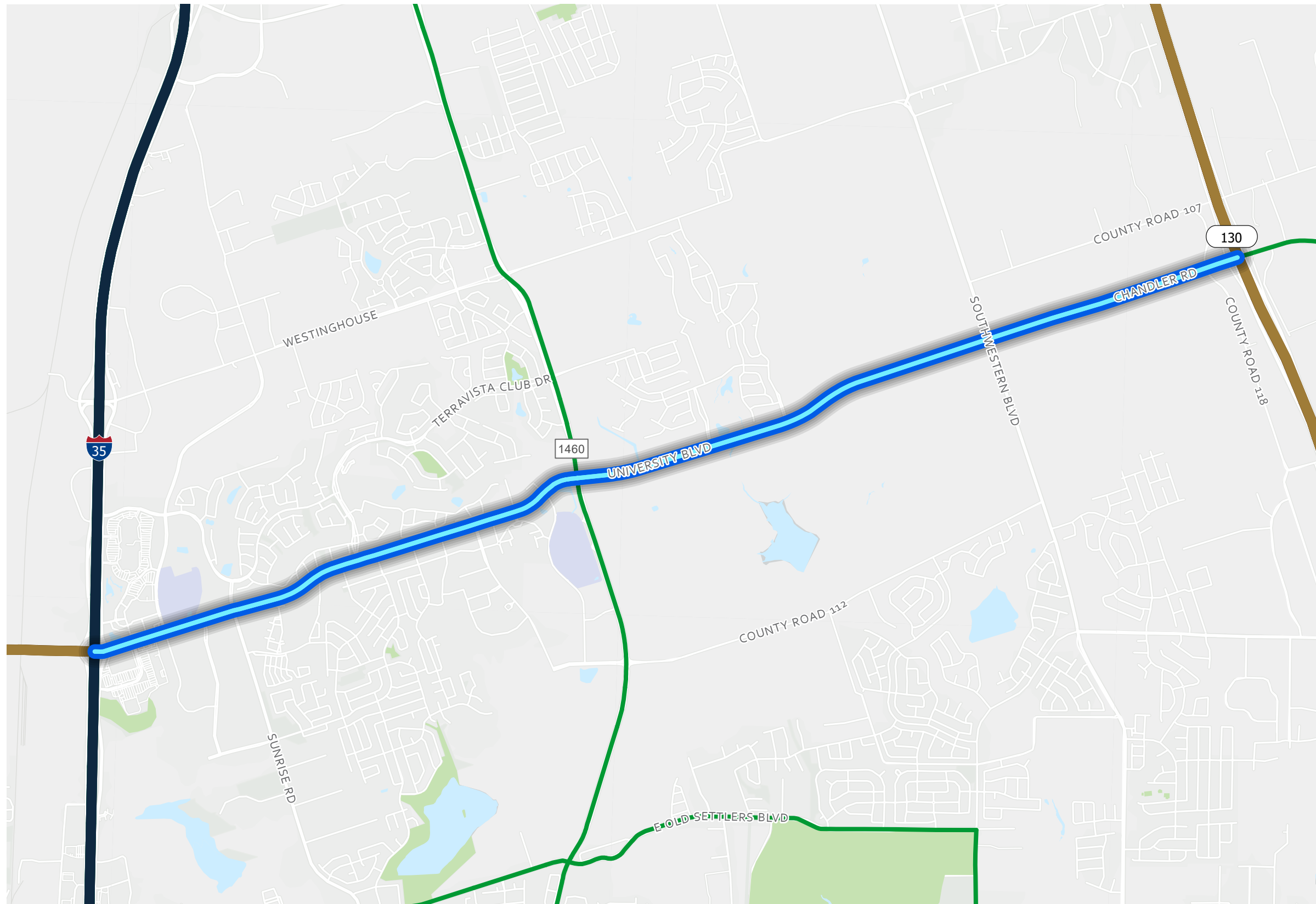
**Table 18 University Dr Route Description**

| Agency | Route Name    | From | To     | Length (miles) | AADT         | Proposed NHS Action | Proposed FC Action   |
|--------|---------------|------|--------|----------------|--------------|---------------------|--|
| CAMPO  | University Dr | I-35 | SH 130 | 6.4            | 8,758-31,328 | Add to NHS          | Upgrade Minor Arterial to Principal Arterial – Other (E of FM 1460 only) |

**Statement of Justification**

The portion of University Dr between I-35 and SH 130 is part of a larger route that serves east-west mobility through developed parts of Williamson County, including Round Rock and Cedar Park, and links major north-south facilities. Below are the reasons why University Dr should be added to the NHS and upgraded from Minor Arterial to Principal Arterial – Other east of FM 1460:

- The corridor serves the University Oaks Shopping Center, a major traffic generator in the area.
- The corridor links residential and commercial area through Round Rock east of I-35.
- The corridor connects I-35 and SH 130, major facilities in the Austin area, and provides a unique east-west mobility function north of SH 45 in Williamson County.
- Adding this corridor to the NHS will enhance system connectivity in between Cedar Park and Round Rock.



### Modification Request Details

**Functional Classification Modification**  
Upgrade Minor Arterial to Principal Arterial - Other (E of FM 1460)

**Does corridor connect NHS on both ends?**  
Yes

### Current Facility Information

|                            |                                  |
|----------------------------|----------------------------------|
| Functional Class           | Principal Arterial - Other\Minor |
| On the NHS?                | Not on the NHS                   |
| Avg. Daily Traffic         | 8,758-31,328                     |
| Pct. Trucks                | 3.2%-6.9%                        |
| MAP-21 Principal Arterial? | Yes                              |

### NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | Yes |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

### Other Request Details

CAMPO requests the addition of this corridor to the NHS. It is part of a larger route that serves east-west mobility through developed parts of Williamson County, including Round Rock and Cedar Park, and links major north-south facilities.

#### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

#### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

#### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

#### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.42 0.85 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

**Corridor: SH 29**

**Route Description**

The route description is documented in Table 18 below.

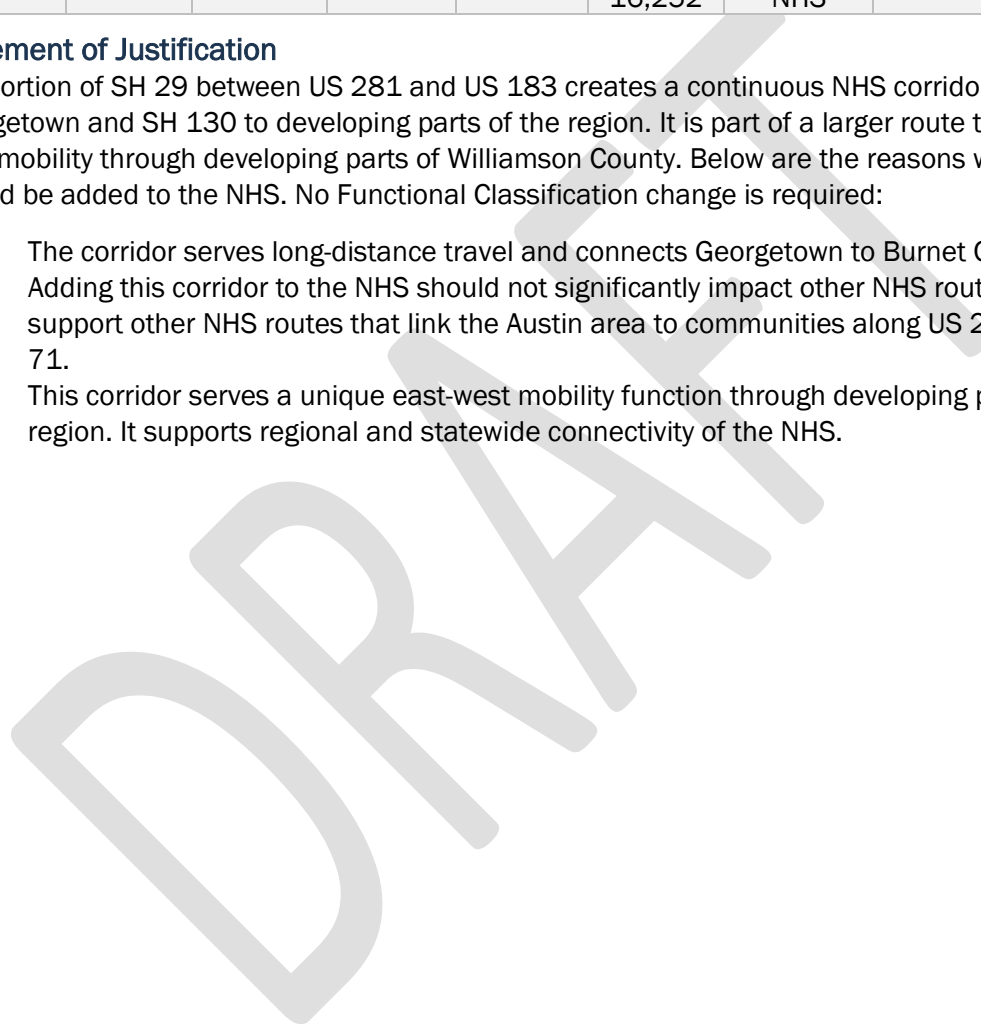
**Table 19 SH 29 Route Description**

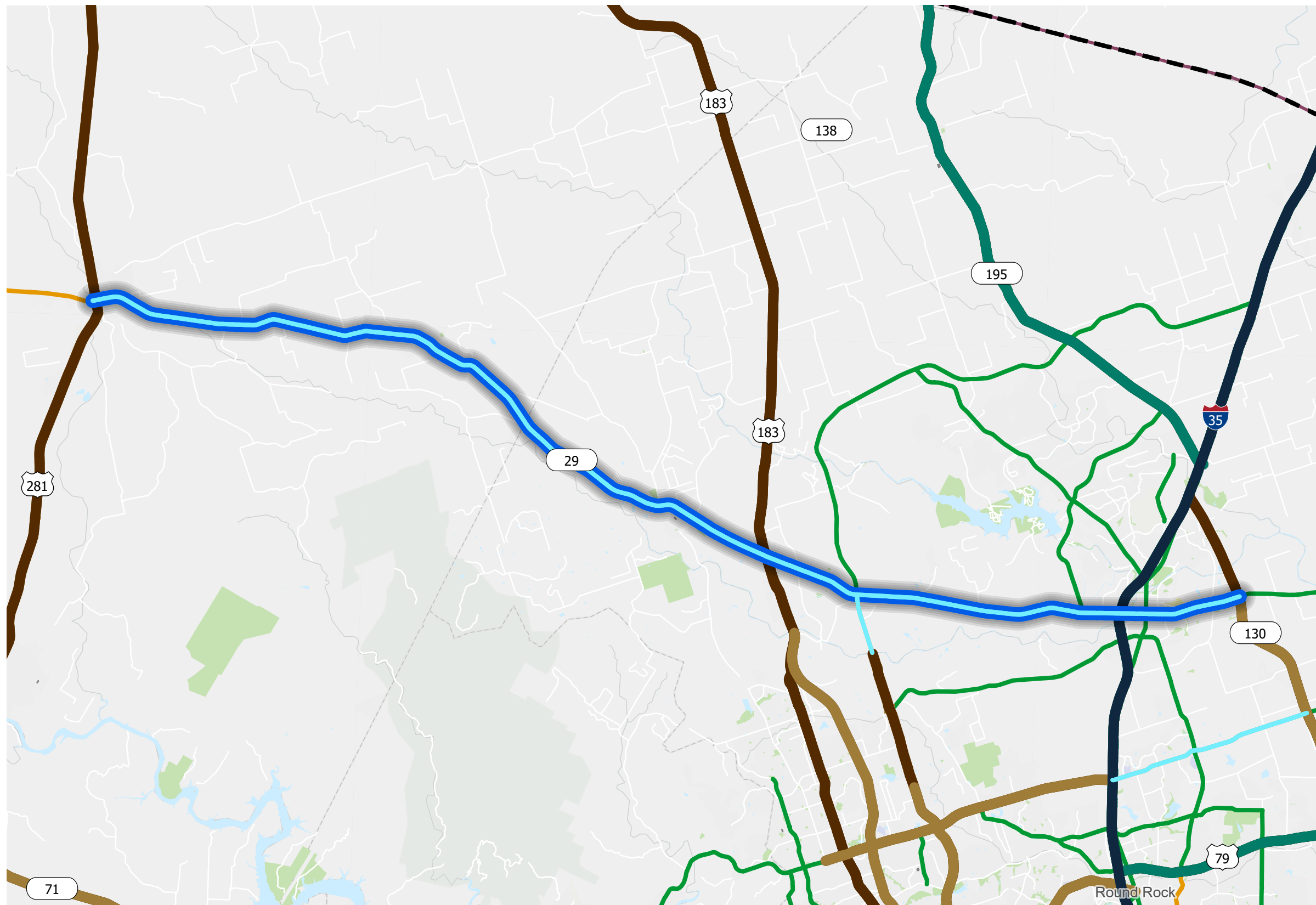
| Agency | Route Name | From   | To     | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action |
|--------|------------|--------|--------|----------------|---------------|---------------------|--------------------|
| CAMPO  | SH 29      | US 281 | US 183 | 38.4           | 11,807-16,252 | Add to NHS          | None               |

**Statement of Justification**

The portion of SH 29 between US 281 and US 183 creates a continuous NHS corridor connecting Georgetown and SH 130 to developing parts of the region. It is part of a larger route that serves east-west mobility through developing parts of Williamson County. Below are the reasons why SH 29 should be added to the NHS. No Functional Classification change is required:

- The corridor serves long-distance travel and connects Georgetown to Burnet County.
- Adding this corridor to the NHS should not significantly impact other NHS routes and would support other NHS routes that link the Austin area to communities along US 281, such as SH 71.
- This corridor serves a unique east-west mobility function through developing portions of the region. It supports regional and statewide connectivity of the NHS.





### Modification Request Details

#### Functional Classification Modification

None

#### Does corridor connect NHS on both ends?

Yes

### Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | Not on the NHS             |
| Avg. Daily Traffic         | 11,807-16,252              |
| Pct. Trucks                | 6.0%-19.0%                 |
| MAP-21 Principal Arterial? | No                         |

### NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | No  |
| Serve long-distance travel?              | Yes |
| Link surrounding region with urban core? | Yes |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

### Other Request Details

CAMPO requests the addition of this corridor to the NHS. It is part of a larger route that serves east-west mobility through developing parts of Williamson County and provides long-distance mobility between areas north of central Austin and San Angelo, Midland, and Odessa.

#### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

#### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

#### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

#### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 2.5 5 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors



**Corridor: Slaughter Ln**

**Route Description**

The route description is documented in Table 20 below.

