



**FY 2016 and FY 2017  
UNIFIED PLANNING WORK PROGRAM**

Adopted by the Transportation Policy Board:

June 8, 2015

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## **I. INTRODUCTION**

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

### **A. Purpose**

The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Area Metropolitan Planning Organization (CAMPO) planning process for FYs 2016- 2017. This activity is required under federal law defining the responsibilities of Metropolitan Planning Organizations (MPO). The UPWP serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process in the six-county Capital Area in Central Texas. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, CAMPO prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the CAMPO region.

Eight broad planning areas have been identified in federal law. The work tasks contained in the FYs 2016 - 2017 UPWP have considered the following eight areas, some more directly than others:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

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

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

Regional Models of Cooperation and Ladders of Opportunity:

CAMPO will strive to improve the effectiveness of transportation decision making by working with regional partners to think beyond traditional borders and adopt a coordinated approach to transportation planning that supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination promises to reduce project delivery time and enhance the efficient use of resources. Enhanced cross-jurisdictional communication will improve collaboration, policy implementation, technology usage, and performance management. Through the transportation planning process, CAMPO will work with regional partners to identify connectivity gaps in accessing essential services, including employment, health care, schools/education, and



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

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

The UPWP is partially funded with federal transportation planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The federal funds require a non-federal match; TxDOT is providing the match using Transportation Development Credits

The UPWP must be approved by CAMPO's Transportation Policy Board and submitted to the FHWA and the FTA for approval. If priorities change or additional funds become available, the UPWP can and will be amended throughout the fiscal year.

The appendices contain the following:

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

## **B. Definition of Area**

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

During the 2010 census, a very small portion of Guadalupe County was included as a part of the newly urbanized area of San Marcos. San Marcos intends to remain part of CAMPO. Therefore, an agreement was developed between CAMPO and the San Antonio- Bexar County MPO regarding the roles and responsibilities of each MPO concerning this portion of Guadalupe County.

## **C. Organization**

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

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

- The Technical Advisory Committee (TAC) is comprised of agency and local jurisdiction staff that have expertise in the following areas: transportation planning, implementation of transportation projects, or related fields with responsibility to that governmental unit or agency for some aspect of planning, development or improvement of the transportation system. The TAC, under the direction of the Policy Board, makes recommendations to the TPB for matters necessary to comply with the requirements of federal and state law.
- The Executive Committee are members of the Transportation Policy Board who make recommendations on transportation planning issues, projects and the process as directed by the Transportation Policy Board.
- The Finance Committee was formed to become fully educated and explore long-term financing options for potential modal components of a comprehensive transportation system.
- The Transit Working Group (TWG) was formed to analyze and evaluate the potential for high capacity transit in Central Texas, and the optimal role for transit as part of the comprehensive regional transportation plan.
- The Budget, Audit and Finance Committee was formed to review and make recommendations to the Transportation Policy Board for the CAMPO annual planning budget.
- The SH 45 (SW) Committee was formed to analyze options for the future development of SH 45(SW) and address issues surrounding the further planning of the corridor.

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

CAMPO currently operates with the following professional staff positions: Director, Assistant Director, transportation planning officers, planners, project coordinator, financial consultant and administrative specialist. Additionally, the Transportation Policy Board approved STP MM funds for CAMPO to hire temporary staff positions. Finally, depending on the budget and/or work tasks to be completed, CAMPO may employ a varying number of interns, permanent, or temporary personnel.

### Functional Responsibilities of Planning Agencies

For the transportation planning process to function properly, the agencies involved must work together cooperatively. The Transportation Policy Board, TxDOT, Capital Metro, CARTS and the local governments within the planning area are responsible for carrying out the urban transportation planning process consistent with local agreements. This process includes planning for roadways, bicycling facilities, pedestrian facilities, freight movement, passenger rail, and transit.