**Table 20 Slaughter Ln Route Description**

| Agency | Route Name   | From  | To   | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|--------------|-------|------|----------------|---------------|---------------------|--|
| CAMPO  | Slaughter Ln | Mopac | I-35 | 6.7            | 14,307-45,118 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of Slaughter Ln between Mopac and I-35 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Slaughter Ln should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- The corridor does not provide access to major activity centers, does not provide regional or long-distance mobility and has multiple driveways providing access to surrounding land uses between Mopac and I-35.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby with higher capacities that support regional mobility.



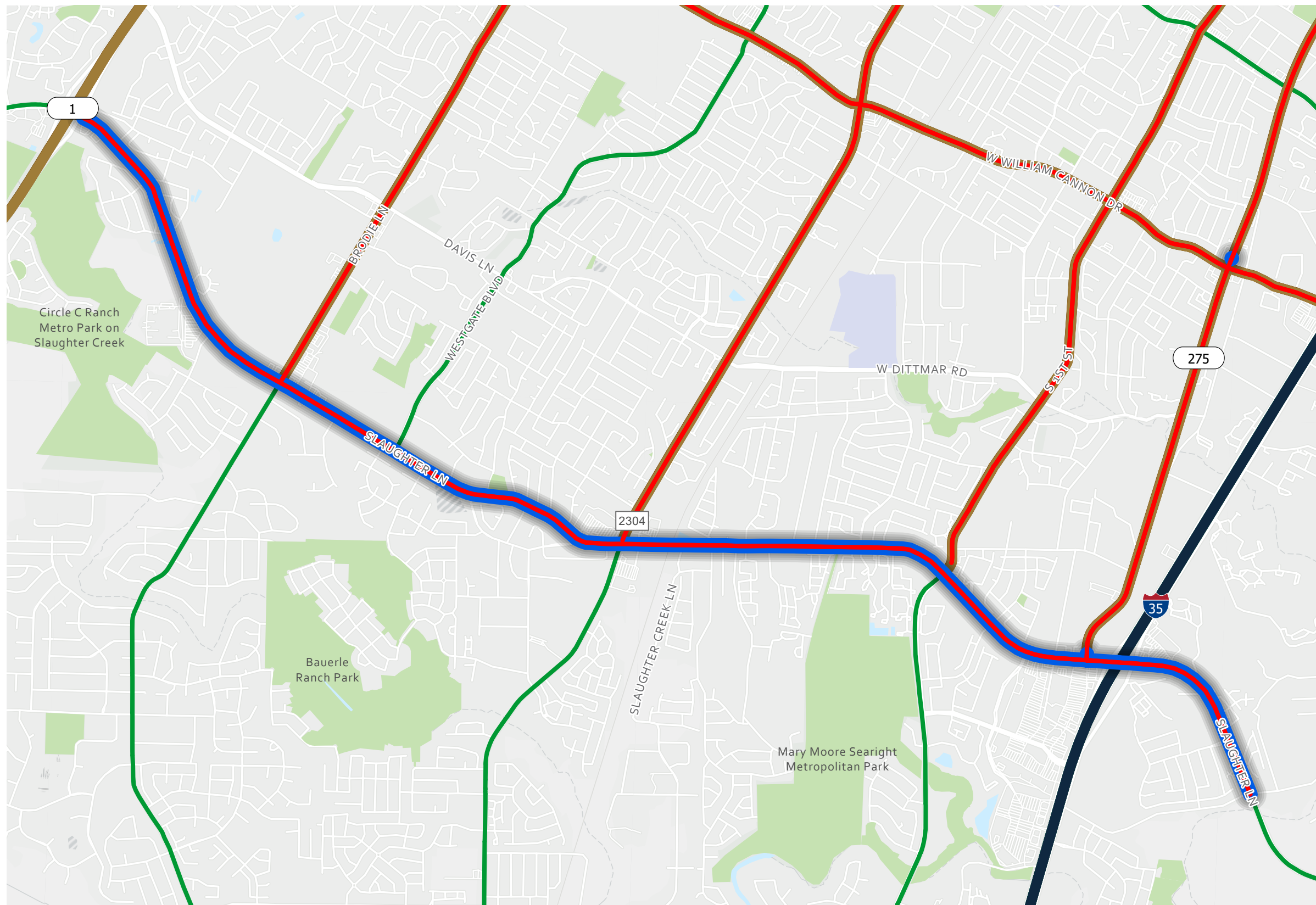
# National Highway System Modification Request

Remove from NHS: Slaughter Ln - From Mopac to I-35

DRAFT NOT FOR DISTRIBUTION

Capital Area

20



## Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
No

## Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 14,307-45,118              |
| Pct. Trucks                | 3.2%-4.3%                  |
| MAP-21 Principal Arterial? | Yes                        |

## NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | No  |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

## Other Request Details

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility or serve major activity centers.

### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TXDOT Districts
- MPO Boundary

### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.38 0.75 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

**Corridor: South 1<sup>st</sup> St**

**Route Description**

The route description is documented in Table 21 below.

**Table 21 South 1<sup>st</sup> St Route Description**

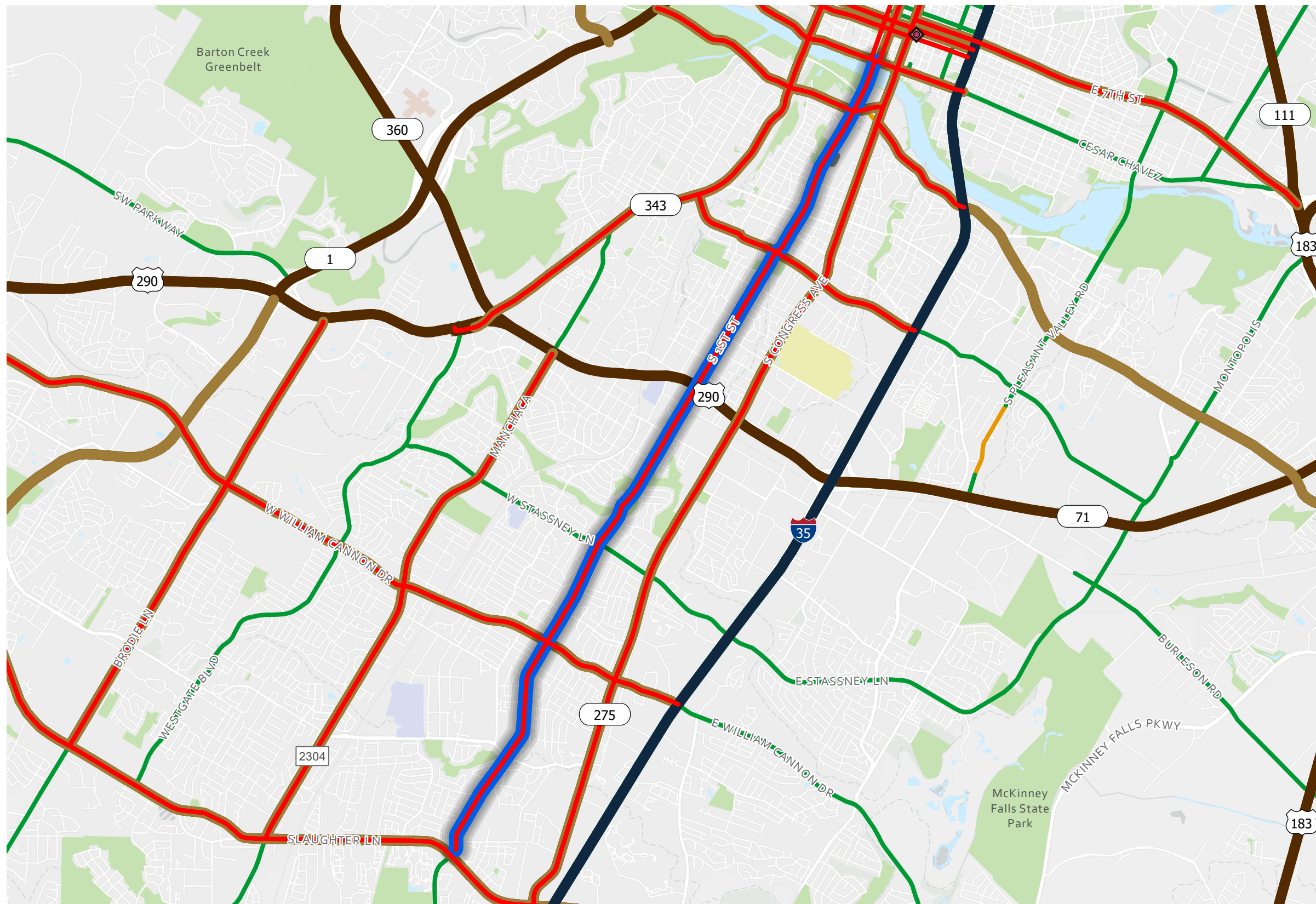
| Agency | Route Name               | From         | To             | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|--------------------------|--------------|----------------|----------------|---------------|---------------------|--|
| CAMPO  | South 1 <sup>st</sup> St | Cesar Chavez | W Slaughter Ln | 7.1            | 15,236-32,909 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of South 1<sup>st</sup> St between Cesar Chavez and W Slaughter Ln does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of South 1<sup>st</sup> St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though it connects some major regional destinations, the corridor does not provide regional or long-distance mobility and has multiple driveways providing access to surrounding land uses between Cesar Chavez and W Slaughter Ln.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby, such as I-35, with higher capacities that support regional mobility.





**Modification Request Details**

**Functional Classification Modification**  
 Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
 Yes

**Current Facility Information**

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 15,236-32,909              |
| Pct. Trucks                | 3.2%                       |
| MAP-21 Principal Arterial? | No                         |

**NHS Criteria Evaluation**

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

**Other Request Details**

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. Though it provides access to Downtown Austin, it does not serve regional or long-distance mobility.

**Modification Requests**

- Add to NHS
- Remove from NHS
- Active Corridor

**National Highway System**

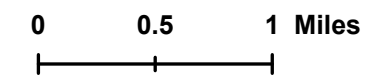
- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

**Other Func. Class**

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

**Major Intermodal Facilities**

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail



Sources: TxDOT Roadway Inventory 2017, FHWA  
 \* Short stubs are likely the result of GIS linework errors

**Corridor: West 5<sup>th</sup> St**

**Route Description**

The route description is documented in Table 22 below.

**Table 22 West 5<sup>th</sup> St Route Description**

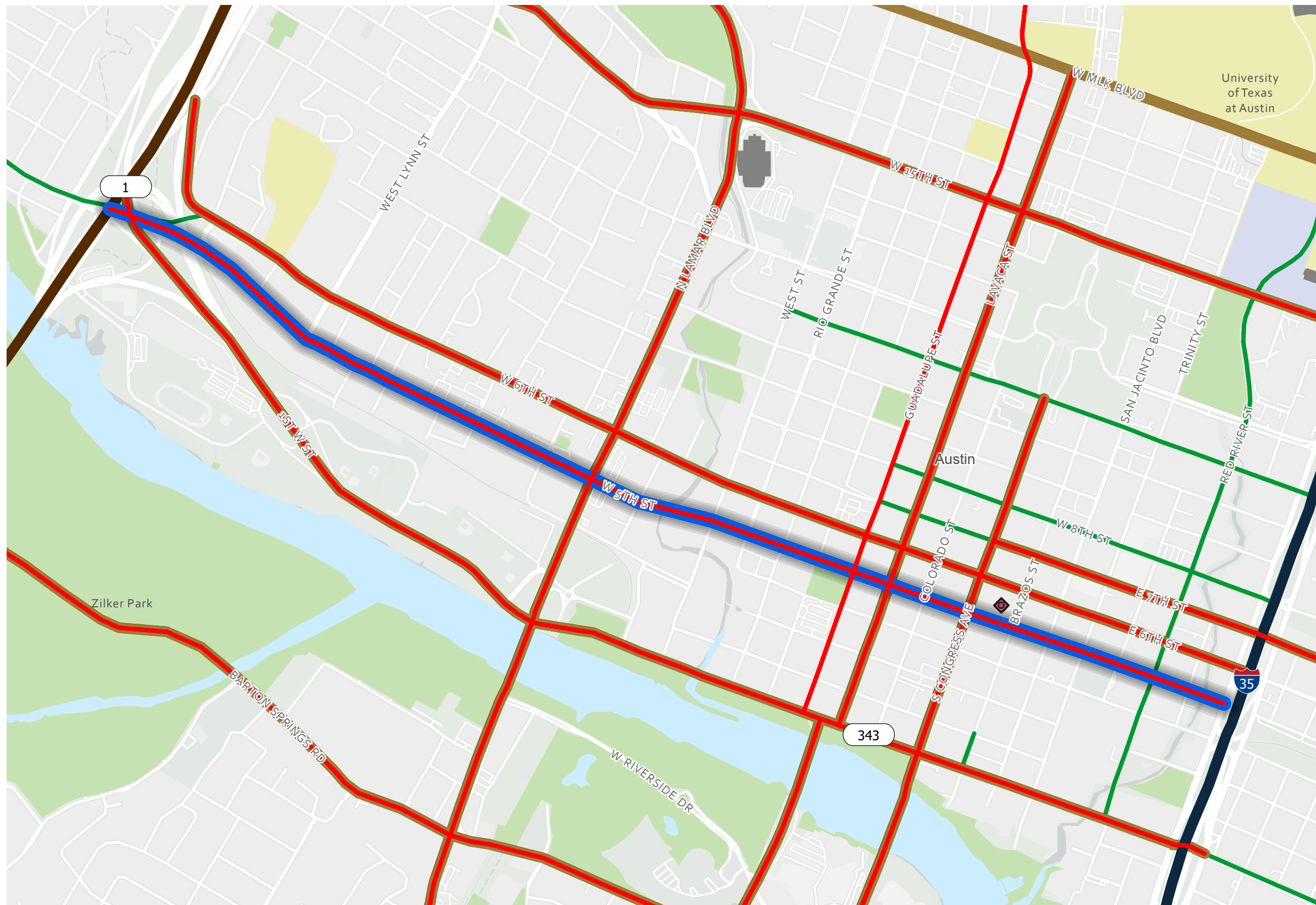
| Agency | Route Name              | From  | To   | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|-------------------------|-------|------|----------------|---------------|---------------------|--|
| CAMPO  | West 5 <sup>th</sup> St | Mopac | I-35 | 2.2            | 17,024-23,780 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of West 5<sup>th</sup> St between Mopac and I-35 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of West 5<sup>th</sup> St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though it provides access to major activity centers, the corridor does not provide regional or long-distance mobility and has multiple driveways providing access to surrounding land uses between Mopac and I-35.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby with higher capacities that support regional mobility.





### Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

### Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 17,024-23,780              |
| Pct. Trucks                | 3.2%                       |
| MAP-21 Principal Arterial? | Yes                        |

### NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

### Other Request Details

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. Though it provides access to Downtown Austin, it does not serve regional or long-distance mobility.

#### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

#### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

#### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

#### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.15 0.3 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors



**Corridor: West 6<sup>th</sup> St**

**Route Description**

The route description is documented in Table 22 below.

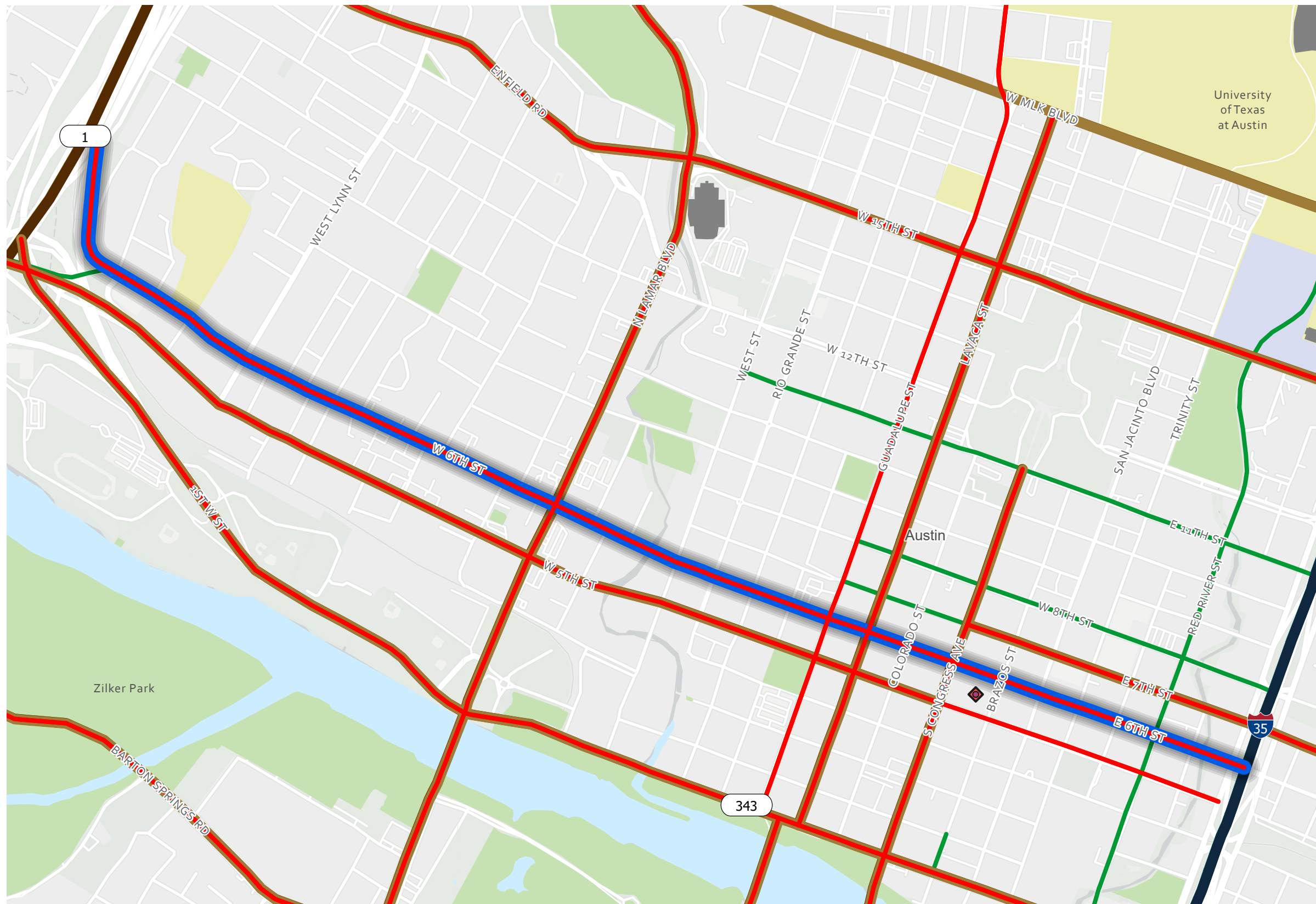
**Table 23 West 6<sup>th</sup> St Route Description**

| Agency | Route Name              | From  | To   | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|-------------------------|-------|------|----------------|---------------|---------------------|--|
| CAMPO  | West 6 <sup>th</sup> St | Mopac | I-35 | 2.3            | 11,705-22,800 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of West 6<sup>th</sup> St between Mopac and I-35 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of West 6<sup>th</sup> St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- Though it provides access to major activity centers, the corridor does not provide regional or long-distance mobility and has multiple driveways providing access to surrounding land uses between Mopac and I-35.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby with higher capacities that support regional mobility.



### Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

### Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 11,705-22,800              |
| Pct. Trucks                | 3.2%                       |
| MAP-21 Principal Arterial? | Yes                        |

### NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | Yes |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

### Other Request Details

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. Though it provides access to Downtown Austin, it does not serve regional or long-distance mobility.

#### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

#### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

#### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TXDOT Districts
- MPO Boundary

#### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.13 0.25 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors

**Corridor: West Oltorf St**

**Route Description**

The route description is documented in Table 24 below.

**Table 24 West Oltorf St Route Description**

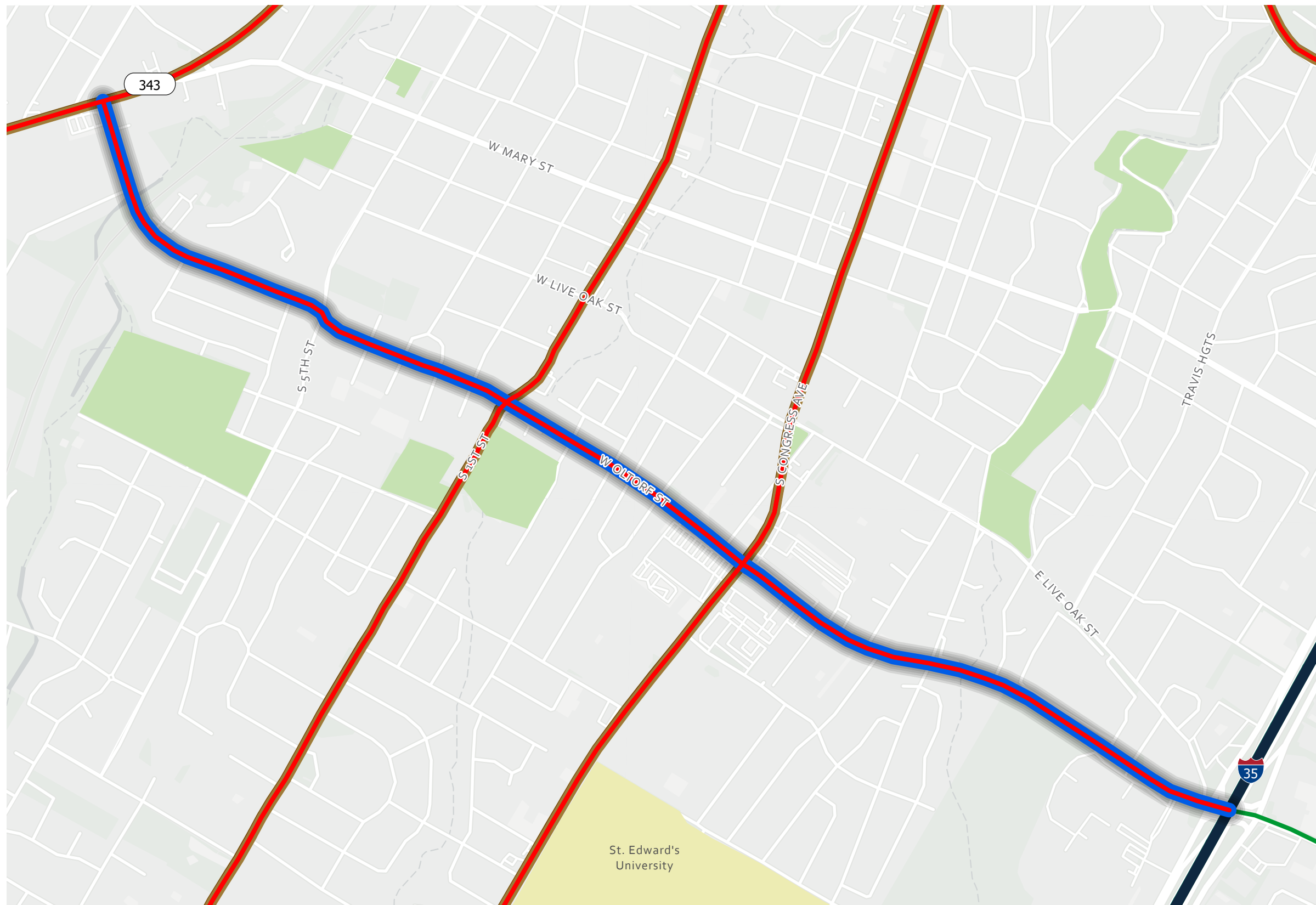
| Agency | Route Name     | From       | To   | Length (miles) | AADT         | Proposed NHS Action | Proposed FC Action                                     |
|--------|----------------|------------|------|----------------|--------------|---------------------|--|
| CAMPO  | West Oltorf St | Lamar Blvd | I-35 | 2.1            | 9,774-20,586 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of West Oltorf St between Lamar Blvd and I-35 does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of West Oltorf St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- The corridor does not provide access to major activity centers, does not provide regional or long-distance mobility and has multiple driveways providing access to surrounding land uses between Lamar Blvd and I-35.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby, such as US 290, with higher capacities that support regional mobility.





### Modification Request Details

**Functional Classification Modification**  
Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
Yes

### Current Facility Information

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 9,774-20,586               |
| Pct. Trucks                | 3.2%                       |
| MAP-21 Principal Arterial? | No                         |

### NHS Criteria Evaluation

|  |     |
|--|-----|
| Serve major activity centers?            | No  |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

### Other Request Details

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility or serve major activity centers.

#### Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

#### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

#### Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TXDOT Districts
- MPO Boundary

#### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.1 0.2 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA  
\* Short stubs are likely the result of GIS linework errors



**Corridor: William Cannon Dr**

**Route Description**

The route description is documented in Table 25 below.

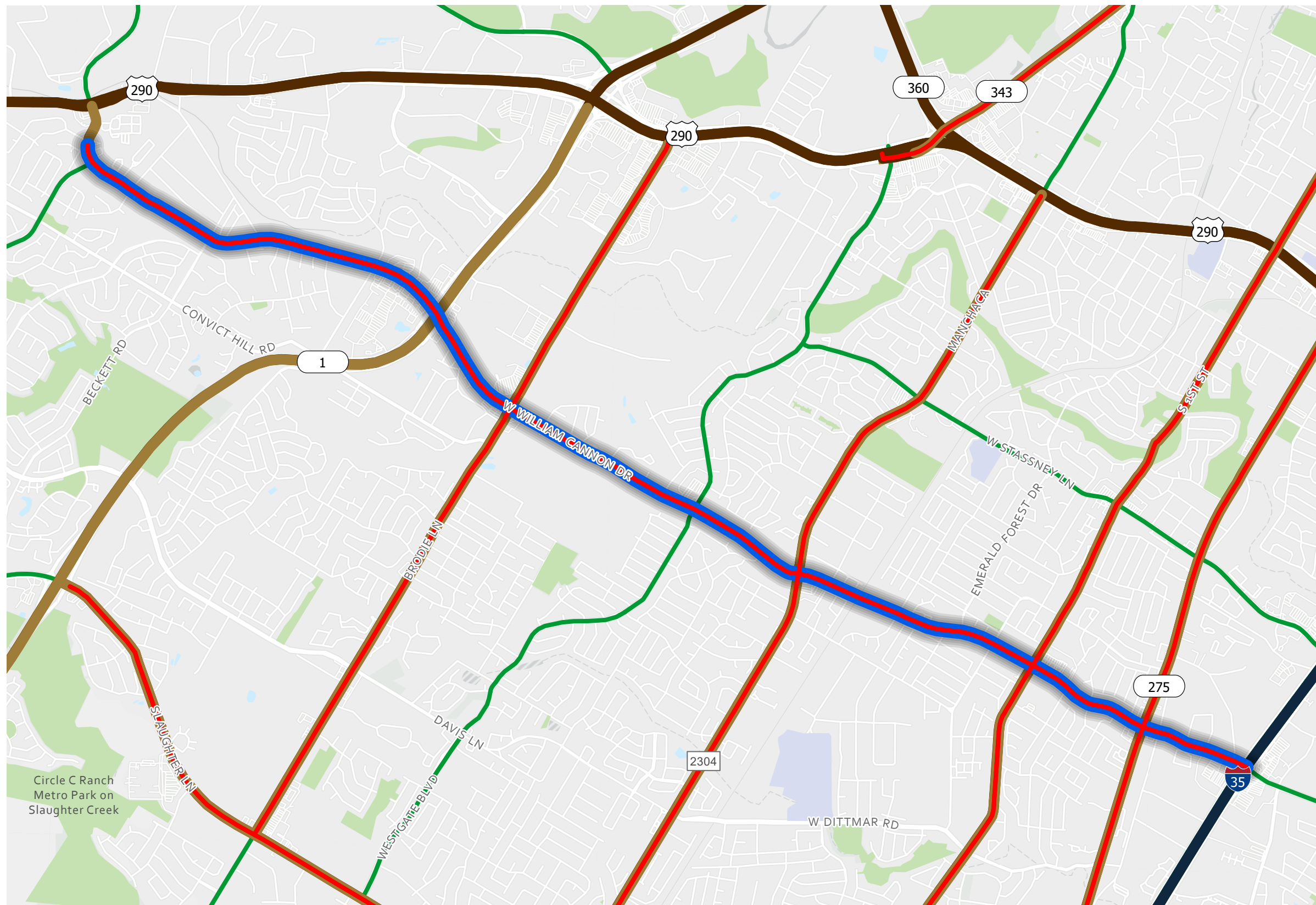
**Table 25 William Cannon Dr Route Description**

| Agency | Route Name        | From         | To   | Length (miles) | AADT          | Proposed NHS Action | Proposed FC Action                                     |
|--------|-------------------|--------------|------|----------------|---------------|---------------------|--|
| CAMPO  | William Cannon Dr | US 290/SH 71 | I-35 | 6.5            | 16,157-32,574 | Remove from NHS     | Downgrade Principal Arterial - Other to Minor Arterial |

**Statement of Justification**

The portion of William Cannon Dr between US 290/SH 71 and I-35 does not meet the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of William Cannon Dr should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program. No major improvements are currently programmed for the corridor being removed from the NHS.
- The corridor does not provide access to major activity centers, does not provide regional or long-distance mobility and has multiple driveways providing access to surrounding land uses between US 290/SH 71 and I-35.
- Removing this corridor will not impact the continuity of other NHS routes. There are NHS routes nearby with higher capacities that support regional mobility.



**Modification Request Details**

**Functional Classification Modification**  
 Downgrade Principal Arterial - Other to Minor Arterial

**Does corridor connect NHS on both ends?**  
 Yes

**Current Facility Information**

|                            |                            |
|----------------------------|----------------------------|
| Functional Class           | Principal Arterial - Other |
| On the NHS?                | On the NHS                 |
| Avg. Daily Traffic         | 16,157-32,574              |
| Pct. Trucks                | 3.2%-4.9%                  |
| MAP-21 Principal Arterial? | No                         |

**NHS Criteria Evaluation**

|  |     |
|--|-----|
| Serve major activity centers?            | No  |
| Serve long-distance travel?              | No  |
| Link surrounding region with urban core? | No  |
| Limit access to surrounding land uses?   | No  |
| Link other major regional facilities?    | Yes |

**Other Request Details**

CAMPO requests the removal of this corridor from the NHS because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility or serve major activity centers.

**Modification Requests**

- Add to NHS
- Remove from NHS
- Active Corridor

**National Highway System**

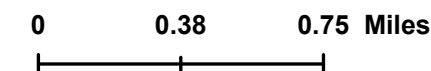
- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

**Other Func. Class**

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

**Major Intermodal Facilities**

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail



Sources: TxDOT Roadway Inventory 2017, FHWA  
 \* Short stubs are likely the result of GIS linework errors

## CAMPO Intermodal Facility Modification Requests

Recommendations were made for the removal of two existing intermodal connectors in the CAMPO area based on intermodal facilities that no longer exist in the area. These removals are presented in **Table 26** below.

**Table 26. Intermodal Facility Modification Requests**

| Facility                                    | Type                   | Modification Request | Current Connector Description                    | Thresholds for Inclusion on the NHS <sup>1</sup>  | Reason for Modification    |
|---|------------------------|----------------------|--|---|----------------------------|
| Dillo Transit Park-N-Ride Facility (Austin) | Public Transit Station | Remove               | Served by an Existing NHS Route (State Loop 1)   | 250K passengers per year, 100 trucks per day entering and leaving, or 100K tons arriving or departing annually by truck | Facility no longer exists. |
| Robert Mueller Municipal Airport (Austin)   | Airport                | Remove               | Served by an Existing NHS Route (State Loop 111) | 250K passengers per year, 100 trucks per day entering and leaving, or 100K tons arriving or departing annually by truck | Facility no longer exists. |

The location of the two intermodal connector modifications is shown in Appendix A.

<sup>1</sup> As defined by FHWA in Appendix D to Subpart A of 23 CFR 470

## Appendix A. Intermodal Connector Maps



# Dillo Transit Park-N-Ride Facility (Close)



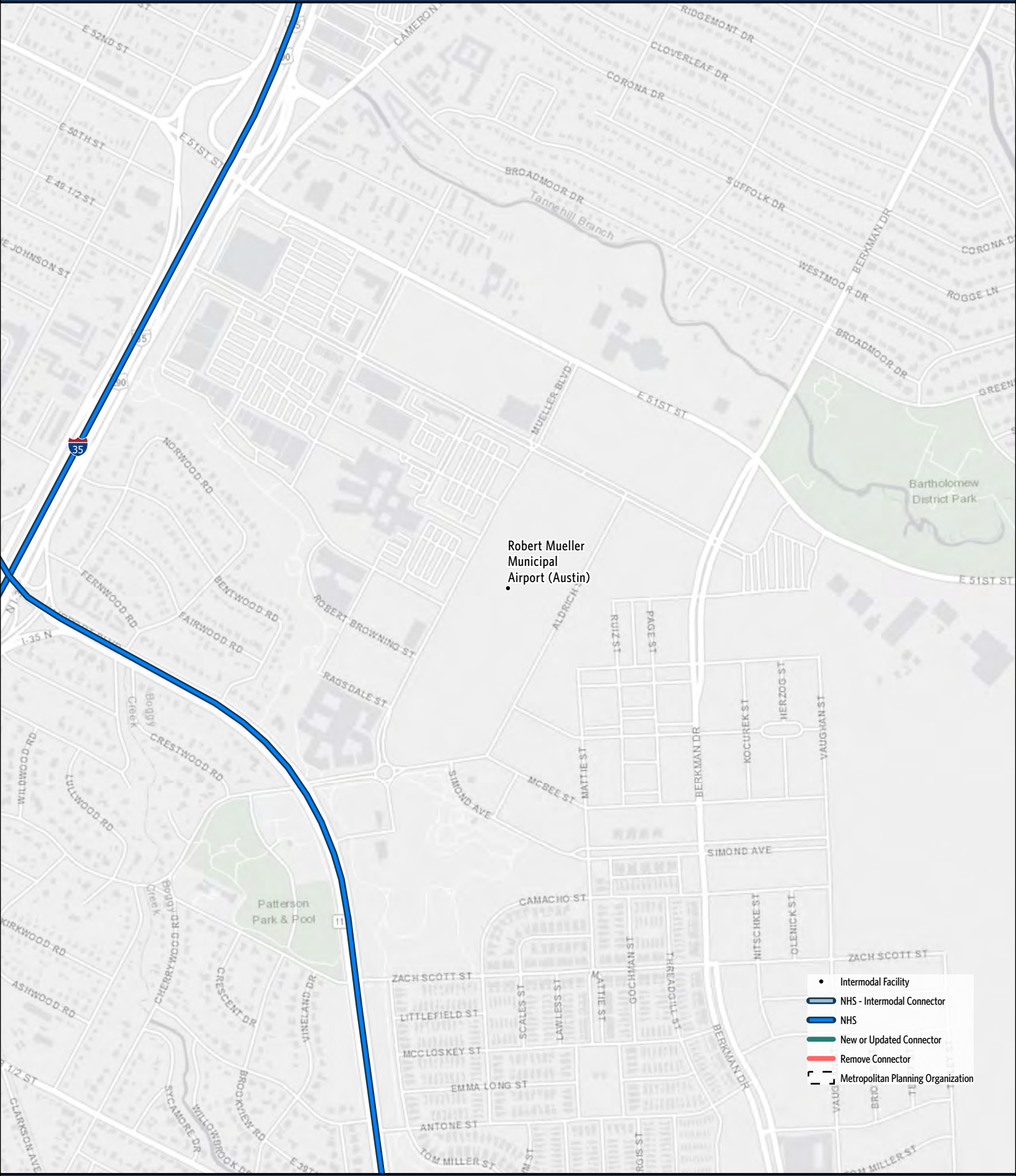
- Intermodal Facility
- NHS - Intermodal Connector
- NHS
- - - Metropolitan Planning Organization

0.15 Miles





# Robert Mueller Municipal Airport (Austin) (Closed)



Robert Mueller  
Municipal  
Airport (Austin)

- Intermodal Facility
- NHS - Intermodal Connector
- NHS
- New or Updated Connector
- Remove Connector
- - - Metropolitan Planning Organization





## **Resolution 2020-8-9**

### **Amendments to the CAMPO National Highway System (NHS) Network**

**WHEREAS**, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

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

**WHEREAS**, CAMPO is authorized by Federal and State law to conduct planning activities as required to develop regional plans and programs and to assist local entities as necessary to implement their plans and programs; and

**WHEREAS**, the National Highway System (NHS) is a network of major roadways critical to the regional, statewide, and national movement of people and goods designated by the Federal Highway Administration (FHWA) in coordination with local officials; and

**WHEREAS**, the Intermodal Connector system identifies the most direct access route between the NHS and major intermodal facilities, as defined by FHWA in Appendix D to Subpart A of 23 CFR 470, and the main NHS; and

**WHEREAS**, the Texas Department of Transportation's (TxDOT's) Transportation Planning and Programming Division (TxDOT-TPP), in coordination with the Federal Highway Administration - Texas Division (FHWA Texas) has completed a comprehensive review of the NHS in Texas, including the Intermodal Connectors and main NHS, to produce recommended modifications to the system; and

**WHEREAS**, TxDOT-TPP has developed these modifications in coordination with FHWA-Texas and the Capital Area Metropolitan Planning Organization (CAMPO) staff and Technical Advisory Committee; and

**WHEREAS**, the addition or removal of NHS designation from a roadway does not affect ownership or maintenance of the roadway; and

**WHEREAS**, downgrading the Federal Functional Classification of a roadway from Principal Arterial – Other to Minor Arterial or other functional classification automatically removes it from the NHS unless it provides access to a qualifying intermodal facility;

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to support the amendments to the Functional Classification System and NHS as outlined in Attachment A.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 10<sup>th</sup> day of August 2020.

---

**Chair, CAMPO Board**

Attest:

---

**Executive Director, CAMPO**





**Date:** August 10, 2020  
**Continued From:** N/A  
**Action Requested:** Action

---

**To:** Transportation Policy Board  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 10  
**Subject:** Discussion and Take Appropriate Action on Amendments to the 2019-2022 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

---

**RECOMMENDATION**

Staff recommends the Transportation Policy Board (TPB) approve the out-of-cycle amendments to the 2019-2022 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan (RTP).

**PURPOSE AND EXECUTIVE SUMMARY**

The Capital Area Metropolitan Planning Organization (CAMPO) develops and maintains the TIP and RTP which are amended on a regular schedule twice a year and through out-of-cycle amendments as requested by project sponsors. CAMPO has received requests for out-of-cycle amendments which can be accomplished through the Quick Action Option as outlined in the approved [Public Participation Plan](#). These amendment requests are to address administrative requirements and include projects that have been previously approved by Transportation Policy Board; these amendments do not allocate any funding.

The TIP amendment for the City of San Marcos has been requested to facilitate the transfer of Federal Transit Administration (FTA) 5339 funding previously allocated to CARTS to the City of San Marcos. The FTA – Region 6 Office has informed the City of San Marcos and CAMPO staff that this amendment needs to be processed as soon as possible to avoid a funding lapse at the end of the current fiscal year and to ensure that the City of San Marcos and the region do not lose the funding.

The RTP amendment for Hays County and the Texas Department of Transportation has been requested so that the Environmental Assessment (EA) and Findings of No Significant Impact (FONSI) can be completed for the FM 2001 Corridor from IH-35 to SH-21 and the project can continue to move through the development process.

**FINANCIAL IMPACT**

These amendments and related decisions by the TPB can impact project development, environmental clearance, and funding, however these amendments do not directly allocate funding nor cause material changes to the fiscal constraint analysis of the RTP or the TIP.

**BACKGROUND AND DISCUSSION**

CAMPO develops and maintains the TIP and RTP and regularly amends and updates the program and plan to reflect the most recent information and project changes. Additional information on this process and be found in the TIP and RTP as well as the Public Participation Plan.

**SUPPORTING DOCUMENTS**

**Attachment A** – *Amendment List*

**Attachment B** – *Resolution 2020-8-10 (Draft)*

## Amendment List

| MPO ID      | CSJ         | Sponsor            | County     | Project Name  | Limits (To)   | Limits (From) | Description   | FY   | Total Project Cost | Amendment Requested   |
|-------------|-------------|--------------------|------------|---------------|---------------|---------------|---|------|--------------------|---|
| 43-00101-00 | N/A         | City of San Marcos | Hays       | N/A           | N/A           | N/A           | Paratransit Bus Purchase  | 2020 | \$72,277.00        | Add project to the 2019-2022 TIP Grouped Listing to facilitate the transfer of FTA 5339 Funding from CARTS to San Marcos. |
| 62-00005-00 | 0914-05-199 | City of Leander    | Williamson | S. West Drive | Horseshoe Dr. | Lion Dr.      | Construct .23 mile sidewalk on South West Drive                   | 2020 | \$244,610.00       | Roll project over from 2019-2022 TIP.   |
| 41-00171-00 | 1776-02-18  | TxDOT/Hays County  | Hays       | FM 2001       | IH-35         | SH-21         | Widen to 4-lane divided roadway by adding two lanes and shoulders | 2025 | \$48,410,280       | 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.

DRAFT





## Resolution 2020-8-10

### **Acknowledging the Transportation Policy Board's Approval of Amendments to the CAMPO 2045 Regional Transportation Plan and FYs 2019-2022 Transportation Improvement Program**

**WHEREAS**, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

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

**WHEREAS**, CAMPO is required to create a twenty-year Regional Transportation Plan and a four-year Transportation Improvement Program; and

**WHEREAS**, CAMPO adopted the *2019-2022 Transportation Improvement Program* on May 7, 2018; and

**WHEREAS**, CAMPO adopted the *2045 Regional Transportation Plan* on May 4, 2020; and

**WHEREAS**, CAMPO has received two requests for out-of-cycle amendments to the *CAMPO 2045 Regional Transportation Plan* and *2019-2022 Transportation Improvement Program*; and

**WHEREAS**, CAMPO has processed these amendments to the *CAMPO 2045 Regional Transportation Plan* and *2019-2022 Transportation Improvement Program* and supporting information in compliance with the *Public Participation Plan*; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to approve the requested amendments to the *CAMPO 2045 Regional Transportation Plan* and *2019-2022 Transportation Improvement Program* as reflected in this resolution and in the accompanying amendment listing; and

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

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

The above resolution being read, a motion to amend the *CAMPO 2045 Regional Transportation Plan* and *2019-2022 Transportation Improvement Program* as reflected was made on August 10, 2020 by \_\_\_\_\_ duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 10<sup>th</sup> day of August 2020.

---

**Chair, CAMPO Board**

Attest:

---

**Executive Director, CAMPO**



**Date:** August 10, 2020  
**Continued From:** December 2018  
**Action Requested:** Information

---

**To:** Transportation Policy Board  
**From:** Texas Department of Transportation  
**Agenda Item:** 11  
**Subject:** Presentation on Benefits of a Potential Open Roads Policy for the CAMPO Region

---

**RECOMMENDATION**

None. This item is for information only.

**PURPOSE AND EXECUTIVE SUMMARY**

In December 2018, the Transportation Policy Board (TPB) adopted its first Regional Incident Management Strategic Plan. The plan was developed in close coordination with the TxDOT - Austin District, local governments, transportation operators (CTRMA and Cap Metro) and the Federal Highway Administration (FHWA). The Regional Incident Management Strategic Plan serves as a guide to transportation operators and local governments to assist in decision-making to improve safety, mobility, and regional coordination. The plan can be accessed [here](#).

Development of an open roads policy was one of the recommendations contained in the 2018 Regional Incident Management Strategic Plan. This item constitutes the next step in the implementation of the plan's recommendation. The policy would lay the foundation for CAMPO and its regional partners to set performance metrics for the operation of the regional roadway network.

The intended outcomes of an Open Roads policy are as follows:

- **Establish regional commitment to keeping roads open**
- **Increase safety at traffic incident scenes and reduce secondary crashes**
- **Reduce congestion due to traffic incidents**
- **Set clear and reasonable expectations for responding agencies**

The establishment of a regional Open Roads policy prior to the start of construction of the IH 35 Central Express project would assist the region with traffic and congestion management on IH 35 and supporting facilities such as US 183S, SH 130, and SH 71. An Open Roads policy would also support existing programs and activities such as HERO, the overall Mobility 35 project, and the Combined Transportation Emergency and Communications Center (CTECC) that supports Travis County, the City of Austin, Capital Metro, and the TxDOT - Austin District.

The draft language of the Open Roads Policy is as follows:

“Whenever a roadway or travel lane is closed, partially blocked, or otherwise negatively impacted due to a traffic incident, responders shall re-open the roadway as soon as possible in an URGENT MANNER. Safety of the public and incident responders will remain the highest priority and must be preserved.”

The draft Open Roads policy is consistent with state and federal law and does not give local governments and transportation operators any new authority nor does it take any existing authority away from any entity.

**FINANCIAL IMPACT**

None.

**SUPPORTING DOCUMENTS**

**Attachment A** – *TxDOT and CAMPO IH 35 Operations Initiatives to Improve Safety*





# TxDOT and CAMPO IH 35 OPERATIONS INITIATIVES TO IMPROVE SAFETY

## CURRENT INITIATIVES

### Combined Transportation, Emergency and Communications Center

*Regional Partnership that includes TxDOT, Travis County, and City of Austin*

This combined center acts as the Travis County Emergency Operations Center as well as the 911, police and fire dispatching center for City of Austin. Co-located with these agencies is the TxDOT Austin District Traffic Management Center (TMC). This 24-hour operation by TxDOT monitors all of the CAMPO regional freeways for incidents and other potential safety issues and controls the dynamic messages signs to provide advanced warning to travelers of lane closures.

**24 Hour**  
Monitoring of  
Traffic Incidents



### Incident Management Training

*Joint TxDOT and Public Safety Training Statewide*

TxDOT's statewide incident management coordinator has partnered with local traffic incident management working groups to offer training to public safety staff, first responders, and towing and safety service patrol personnel across the state, including in the CAMPO Region. This traffic incident management training increases use of strategies that reduce the likelihood of secondary crashes that occur after initial crashes contribute to traffic on the road. As of Spring 2020, 57.4 percent of Texas public safety personnel had received incident management training.

### Highway Emergency Response Operator (HERO) Roadside Assistance Program

*Funding through CAMPO – Operated by TxDOT*

TxDOT, in partnership with the CAMPO, operates a free Highway Emergency Response Operator (HERO) patrol service program to clear minor crashes from area roadways and assist motorists in need. Operating seven days a week on freeways in the CAMPO region, HERO improves safety by managing traffic during major incidents and assisting disabled vehicles so that roads and shoulders can be cleared more quickly.

**34 to 1**  
Benefit Cost of  
Deploying HERO on  
Urban Freeways



### Freeway Lighting Expansion

*TxDOT Led Initiative*

The TxDOT Austin District has included several projects in its current 4-year safety plan that would expand the use of high-mast illumination on CAMPO-Region freeways. This lighting improves motorist visibility when driving at night and can reduce the likelihood of crashes involving disabled vehicles, abandoned vehicles, and wrong way drivers.



**Reduction in Vehicles Traveling Through Mobility35 Work Zones**

### Mobility35 Construction Communications Assistance Team (CCAT)

*TxDOT Led in Coordination with All Cities and Counties on the I-35 Corridor*

The purpose of CCAT is to minimize the impacts of I-35 construction to the traveling public. CCAT fulfills this purpose through engaging regional partners to coordinate freeway closures, improve traffic operations and safety within the construction work zones, and provide information to the public about upcoming and existing closures. The CCAT efforts have resulted in more than a 20% reduction in the number of vehicles passing through construction work zones during many of the IH 35 freeway closures and have saved the traveling public thousands of hours of delay.

## UPCOMING INITIATIVES

### **CAMPO Regional Incident Management Strategic Plan**

*CAMPO Led with Participation from Transportation and Public Safety Agencies in the Region*

This regional study identified next steps to improve safety and reduce incident clearance time on IH 35 and other regionally significant routes. CAMPO and TxDOT are now working together to implement these next steps starting in the year 2020. Safety initiatives identified in the CAMPO Regional Incident Management Strategic Plan that may be implemented are shown on the right.

### **Austin Regional Open Roads Policy**

*CAMPO Led with Buy-In from Regional Public Safety Agencies*

This regional policy affirms the commitment of public safety and emergency response personnel to clear traffic incidents from the roadway as quickly as possible while maintaining safety on the scene. The policy creates a standard expectation to preserve roadway capacity while ensuring the safety of both responders and the traveling public.

Design considerations to make an **\$8 billion** transportation investment safer



### **Mobility35 Capital Express Incident Management Plan**

*TxDOT Led Initiative to Improve Safety on a Critical Regional Investment*

This effort analyzes the proposed design of the Capital Express section of Interstate 35 through the CAMPO Region, identifying opportunities to improve the ability of public safety agencies to respond to and manage incidents during and after reconstruction of I-35. Design recommendations will highlight solutions that allow for responders to access the incident scenes more quickly when crashes occur along depressed, tunneled, or otherwise constrained stretches of the freeway.

## Moving Forward with Six Initiatives to Improve Safety and Reduce Incident Clearance on Freeways

1

### **Open Roads Policy**

Regional policy supporting opening roads as quickly and safely as possible. More information is included on the left.

2

### **Regional Heavy Tow Program**

Possible regionwide contract to expedite removal and towing of heavy vehicles involved in crashes.

3

### **Regional HAZMAT and Non-HAMAT Clean Up Program**

Possible regionwide contract to expedite clean up and HAZMAT and non-HAZMAT spills on freeways.

4

### **Framework for a Regional Rapid Clear Towing Program**

Possible program to provide quick no-cost towing to remove disabled vehicles off the freeway and take them to the nearest safe parking area.

5

### **Standardized Data Collection and Performance Measures Framework**

The development of an approach to standardize and begin the collection of traffic incident management data from agencies throughout the region.

6

### **Regional State of Safety Report**

An annual executive-level report that tracks safety performance within the region.





**Date:** August 10, 2020  
**Continued From:** N/A  
**Action Requested:** Information

---

**To:** Transportation Policy Board  
**From:** Ms. Theresa Hernandez, Finance & Administration Manager  
**Agenda Item:** 12  
**Subject:** Update on FY 2019 Audit Finding Results

---

**RECOMMENDATION**

None. This item is for informational purposes.

**PURPOSE AND EXECUTIVE SUMMARY**

In accordance with 2CFR 200 Subpart F, a single audit is required for an entity that expends \$750,000 or more in Federal awards during the entity's fiscal year.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

Over the past several months, the CAMPO Finance & Administration Manager has worked closely with the auditors, Montemayor Britton Bender PC, to ensure they had the necessary documents to perform the required audit.

Per the Schedule of Findings and Questioned Costs for the Year Ended September 30, 2019, some of the highlights in the Summary of the Auditor's Results (shown on Page 22 of Attachment A)

- a. No significant deficiencies relating to the audit of the financial statements were reported in CAMPO's Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards.
- b. No instances of noncompliance material to the financial statements were noted.
- c. No significant deficiencies relating to the audit of the major federal programs were reported in CAMPO's Independent Auditor's Report on Compliance for Each Major Program and on Internal Control Over Compliance as required by OMB Compliance Supplement.
- d. There are no audit findings that are required to be reported in accordance with 2 CFR section 200.516(a).

Per the Communication with Those Charged with Governance (shown on Page 4 of Attachment B), due to the service date coverage, the expense listed was incorrectly recorded as computer software rather than prepaid expense.

**SUPPORTING DOCUMENTS**

**Attachment A** – *Financial Statements and Independent Auditor's Reports, September 30, 2019*

**Attachment B** – *Communication with Those Charged with Governance*





# Montemayor Britton Bender PC

CERTIFIED PUBLIC ACCOUNTANTS

**CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION**

FINANCIAL STATEMENTS  
AND  
INDEPENDENT AUDITOR'S REPORT

30 SEPTEMBER 2019



## CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

|   |       |
|---|-------|
| Independent Auditor's Report  | 1-2   |
| Management's Discussion and Analysis  | 3-5   |
| Governmental Funds Balance Sheet and Statement of Net Position  | 6     |
| Governmental Funds Statement of Revenue, Expenditures and Changes in Fund Balances and Statement of Activities  | 7     |
| Notes to Financial Statements   | 8-13  |
| Required Supplementary Information – Budgetary Comparison – General Fund  | 14    |
| Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i> | 15-16 |
| Independent Auditor's Report on Compliance for Each Major Program and on Internal Control Over Compliance Required by the Uniform Guidance  | 17-18 |
| Schedule of Federal Awards  | 19    |
| Schedule of Findings and Questioned Costs   | 20    |



Montemayor Britton Bender PC  
CERTIFIED PUBLIC ACCOUNTANTS

Transportation Policy Board  
Capital Area Metropolitan Planning Organization

INDEPENDENT AUDITOR'S REPORT

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities and general fund of Capital Area Metropolitan Planning Organization (CAMPO), as of and for the year ended 30 September 2019, and the related notes to the financial statements, which collectively comprise CAMPO's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and general fund of CAMPO, as of 30 September 2019, and the

2525 WALLINGWOOD DRIVE  
BUILDING 1, SUITE 200  
AUSTIN, TEXAS 78746  
PHONE: 512.442.0380  
FAX: 512.442.0817  
[www.montemayor.team](http://www.montemayor.team)





respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the budgetary comparison information on pages 3-5 and 14 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise CAMPO's basic financial statements. The schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* and is not a required part of the basic financial statements.

The schedule of expenditures of federal awards is the responsibility of management and was derived from, and relates directly to, the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

#### Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated 8 April 2020, on our consideration of CAMPO's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering CAMPO's internal control over financial reporting and compliance.

*Montemayor Britton Bender PC*

8 April 2020  
Austin, Texas

## CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION MANAGEMENT'S DISCUSSION AND ANALYSIS

The following is a narrative overview and analysis of the financial activities of the Capital Area Metropolitan Planning Organization ("CAMPO") for the year ended 30 September 2019. Please read it in conjunction with CAMPO's financial statements, which follow this section.

### **Financial Highlights**

- Current government awards receivable amounted to \$2,106,899 at 30 September 2019, which represented an increase compared to the \$1,064,905 government awards receivable at 30 September 2018.
- Total liabilities increased by \$1,134,979 due mostly to the timing of the payment of monthly bills and increased retainage payable from continuation of projects.
- Government award revenue was \$4,245,942 in fiscal year 2019 and \$3,511,695 in fiscal year 2018 due to new awards received in the current year and the timing of expenses incurred.

### **Overview of the Financial Statements**

This annual report consists of three parts—*management's discussion and analysis* (this section), *basic financial statements*, and *supplementary information*. The *basic financial statements* include two kinds of statements that present different views of CAMPO. The financial statements also include notes that explain some of the information in the financial statements and provide more detailed data. The statements are followed by a section of *required supplementary information* that further explains and supports the information in the financial statements.

### **Financial Statements**

The *Statement of Net Position* presents information on all of CAMPO's assets and liabilities, with the difference between the two reported as net position. Increases or decreases in net position may serve as a useful indicator of whether the financial position of CAMPO has improved or deteriorated.

The *Statement of Activities* presents information showing how CAMPO's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, revenues and expenses are reported in this statement for some items that will result in cash flows in future fiscal periods (example: accounts receivable).

### **Fund Financial Statements**

A fund is a grouping of related accounts that is used to maintain control and account for resources that have been segregated for specific activities or objectives. CAMPO, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal or contractual requirements.

**Governmental Funds:** The General Fund is used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, the governmental funds financial statements focus on current fiscal year cash inflows and outflows, as well as balances of resources available for spending at the end of the fiscal year. Such information may be useful in evaluating CAMPO's recent financing requirements.

Because the focus of the governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for the General Fund with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of CAMPO's recent financing decisions. Both the Governmental Funds Balance Sheet and the Governmental Funds Statement of Revenues, Expenditures,



**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION  
MANAGEMENT'S DISCUSSION AND ANALYSIS**

and Changes in Fund Balances provide a reconciliation to facilitate this comparison between Governmental Fund and government-wide financial statements.

The Statement of Activities presents information showing how CAMPO's net position changed during the fiscal year. All of the current year's revenues and expenses are accounted for in the Statement of Activities regardless of when cash is received or paid. This statement separates program revenue (grants, local match, and other) to show the extent of reliance of each type of revenue.

This report also presents certain supplementary information concerning CAMPO's Schedule of Federal Awards.

Reconciliation of the government wide and fund financial statements is provided in Note 6.

**Financial Analysis**

As noted earlier, net position may serve over time as a useful indicator of the government's financial health. Over time, increases or decreases in CAMPO's net position are a useful indicator of whether its financial health is improving or deteriorating. However, one also needs to consider other non-financial factors such as changes in economic conditions, population growth, and new or changed governmental legislation to adequately assess its overall health.

The focus of CAMPO's Governmental Fund is to provide information on near-term inflows and outflows and on resource balances available for spending. Such information is useful in assessing CAMPO's financing requirements. In particular, unassigned fund balance serves as a useful measure of CAMPO's net resources available for spending at fiscal year-end.

During the fiscal year ended 30 September 2019, CAMPO's only Governmental Fund was the General Fund, and it reported ending total assets of \$2,143,119 an increase of \$1,065,090 from 30 September 2018.

Government-wide revenues for fiscal year 2019 were \$4,336,148 compared to \$3,592,019 for fiscal year 2018, an increase of \$744,129 or 21%. Government award revenue for fiscal year 2019 totaled \$4,245,942 compared to \$3,511,695 for fiscal year 2018, or an increase of \$734,247, due to new projects started during the current year and the timing of contracts for projects.

Overall CAMPO's net position decreased by \$38,813 in the fiscal year ended 30 September 2019 due to expenditures in excess of revenue earned. The excess expenditures relate to retainage expense incurred but not yet billed to the grant, and additional funds spent to meet matching requirements.

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION  
MANAGEMENT'S DISCUSSION AND ANALYSIS**

The tables below summarize the financial position of CAMPO at 30 September 2019 and 2018 and the results of operations for the years ended 30 September 2019 and 2018.

**Statement of Net Position**

| <u>Assets</u>              | <u>2019</u>       | <u>2018</u>       |
|----------------------------|-------------------|-------------------|
| Current assets             | \$2,143,119       | \$1,078,029       |
| Capital assets, net        | 70,171            | 39,095            |
| Total assets               | <u>2,213,290</u>  | <u>1,117,124</u>  |
| <br>                       |                   |                   |
| <u>Liabilities</u>         |                   |                   |
| Other liabilities          | 2,250,704         | 1,126,225         |
| Long-term liabilities      | 47,577            | 37,077            |
| Total liabilities          | <u>2,298,281</u>  | <u>1,163,302</u>  |
| <br>                       |                   |                   |
| <u>Net position</u>        |                   |                   |
| Invested in capital assets | 70,171            | 39,095            |
| Unrestricted               | (155,162)         | (85,273)          |
| Total net position         | <u>(\$84,991)</u> | <u>(\$46,178)</u> |

**Statement of Activities**

|                         | <u>2019</u>       | <u>2018</u>       |
|-------------------------|-------------------|-------------------|
| <u>Revenues</u>         |                   |                   |
| Planning revenues:      |                   |                   |
| Government awards       | \$4,245,942       | \$3,511,695       |
| Local contributions     | 90,206            | 80,324            |
| Total revenues          | <u>4,336,148</u>  | <u>3,592,019</u>  |
| <br>                    |                   |                   |
| <u>Expenses</u>         |                   |                   |
| General government      | 4,374,961         | 3,862,888         |
| Change in net position  | (38,813)          | (270,869)         |
| Net position, beginning | (46,178)          | 224,691           |
| Net position, ending    | <u>(\$84,991)</u> | <u>(\$46,178)</u> |

**Budgetary Highlights – General Fund**

CAMPO's actual revenues were \$1,507,441 more than the final budget due to the Board budget excluding local contributions and projects revenue. CAMPO's actual expenses were \$600,481 more than the final budget due to some contracts started in fiscal year 2018 and continued in fiscal year 2019. CAMPO budgets for full amount of expenses in the year the contract started. The net result is a \$906,960 favorable budget variance. The original budget was amended throughout the year to include funds not spent in prior year.

**Request for Information**

This financial report is designed to provide a general overview of CAMPO's finances for all those who have expressed an interest in its finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to:

3300 N IH 35, Suite 630  
Austin, TX 78705

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

**GOVERNMENTAL FUNDS BALANCE SHEET AND STATEMENT OF NET POSITION**

30 SEPTEMBER 2019

|  | <u>General Fund</u> | <u>Adjustments</u> | <u>Statement of<br/>Net Position</u> |
|--|---------------------|--------------------|--------------------------------------|
| <b>ASSETS</b>  |                     |                    |                                      |
| Federal awards receivable  | \$1,661,889         | \$0                | \$1,661,889                          |
| State awards receivable  | 445,010             | 0                  | 445,010                              |
| Security deposit and prepaid expenses  | 36,220              | 0                  | 36,220                               |
| Furniture and equipment  | <u>0</u>            | <u>70,171</u>      | <u>70,171</u>                        |
|  | <u>\$2,143,119</u>  | <u>70,171</u>      | <u>2,213,290</u>                     |
| <b>LIABILITIES</b>   |                     |                    |                                      |
| Accounts payable   | \$403,864           | 0                  | 403,864                              |
| Retainage payable  | 318,491             | 0                  | 318,491                              |
| Accrued payroll  | 43,278              | 47,577             | 90,855                               |
| Due to other governments   | <u>1,485,071</u>    | <u>0</u>           | <u>1,485,071</u>                     |
|  | <u>2,250,704</u>    | <u>47,577</u>      | <u>2,298,281</u>                     |
| <b>DEFERRED INFLOWS OF RESOURCES</b>   |                     |                    |                                      |
| Unavailable grants receivable  | <u>426,239</u>      | <u>(426,239)</u>   | <u>0</u>                             |
| <b>FUND BALANCES/NET POSITION</b>  |                     |                    |                                      |
| <b>FUND BALANCE</b>  |                     |                    |                                      |
| Nonspendable- security deposit and prepaid expenses                          | 37,030              | (37,030)           | 0                                    |
| Unassigned   | <u>(570,854)</u>    | <u>570,854</u>     | <u>0</u>                             |
|  | <u>(533,824)</u>    | <u>533,824</u>     | <u>0</u>                             |
| <b>TOTAL LIABILITIES, DEFERRED INFLOWS<br/>OF RESOURCES AND FUND BALANCE</b> | <u>\$2,143,119</u>  |                    |                                      |
| <b>NET POSITION</b>  |                     |                    |                                      |
| Net investment in furniture and equipment                                    |                     |                    | 70,171                               |
| Unrestricted   |                     |                    | <u>(155,162)</u>                     |
| <b>TOTAL NET POSITION</b>  |                     |                    | <u>(\$84,991)</u>                    |

The accompanying notes are an integral part of this financial statement presentation.

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

**GOVERNMENTAL FUNDS STATEMENT OF REVENUE, EXPENDITURES  
AND CHANGES IN FUND BALANCES AND STATEMENT OF ACTIVITIES**

FOR THE YEAR ENDED 30 SEPTEMBER 2019

|   | <u>General Fund</u> | <u>Adjustments</u> | <u>Statement of<br/>Activities</u> |
|---|---------------------|--------------------|------------------------------------|
| REVENUE                                 |                     |                    |                                    |
| Federal awards                          | \$3,869,225         | (\$271,602)        | \$3,597,623                        |
| State awards                            | 648,319             | 0                  | 648,319                            |
| Local contributions                     | <u>90,206</u>       | <u>0</u>           | <u>90,206</u>                      |
|   | <u>4,607,750</u>    | <u>(271,602)</u>   | <u>4,336,148</u>                   |
| EXPENDITURES                            |                     |                    |                                    |
| Salaries and related                    | 1,618,461           | 10,500             | 1,628,961                          |
| Projects                                | 1,579,307           | 0                  | 1,579,307                          |
| Professional services                   | 553,412             | 0                  | 553,412                            |
| Rent                                    | 265,719             | 0                  | 265,719                            |
| Administrative fee to Williamson County | 102,195             | 0                  | 102,195                            |
| Furniture and equipment                 | 90,984              | 0                  | 90,984                             |
| Depreciation                            | 0                   | 13,017             | 13,017                             |
| Capital outlay                          | 44,093              | (44,093)           | 0                                  |
| Other                                   | <u>141,366</u>      | <u>0</u>           | <u>141,366</u>                     |
|   | <u>4,395,537</u>    | <u>(20,576)</u>    | <u>4,374,961</u>                   |
| REVENUE OVER EXPENDITURES               | 212,213             | (251,026)          | (38,813)                           |
| BEGINNING FUND BALANCE/NET POSITION     | <u>(746,037)</u>    | <u>699,859</u>     | <u>(46,178)</u>                    |
| ENDING FUND BALANCE/NET POSITION        | <u>(\$533,824)</u>  | <u>\$448,833</u>   | <u>(\$84,991)</u>                  |

The accompanying notes are an integral part of this financial statement presentation.



# CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

## NOTES TO FINANCIAL STATEMENTS

### **NOTE 1: ORGANIZATION**

Capital Area Metropolitan Planning Organization (CAMPO) is the federally required Metropolitan Planning Organization responsible for the continuous and comprehensive transportation planning process for the Williamson, Travis, Hays, Bastrop, Caldwell, and Burnet counties in central Texas. Its purpose is to coordinate regional transportation planning with counties, cities, the Capital Metropolitan Transportation Authority (Capital Metro), the Capital Area Rural Transportation System (CARTS), Texas Department of Transportation (TxDOT), and other transportation providers in the region and to approve the use of federal transportation funds within the region. CAMPO was established in 1973 and is governed by the Transportation Policy Board (CAMPO board) comprised of state, regional, and local officials.

For the year ended 30 September 2019, CAMPO had a staffing arrangement with Williamson County, whereby all CAMPO personnel services were performed by certain Williamson County employees. The salaries and related fringe benefits of such Williamson County employees were reimbursed to Williamson County by CAMPO.

### **NOTE 2: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

#### MEASUREMENT FOCUS, BASIS OF ACCOUNTING AND FINANCIAL STATEMENTS PRESENTATION

The governmental fund financial statements are presented on the modified accrual basis of accounting, which recognizes revenues in the accounting period in which they become measurable and available and recognizes expenditures when the related fund liability is incurred, if measurable. All revenue is considered program revenue because CAMPO receives no taxes or other general revenue.

The government wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded as earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider are met.

Separate financial statements are provided for governmental funds. A fund financial statement is presented for CAMPO's only fund, the general fund.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, CAMPO considers revenues to be available if they are collected within 60 days of the end of the current period, unless collections are delayed beyond a normal time of receipt due to unusual circumstances. Expenditures generally are recorded when a liability is incurred, as under accrual accounting.

# CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

## NOTES TO FINANCIAL STATEMENTS

### NOTE 2: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

#### MEASUREMENT FOCUS, BASIS OF ACCOUNTING AND FINANCIAL STATEMENTS PRESENTATION

GASB 54 has provided a classification hierarchy of fund balances based on spending constraints.

Unassigned fund balance represents fund balance that has not been assigned to other funds and that has not been restricted, committed, or assigned to specific purposes.

Nonspendable fund balance represents amounts that are not in a spendable form.

Net position in government wide financial statements is classified as net investment in capital assets, restricted, and unrestricted. Restricted net position represents constraints on resources that are externally imposed by creditors, grantor, contributors, or laws or regulations of other government, or imposed by law.

When both restricted and unrestricted resources are available for use, it is CAMPO's policy to use restricted resources first, then unrestricted resources as they are needed.

Encumbrance accounting, under which purchase orders, contracts, and other commitments for the expenditure of monies are recorded in order to reserve that portion of the applicable appropriation, is employed as an extension of formal budgetary integration in the General Fund.

#### CASH

Cash balances are pooled and invested with other funds by Williamson County, under a fiscal agent agreement. Interest earned is deposited to the account of each participating fund.

#### RECEIVABLES

All receivables and amounts due from other governments are reported net of an allowance for uncollectible accounts, which is based upon management's analysis of historical trends.

#### FURNITURE AND EQUIPMENT

Capital assets, which include furniture and equipment, are reported in the Statement of Net Position. CAMPO defines capital assets as assets with an initial, individual cost of \$5,000 or more. All capital assets are valued at historical cost or estimated historical cost if actual historical cost is not available. Donated capital assets are valued at their estimated fair value on the date donated. The depreciable lives of capital assets are estimated to be five to ten years.

# CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

## NOTES TO FINANCIAL STATEMENTS

### **NOTE 2: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

#### ESTIMATES

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amount of assets and liabilities, disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from these estimates.

### **NOTE 3: CASH**

At 30 September 2019, CAMPO had no cash funds. CAMPO, through Williamson County Commissioners Court, follows the requirements of Chapter 2256 of the Texas Government Code which authorizes the County to invest its funds under a written investment policy. These deposits are invested pursuant to the investment policy, which is approved annually by the Williamson County Commissioners Court.

Interest Rate Risk - Investments are governed as discussed above.

Credit Risk - CAMPO's investment policies are governed as discussed above.

Concentrations of Credit Risk - CAMPO's investment policies are governed as discussed above.

Custodial Credit Risk - Custodial Credit Risk is the risk that in the event of a failure of a depository, CAMPO's deposits may not be returned to it. At 30 September 2019, CAMPO had no custodial credit risk.

### **NOTE 4: COMPLIANCE AND ACCOUNTABILITY**

An individual annual budget was adopted for CAMPO's governmental fund. The basis on which the budget was prepared is consistent with generally accepted accounting principles for the fund. All annual appropriations lapse at fiscal year end.

No later than four (4) months prior to fiscal year end, the proposed budget is presented to the Transportation Policy Board (Board) for review. The Board holds public meetings and a final budget is adopted prior to July 1. The annual budget is prepared by department and object code. Transfers of appropriations between departments require approval of the Board. The legal level of budgetary control is at the department level.

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

**NOTES TO FINANCIAL STATEMENTS**

**NOTE 5: OPERATING LEASE**

In May 2017 CAMPO signed a lease agreement for office space. CAMPO will make monthly payments beginning November 2017 through October 2023. Future minimum lease payments for the operating lease are as follows:

|      |                  |
|------|------------------|
| 2020 | \$170,020        |
| 2021 | 174,316          |
| 2022 | 178,611          |
| 2023 | 182,906          |
| 2024 | <u>15,272</u>    |
|      | <u>\$721,125</u> |

**NOTE 6: RECONCILIATION OF GOVERNMENT - WIDE AND FUND FINANCIAL STATEMENTS**

|   |                   |
|---|-------------------|
| Ending fund balance-governmental fund   | (\$533,824)       |
| Capital assets used in governmental activities are not financial resources and, therefore are not reported in the funds. At the beginning of the year the costs of these assets was \$39,095 and the accumulated depreciation was \$0. The net effect of this increases net position by \$39,095. | 39,095            |
| Current year capital outlays are expenditures in the fund financial statements, but are shows as increases in capital assets in the government-wide financial statements.   | 44,093            |
| Depreciation expense is not reflected the governmental funds, but is recorded in the government-wide financial statements as an expense and an increase to accumulated depreciation.  | (13,017)          |
| Federal awards receivable collected greater than 60 days past year end are deferred in the fund financial statements and not in the government-wide financial statements.   | 426,239           |
| Accrued vacation not recorded in the fund statements.   | <u>(47,577)</u>   |
| Net position-governmental activities  | <u>(\$84,991)</u> |



# CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

## NOTES TO FINANCIAL STATEMENTS

### NOTE 6: RECONCILIATION OF GOVERNMENT - WIDE AND FUND FINANCIAL STATEMENTS

|   |                   |
|---|-------------------|
| Net change in fund balance-governmental   | \$212,213         |
| Change in federal awards receivable collected more than 60 days after year end are not considered available to pay for current period expenditures and therefore, are not recognized in current revenues in the fund statements.  | (271,602)         |
| Current year capital outlays are expenditures in the fund financial statements, but are shown as increases in capital assets in the government-wide financial statements. The net effect of including capital outlays is a \$44,093 increase in the change in net position.                           | 44,093            |
| Depreciation expense is not reflected in the governmental funds, but is recorded in the government-wide financial statements as an expense and an increase to accumulated depreciation. The net effect of the current year depreciation expense is a \$13,017 decrease in the change in net position. | (13,017)          |
| Change in accrued vacation not recorded in the fund statements.   | <u>(10,500)</u>   |
| Change in net position-governmental activities  | <u>(\$38,813)</u> |

### NOTE 7: CONCENTRATIONS

CAMPO's receivables at 30 September 2019 are due from a single grantor. Funding received from one grantor makes up 98% of total revenue.

### NOTE 8: RISK MANAGEMENT

CAMPO is exposed to various risks of loss related to torts, theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters, all of which are satisfactorily insured by general liability insurance. Commercial insurance policies are also obtained for all other risks of loss, including worker's compensation and employee health and accident insurance.

### NOTE 9: CONTINGENCIES

Amounts received or receivable from grantor agencies in current and prior years are subject to audit and adjustment by grantor agencies, principally the federal and state governments. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amount, if any, of expenditures which may be disallowed by the grantor cannot be determined at this time although management expects such amounts, if any, to be immaterial.

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

NOTES TO FINANCIAL STATEMENTS

**NOTE 10: BUDGET VARIANCES**

CAMPO adopts an annual budget for the General Fund and amends the budget as needed during the year. The budget was amended during the year ended 30 September 2019. Certain revenue and expenses were different than budgeted, primarily due to the Board budgeting the full amount of the grant funded, however budget was not fully spent. The fund financial statements also exclude revenue not available in the current period.

**NOTE 11: PENSION PLAN DESCRIPTION**

CAMPO provides pension benefits to its personnel vested as of 1 October 2016 through the City of Austin Employees' Retirement and Pension Fund (the Plan). As of 1 October 2016, CAMPO's non vested personnel have been transferred into the Texas County and District Retirement System (System) as employees of Williamson County. Non vested employee's contributions were not transferred to the System, however the non vested employee's service time may be credited. The System is a defined benefit retirement plan, similar to the previous Plan. CAMPO's contributions into the System during the year was approximately \$169,000. The System is administered by the TCDRS Board of Trustees. All employees who qualify are required to pay seven percent of their gross wages to the System through payroll withholdings. The employee vests after eight years of service and is fully funded.

The Plan provides retirement, death, disability, and withdrawal benefits. State law governs benefit and contribution provisions. Amendments may be made by the Legislature of the State of Texas.

**NOTE 12: FURNITURE AND EQUIPMENT**

|                                   | <u>Beginning</u><br><u>Balance</u> | <u>Additions</u> | <u>Deletions</u> | <u>Ending</u><br><u>Balance</u> |
|-----------------------------------|------------------------------------|------------------|------------------|---------------------------------|
| Capital assets being depreciated: |                                    |                  |                  |                                 |
| Furniture and equipment           | \$39,095                           | \$44,093         | \$0              | \$83,188                        |
| Accumulated depreciation          |                                    | <u>0</u>         | <u>(13,017)</u>  | <u>0</u>                        |
|                                   | <u>\$39,095</u>                    | <u>\$31,076</u>  | <u>\$0</u>       | <u>\$70,171</u>                 |

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

REQUIRED SUPPLEMENTARY INFORMATION -  
BUDGETARY COMPARISON - GENERAL FUND

FOR THE YEAR ENDED 30 SEPTEMBER 2019

|                                | <u>Original<br/>Budget</u> | <u>Final Budget</u> | <u>Actual</u>    | Variance<br>Positive/<br>(Negative) |
|--------------------------------|----------------------------|---------------------|------------------|-------------------------------------|
| REVENUE                        |                            |                     |                  |                                     |
| Federal and State awards       | \$3,100,309                | \$3,100,309         | \$4,517,544      | \$1,417,235                         |
| Local contributions            | <u>0</u>                   | <u>0</u>            | <u>90,206</u>    | <u>90,206</u>                       |
|                                | <u>3,100,309</u>           | <u>3,100,309</u>    | <u>4,607,750</u> | <u>1,507,441</u>                    |
| EXPENDITURES                   |                            |                     |                  |                                     |
| Salaries and related           | 2,067,189                  | 2,067,189           | 1,618,461        | 448,728                             |
| Projects                       | 0                          | 0                   | 1,579,307        | (1,579,307)                         |
| Professional services          | 255,500                    | 958,117             | 553,412          | 404,705                             |
| Rent                           | 264,000                    | 288,815             | 265,719          | 23,096                              |
| Admin fee to Williamson County | 110,000                    | 110,000             | 102,195          | 7,805                               |
| Capital outlay                 | 0                          | 44,093              | 44,093           | 0                                   |
| Furniture and equipment        | 4,000                      | 91,729              | 90,984           | 745                                 |
| Other                          | <u>399,620</u>             | <u>235,113</u>      | <u>141,366</u>   | <u>93,747</u>                       |
|                                | <u>3,100,309</u>           | <u>3,795,056</u>    | <u>4,395,537</u> | <u>(600,481)</u>                    |
| REVENUE OVER EXPENDITURES      | <u>\$0</u>                 | <u>(\$694,747)</u>  | <u>\$212,213</u> | <u>\$906,960</u>                    |

See independent auditor's report.



Montemayor Britton Bender PC  
CERTIFIED PUBLIC ACCOUNTANTS

Transportation Policy Board  
Capital Area Metropolitan Planning Organization

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER  
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS  
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED  
IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and general fund of Capital Area Metropolitan Planning Organization (CAMPO), as of and for the year ended 30 September 2019, and the related notes to the financial statements, which collectively comprise CAMPO's basic financial statements, and have issued our report thereon dated 8 April 2020.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered CAMPO's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of CAMPO's internal control. Accordingly, we do not express an opinion on the effectiveness of CAMPO's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

2525 WALLINGWOOD DRIVE  
BUILDING 1, SUITE 200  
AUSTIN, TEXAS 78746  
PHONE: 512.442.0380  
FAX: 512.442.0817  
[www.montemayor.team](http://www.montemayor.team)





#### Compliance and Other Matters

As part of obtaining reasonable assurance about whether CAMPO's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance, or other matters, that are required to be reported under *Government Auditing Standards*.

#### Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Montemayo Britton Bender PC

8 April 2020  
Austin, Texas



Montemayor Britton Bender PC  
CERTIFIED PUBLIC ACCOUNTANTS

Transportation Policy Board  
Capital Area Metropolitan Planning Organization

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM  
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM  
GUIDANCE

Report on Compliance for Each Major Federal Program

We have audited Capital Area Metropolitan Planning Organization's (CAMPO) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of CAMPO's major federal programs for the year ended 30 September 2019. CAMPO's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of CAMPO's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about CAMPO's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination on CAMPO's compliance.





### Opinion on Each Major Federal Program

In our opinion, CAMPO complied, in all material respects, with the types of the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended 30 September 2019.

### Report on Internal Control Over Compliance

Management of CAMPO is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered CAMPO's internal control over compliance with the types of requirements that could have a direct and material effect on a major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of CAMPO's internal control over compliance.

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

*Montemayor Britton Bender PC*

8 April 2020  
Austin, Texas

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

SCHEDULE OF FEDERAL AWARDS

YEAR ENDED 30 SEPTEMBER 2019

| Federal Grantor/<br>Pass-Through Grantor/<br><u>Program Title</u> | <u>Federal<br/>CFDA<br/>Number</u> | <u>Pass-<br/>Through<br/>Grantor's<br/>Number</u> | <u>Program<br/>Or Award<br/>Amount</u> | <u>Expenditures</u>    |
|---|------------------------------------|---|--|------------------------|
| U.S. Department of Transportation                                 |                                    |   |  |                        |
| Federal Highway Administration                                    |                                    |   |  |                        |
| Texas Department of Transportation                                |                                    |   |  |                        |
| Highway Planning and Construction PL-112                          | 20.205                             | 50-18XF0008                                       | \$5,204,824                            | \$2,890,696            |
| Regional Incident Management                                      | 20.205                             | CSJ-0914-00-409                                   | 240,000                                | 15,865                 |
| General Planning Consultant                                       | 20.205                             | CSJ-0914-00-408                                   | 1,500,000                              | 495,747                |
| Luling Relief Route   | 20.205                             | CSJ-0914-22-070                                   | 225,000                                | 170,827                |
| FM-150 Yarrington Road  | 20.205                             | CSJ-0914-33-072                                   | 1,725,000                              | <u>1,496</u>           |
|   |                                    |   |  | <u>3,574,631</u>       |
| Federal Transit Administration                                    |                                    |   |  |                        |
| Texas Department of Transportation                                |                                    |   |  |                        |
| Federal Planning Program  | 20.505                             | 51R08011418                                       | 50,000                                 | 21,069                 |
| Federal Planning Program  | 20.505                             | 51R08011419                                       | 25,000                                 | <u>1,923</u>           |
|   |                                    |   |  | <u>22,992</u>          |
| <br>Total Federal Expenditures                                    |                                    |   |  | <br><u>\$3,597,623</u> |

The above schedule was prepared on the same basis of accounting as the financial statements. See pages 8 to 13 of this report. CAMPO did not elect to use the 10% de minimis indirect cost rate.

See independent auditor's report.



**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS**  
**YEAR ENDED 30 SEPTEMBER 2019**

**I. SUMMARY OF AUDITOR’S RESULTS**

**A. FINANCIAL STATEMENTS**

- |  |            |
|--|------------|
| 1. Type of auditor’s report issued:  | Unmodified |
| 2. Internal control over financial reporting:  |            |
| a. Material weakness (es) identified?  | None noted |
| b. Significant deficiency(ies) identified that are not considered material weaknesses? | None noted |
| c. Noncompliance material to financial statements?                                     | None noted |

**B. FEDERAL AWARDS**

- |  |              |
|--|--------------|
| 1. Internal controls over major programs:  |              |
| a. Material weakness(es) identified?   | None noted   |
| b. Significant deficiency(s) identified that are not considered material weakness(es)?   | None noted   |
| 2. Type of auditor’s report issued on compliance with major programs:  | Unmodified   |
| 3. Any audit findings disclosed that are required to be reported in accordance with 2 CFR section 200.516(a)?                  | No           |
| 4. Major program: Grants received from U.S. Department of Transportation passed through the Texas Department of Transportation | CFDA #20.205 |
| 5. Dollar threshold used to distinguish between Type A and Type B programs:  | \$750,000    |
| 6. Auditee qualified as a low-risk auditee?  | No           |

**II. FINANCIAL STATEMENT FINDINGS**

1. Current year – None noted
2. Prior year – None noted

**III. FEDERAL AWARD FINDINGS AND QUESTIONED COSTS**

None noted



**Montemayor Britton Bender PC**  
CERTIFIED PUBLIC ACCOUNTANTS

Transportation Policy Board  
Capital Area Metropolitan Planning Organization

COMMUNICATION WITH THOSE CHARGED WITH GOVERNANCE

We have audited the financial statements of Capital Area Metropolitan Planning Organization (CAMPO) for the year ended 30 September 2019, and have issued our report thereon dated 8 April 2020. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of the Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), as well as certain information related to the planned scope and timing of our audit. We have communicated information related to the planned scope and timing of our audit in our engagement letter to you dated 5 October 2019. Professional standards also require that we communicate to you the following information related to our audit.

Our Responsibility under U.S. Generally Accepted Auditing Standards and Uniform Guidance

As stated in our engagement letter, our responsibility, as described by professional standards, is to express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles, *Government Auditing Standards* and Uniform Guidance. Our audit of the financial statements does not relieve you or management of your responsibilities.

Because an audit is designed to provide reasonable, but not absolute, assurance and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements may exist and not be detected by us. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

In accordance with Uniform Guidance, we examined, on a test basis, evidence about CAMPO's compliance with the types of compliance requirements described in the Uniform Guidance Compliance Supplement applicable to each of its major federal programs for the purpose of expressing an opinion on CAMPO's compliance with those requirements. While our audit provides a reasonable basis for our opinion, it does not provide a legal determination on CAMPO's compliance with those requirements.

2525 WALLINGWOOD DRIVE  
BUILDING 1, SUITE 200  
AUSTIN, TEXAS 78746  
PHONE: 512.442.0380  
FAX: 512.442.0817  
[www.montemayor.team](http://www.montemayor.team)





#### Accounting Policies

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by CAMPO are described in Note 2 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the year. We noted no transactions entered into by CAMPO during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

#### Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. CAMPO did not have any significant accounting estimates during fiscal year 2019.

#### Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

#### Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. The attached schedule summarizes uncorrected misstatements of the financial statements. Management has determined that their effects are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

#### Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

#### Management Representations

We have requested certain representations from management that are included in the management representation letter dated 8 April 2020.

#### Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to CAMPO's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting



Transportation Policy Board  
Capital Area Metropolitan Planning Organization  
Communication with Those Charged with Governance  
Page 3

accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other

With respect to the supplementary information accompanying the financial statements, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with U.S. generally accepted accounting principles, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as CAMPO's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

This information is intended solely for the use of the Transportation Policy Board and management of CAMPO and is not intended to be and should not be used by anyone other than these specified parties.

*Montgomery Britton Bender PC*

8 April 2020  
Austin, Texas



**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

**UNCORRECTED MISSTATEMENTS**

30 SEPTEMBER 2019

| <u>Account</u>    | <u>Debit</u> | <u>Credit</u> |
|-------------------|--------------|---------------|
| Prepaid expense   | 30,392       |               |
| Computer software |              | 30,392        |



**Date:** August 10, 2020  
**Continued From:** N/A  
**Action Requested:** Information

---

**To:** Transportation Policy Board  
**From:** Mr. Ashby Johnson, Executive Director  
**Agenda Item:** 13a  
**Subject:** Update on the Draft 2021 Unified Transportation Program (UTP)

---

**RECOMMENDATION**

None. This item is for information only.

**PURPOSE AND EXECUTIVE SUMMARY**

The Texas Department of Transportation (TxDOT) is currently developing the 2021 Unified Transportation Program (UTP), the agency's ten-year plan guiding project development statewide. CAMPO staff have been asked by Transportation Policy Board (TPB) members and local governments to review the draft 2021 UTP to ensure the recommendations and funding for the IH 35 Capital Express project are consistent with CAMPO plans and the TPB's action in allocating funding to IH 35. After reviewing the draft 2021 UTP, CAMPO staff confirm that the document does include full funding for all portions of the IH 35 Capital Express project. The draft UTP proposes the Texas Transportation Commission's use of discretionary Strategic Priority funds to close the remaining funding gap for the IH 35 Capital Express project.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

On April 30, 2020, the Texas Transportation Commission updated the 2020 Unified Transportation Program (UTP) to include the central portion of the IH 35 Capital Express project, which has an estimated \$4.9 billion construction cost. The Commission used unallocated discretionary funds in the UTP for the IH 35 project. These funds were existing reserve funds and are not dependent on future revenues. The Commission's action reduced the unfunded portion of the project from \$4.34 billion to \$934 million. To address the \$934 million funding gap, TxDOT requested reprioritization of \$633 million in previously-funded projects in CAMPO's six-county region and the TxDOT-Austin District. This reprioritization was approved by the TPB at its June 8, 2020 meeting.

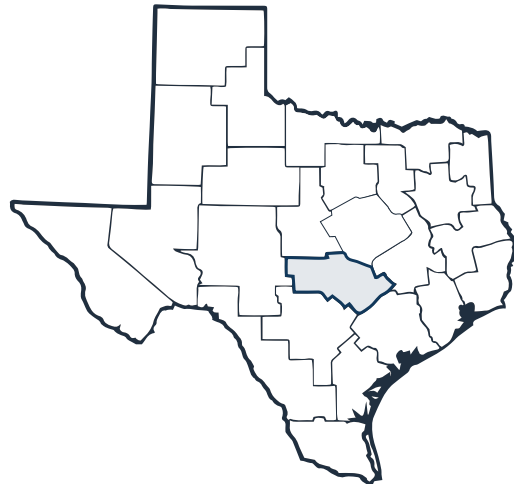
In developing the 2021 UTP, TxDOT held a virtual public meeting on July 7, 2020, and a virtual public hearing on July 28, 2020. A public comment period began on July 10, 2020 and will close on August 10, 2020. The draft UTP closes the remaining \$301 million funding gap through Category 12 Strategic Priority funds, indicating the high priority of this corridor to the state of Texas. The Texas Transportation Commission is scheduled to consider adoption of the 2021 UTP at its August 27, 2020 meeting.

**SUPPORTING DOCUMENTS**

**Attachment A – 2021 UTP (Draft) Austin District Excerpt**

# Austin District

## 2021 Unified Transportation Program (UTP)



### ★ DISTRICT HIGHLIGHTS & PRIORITIES

Overall, safety is the Austin District's top priority. In addition to safety, the district must address the challenges of being both a metro and rural district, and the typical sources of funding reflect this dual dynamic. These funding sources are applied across the district, including rural counties. As the district staff considers potential UTP projects, balancing these respective urban and rural needs is key. As TxDOT's most recently designated metropolitan district, Austin uses funding in Categories 2, 4, and 7 to maximize the delivery of urban congestion relief projects.

The district also regularly receives Category 4 funding, aimed at statewide corridor connectivity projects along the National Highway System and Texas Highway Trunk System. Projects with Category 4 funding are developed closely with the Capital Area Metropolitan Planning Organization to meet the region's connectivity needs. I-35 is one of the most congested highways in the state and is critical to local, state, and national security, economic vitality and overall mobility. The I-35 Capital Express program is comprised of three separate projects, North, South, and Central and proposes to add one to two non-tolled managed lanes in each direction, from SH 45 North to SH 45 SE. In addition to new managed-lane capacity, the projects also include operational, safety, and bicycle pedestrian improvements to the overall roadway.

### KEY PROJECTS

#### Short Term (Four or fewer years)

- I-35 Capital Express North: managed lanes and operational improvements from SH 45N to US 290E
- I-35 Capital Express South: managed lanes and operational improvements from US 290W/SH 71 to SH 45SE
- SH 71 Corridor, Western Travis and Burnet Counties: safety improvements
- US 290 Corridor, Gillespie County: safety improvements

#### Long Term (Five or more years)

- I-35 Capital Express Central: managed lanes and operational improvements through Downtown Austin
- US 281 Corridor, Blanco County: upgrade from a two lane to four lane divided facility

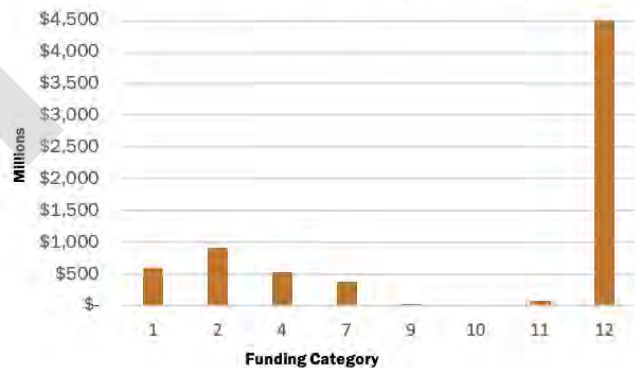
### DISTRICT FACTS

|                            |              |
|----------------------------|--------------|
| <b>Population</b>          | 2.3 Million  |
| <b>Square Miles</b>        | 9,500        |
| <b>Daily Vehicle Miles</b> | 45 million   |
| <b>Highway Lane Miles</b>  | Nearly 9,500 |

### REGIONAL PLANNING CONTACTS

- Austin TxDOT District [page](#)
- MPO: [Capital Area Metropolitan Planning Organization](#)

Austin District: 2021 Planning Targets by Category



## 12

### TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: [www.TxDOT.gov/pt](http://www.TxDOT.gov/pt)

# Austin District Listed Projects

2021 UNIFIED TRANSPORTATION PROGRAM





# Austin District - Listed Projects

| Map ID                       | Highway | Project Name/<br>Project ID (CSJ Number)                            | From                                  | To                                | Est Let Date Range | Construction Cost Estimate | UTP Action        | Toll | Authorized Construction Funding by Category                           | Tier  |   |
|------------------------------|---------|---|---------------------------------------|-----------------------------------|--------------------|----------------------------|-------------------|------|---|---|---|
| <b>Multi-County Projects</b> |         |   |                                       |                                   |                    |                            |                   |      |   |   |   |
| 1a                           | US 183  | US 183 North - Austin (Williamson County) 0151-05-113               | RM 620/SH 45                          | TRAVIS COUNTY LINE                | FY 2021-2024       | \$60,000,000               | No Funding Change | No   | Cat. 12 Strategic Priority<br><b>TOTAL</b>                            | \$60,000,000<br><b>\$60,000,000</b>                           | 1 |
| 1b                           | US 183  | US 183 North - Austin (Travis County) 0151-06-142                   | WILLIAMSON COUNTY LINE                | SL 1                              | FY 2021-2024       | \$60,000,000               | No Funding Change | No   | Cat. 12 Strategic Priority<br><b>TOTAL</b>                            | \$60,000,000<br><b>\$60,000,000</b>                           | 1 |
| 2a                           | SH 71   | Widen for Turn Lane - Spicewood (Blanco County) 0700-02-049         | 0.43 MILES WEST OF TRAVIS COUNTY LINE | TRAVIS COUNTY LINE                | FY 2021-2024       | \$6,600,000                | No Funding Change | No   | Cat. 4 Regional<br><b>TOTAL</b>                                       | \$6,600,000<br><b>\$6,600,000</b>                             | 2 |
| 2b                           | SH 71   | Widen for Turn Lane - Spicewood (Travis County) 0700-03-145         | BLANCO COUNTY LINE                    | 0.4 MILES WEST OF RM 2322         | FY 2021-2024       | \$13,000,000               | No Funding Change | No   | Cat. 4 Urban<br><b>TOTAL</b>  | \$13,000,000<br><b>\$13,000,000</b>                           | 2 |
| 3a                           | FM 110  | New Location FM 110 - San Marcos (Hays County) 3545-01-005          | SH 21                                 | EAST OF IH 35                     | FY 2021-2024       | \$23,424,700               | No Funding Change | No   | Cat. 2<br>Cat. 3 Local<br><b>TOTAL</b>                                | \$5,424,700<br>\$18,000,000<br><b>\$23,424,700</b>            | 3 |
| 3b                           | FM 110  | New Location FM 110 - San Marcos (Caldwell County) 3545-03-003      | SH 80                                 | SH 21                             | FY 2021-2024       | \$25,575,300               | No Funding Change | No   | Cat. 2<br>Cat. 7<br><b>TOTAL</b>                                      | \$24,575,300<br>\$1,000,000<br><b>\$25,575,300</b>            | 3 |
| <b>Bastrop County</b>        |         |   |                                       |                                   |                    |                            |                   |      |   |   |   |
| 4                            | SH 95   | Widen for Turn Lane - Smithville 0323-01-028                        | SL 230                                | SOUTH OF FM 535                   | FY 2021-2024       | \$7,175,914                | No Funding Change | No   | Cat. 1<br>Cat. 2<br><b>TOTAL</b>                                      | \$638,228<br>\$6,537,686<br><b>\$7,175,914</b>                | 3 |
| <b>Blanco County</b>         |         |   |                                       |                                   |                    |                            |                   |      |   |   |   |
| 5                            | US 281  | Widen Non-Freeway - Blanco 0253-01-059                              | US 290                                | SOUTH OF CR 413 <GLENN CREST DR.> | FY 2025-2030       | \$56,722,500               | No Funding Change | No   | Cat. 4 Regional<br><b>TOTAL</b>                                       | \$56,722,500<br><b>\$56,722,500</b>                           | 1 |
| 6                            | US 281  | Widen Non-Freeway - Blanco Co. 0253-02-032                          | SOUTH OF CR 413                       | COMAL COUNTY LINE                 | FY 2025-2030       | \$30,497,500               | No Funding Change | No   | Cat. 4 Regional<br><b>TOTAL</b>                                       | \$30,497,500<br><b>\$30,497,500</b>                           | 1 |
| <b>Burnet County</b>         |         |   |                                       |                                   |                    |                            |                   |      |   |   |   |
| 7                            | SH 71   | Widen for Turn Lane - Spicewood 0700-01-045                         | SPUR 191                              | BLANCO/BURNET C/L                 | FY 2021-2024       | \$9,720,000                | No Funding Change | No   | Cat. 2<br><b>TOTAL</b>  | \$9,720,000<br><b>\$9,720,000</b>                             | 2 |
| <b>Gillespie County</b>      |         |   |                                       |                                   |                    |                            |                   |      |   |   |   |
| 8                            | US 290  | Widen for Turn Lane - Fredericksburg 0113-02-062                    | EAST OF OLD SAN ANTONIO RD            | RM 1376                           | FY 2021-2024       | \$12,500,000               | No Funding Change | No   | Cat. 4 Regional<br><b>TOTAL</b>                                       | \$12,500,000<br><b>\$12,500,000</b>                           | 2 |
| 9                            | US 290  | Widen for Turn Lane - Fredericksburg 0113-02-063                    | JENSCHKE LANE                         | CEMETERY RD                       | FY 2021-2024       | \$11,000,000               | No Funding Change | No   | Cat. 4 Regional<br><b>TOTAL</b>                                       | \$11,000,000<br><b>\$11,000,000</b>                           | 2 |
| <b>Hays County</b>           |         |   |                                       |                                   |                    |                            |                   |      |   |   |   |
| 10                           | IH 35   | Freeway Operational Improvements at SH 123 - San Marcos 0016-03-114 | SOUTH OF SH 80                        | NORTH OF RM 12                    | FY 2021-2024       | \$107,000,000              | No Funding Change | No   | Cat. 2<br><b>TOTAL</b>  | \$107,000,000<br><b>\$107,000,000</b>                         | 1 |
| 11a                          | RM 967  | New Location Road - Buda 0016-16-029                                | 0.130 MI N OF ROBERT S LIGHT          | 0.141 MI S OF ROBERT S LIGHT      | FY 2021-2024       | \$1,200,000                | No Funding Change | No   | Cat. 12 Strategic Priority<br><b>TOTAL</b>                            | \$1,200,000<br><b>\$1,200,000</b>                             | 3 |
| 11b                          | CR      | New Location Road - Buda 0914-33-068                                | RM 967 @ ROBERT S. LIGHT BLVD.        | FM 1626                           | FY 2021-2024       | \$15,400,999               | No Funding Change | No   | Cat. 3 Local<br>Cat. 10<br>Cat. 12 Strategic Priority<br><b>TOTAL</b> | \$713,135<br>\$137,864<br>\$14,550,000<br><b>\$15,400,999</b> | 3 |
| 11c                          | FM 2770 | New Location Road - Buda 3210-01-014                                | 0.955 MILES SOUTH OF SL 4             | 1.414 MILES SOUTH OF SL 4         | FY 2021-2024       | \$2,250,000                | No Funding Change | No   | Cat. 12 Strategic Priority<br><b>TOTAL</b>                            | \$2,250,000<br><b>\$2,250,000</b>                             | 3 |
| 12                           | FM 2001 | New Location Non-Freeway - Buda 1776-02-019                         | SUN BRIGHT BLVD.                      | FM 2001                           | FY 2021-2024       | \$6,000,000                | No Funding Change | No   | Cat. 12 Strategic Priority<br><b>TOTAL</b>                            | \$6,000,000<br><b>\$6,000,000</b>                             | 3 |

## Austin District

2021 UNIFIED TRANSPORTATION PROGRAM

| Map ID                   | Highway | Project Name/<br>Project ID (CSJ Number)            | From                     | To                    | Est Let Date<br>Range | Construction<br>Cost Estimate | UTP Action         | Toll | Authorized Construction Funding by Category   |   | Tier |
|--------------------------|---------|---|--------------------------|-----------------------|-----------------------|-------------------------------|--------------------|------|---|---|------|
| <b>Travis County</b>     |         |   |                          |                       |                       |                               |                    |      |   |   |      |
| 13a                      | IH 35   | I-35 Capital Express - North<br>0015-10-062         | SH 45N                   | FM 1825               | FY 2021-2024          | \$111,300,000                 | No Funding Change  | No   | Cat. 2<br>Cat. 4 Urban<br>Cat. 7<br><b>TOTAL</b>  | \$75,097,500<br>\$22,850,000<br>\$13,352,500<br><b>\$111,300,000</b>  | 1    |
| 13b                      | IH 35   | I-35 Capital Express - North<br>0015-13-389         | FM 1825                  | US 290E               | FY 2021-2024          | \$288,700,000                 | No Funding Change  | No   | Cat. 2<br>Cat. 4 Urban<br>Cat. 7<br>Cat. 12 Texas Clear Lanes<br><b>TOTAL</b>                               | \$168,897,500<br>\$22,850,000<br>\$13,352,500<br>\$83,600,000<br><b>\$288,700,000</b>                         | 1    |
| 14a                      | IH 35   | I-35 Capital Express - South<br>0015-13-077         | US 290W/SH 71            | LP 275-SLAUGHTER LANE | FY 2021-2024          | \$134,800,000                 | No Funding Change  | No   | Cat. 2<br>Cat. 4 Urban<br>Cat. 7<br><b>TOTAL</b>  | \$98,597,500<br>\$22,850,000<br>\$13,352,500<br><b>\$134,800,000</b>  | 1    |
| 14b                      | IH 35   | I-35 Capital Express - South<br>0016-01-113         | LP 275-SLAUGHTER<br>LANE | SH 45SE               | FY 2025-2030          | \$165,200,000                 | No Funding Change  | No   | Cat. 2<br>Cat. 4 Urban<br>Cat. 7<br><b>TOTAL</b>  | \$128,997,500<br>\$22,850,000<br>\$13,352,500<br><b>\$165,200,000</b>   | 1    |
| 15                       | IH 35   | I-35 Capital Express - Central<br>0015-13-388       | US 290E                  | US 290W/SH 71         | FY 2025-2030          | \$4,900,000,000               | Funding Adjustment | No   | Cat. 2<br>Cat. 4 Urban<br>Cat. 7<br>Cat. 12 Strategic Priority<br>Cat. 12 Texas Clear Lanes<br><b>TOTAL</b> | \$324,496,109<br>\$148,000,000<br>\$160,503,891<br>\$3,607,360,000<br>\$659,640,000<br><b>\$4,900,000,000</b> | 1    |
|                          |         |   |                          |                       |                       |                               |                    |      | <i>CAT 12 added \$307.4M, CAT 2 added \$324.5M, and CAT 4U added \$148M</i>                                 |   |      |
| 16                       | SL 360  | Intersection at Westlake Dr - Austin<br>0113-13-166 | AT WESTLAKE DRIVE        | .                     | FY 2021-2024          | \$61,000,000                  | No Funding Change  | No   | Cat. 2<br>Cat. 3 Local<br><b>TOTAL</b>  | \$47,000,000<br>\$14,000,000<br><b>\$61,000,000</b>   | 1    |
| <b>Williamson County</b> |         |   |                          |                       |                       |                               |                    |      |   |   |      |
| 17                       | IH 35   | Interchange at RM 2243 - Georgetown<br>0015-09-185  | NORTH OF RM 2243         | SE INNER LOOP         | FY 2021-2024          | \$37,200,000                  | No Funding Change  | No   | Cat. 2<br><b>TOTAL</b>  | \$37,200,000<br><b>\$37,200,000</b>   | 1    |