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

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

- 1) Is responsible for carrying out and maintaining the urban transportation planning process to include:
  - a. Cooperative decision-making, principally, by elected officials of local governments.
  - b. Unified Planning Work Program (UPWP),
  - c. Transportation Improvement Program (TIP),
  - d. Metropolitan Transportation Plan (MTP), and
  - e. Congestion Management Process (CMP).

- 2) Executes contracts and/or agreements necessary to carry out the work outlined in the UPWP.
- 3) Develops and maintains transportation databases and analytical tools.

MPO staff has the following general responsibilities:

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

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

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

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

#### Capital Area Rural Transportation System (CARTS)

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

#### Capital Metropolitan Transportation Authority (Capital Metro)

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

#### Counties

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



with the State. The County coordinates its planning with TxDOT and incorporated areas in extraterritorial jurisdictional areas.

### Cities

The City of Austin acts as our fiscal agent and provides support for human resources, benefits, accounting, contract management, and information technology.

All jurisdiction cities in our planning area have the responsibility for the planning of all roads within their incorporated area or extraterritorial jurisdiction not on the state system, and some have negotiated agreements with TxDOT to plan for roads on the state system as well in cooperation with TxDOT.

### Public/Public and Public/Private Partnerships

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

**D. Private Sector Involvement.** Consultants have been and will continue to be used on an as-needed basis in CAMPO's transportation programs and planning processes. In the past, CAMPO has used private sector consultants for a variety of services ranging from legal services to improvements to the regional travel demand model. Subtasks 1.2, 1.3, 2.2, 2.3, 3.3, 4.2, 4.4 will involve private sectors.

In FY 2013, CAMPO secured the services of consultants to assist in outreach and development of the CAMPO 2040 Plan as well as for the development of the 2040 travel demand model, the development of outreach and the seamless integration of databases. These efforts will continue into 2016.

It should also be noted that the private sector has played a vital role on the Transit Working Group in developing a high capacity transit vision, on the Technical Advisory Committee in developing technical recommendations and on the Active Transportation Group in guiding bicycle/pedestrian policies. These efforts will continue into the future as well.

### **E. Planning Issues and Emphasis**

The tasks in the FY 2016 and FY 2017 UPWP fall into five primary activities; each of these work areas is briefly described below.

- a. Administration/Management – This activity contains the work associated with administrative support of the 3-C transportation planning process.
- b. Data Development and Maintenance - Contained in this activity are work elements designed to collect, update, and report data required to perform both long and short-range transportation and air quality planning including travel demand modeling.
- c. Short Range Planning - Contained in this planning activity are projects relating to immediate implementation and near term time frame

- d. **Metropolitan Transportation Planning** - This activity includes work associated with the development and updating of the area's long range multi-modal transportation plan to include sub-regional, corridor, and access management studies.
- e. **Special Studies** - The objective of this activity is to provide for work elements that are generally outside the scope of the planning process, but are necessary to the continued development of a viable transportation plan in the area.

## Task 1.0 – Administration/Management

### A. Objective

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

### B. Expected Products

Certified transportation planning process;  
 Updated or new documents and reports including Public Participation Plan, Regional Toll Analysis, and updated Limited English Proficiency Plan;  
 Unified Planning Work Program (FYs 2016 – 2017);  
 Federal Funds Obligated Report;  
 Annual Performance and Expenditure Report;  
 New equipment and computer hardware/software

### C. Previous Related Work

Performed general administrative functions;  
 Current Unified Planning Work Program;  
 Coordinated transportation planning and implementation activities with other agencies and organizations;  
 Conducted a public involvement process compliant with federal and state regulations;  
 Provided support for all meetings of the transportation planning process;  
 Implemented policies to maintain the transportation planning process;  
 Provided staff access to courses, workshops and seminars

### D. Subtask 1.1 MPO Staff Work for Task 1

The primary activities which will take place under Program Support include the following:

**1.1.1 Program Administration:** This activity includes development and implementation of those policies and guidelines necessary to carry out and maintain the transportation planning process; maintenance of the FY 2016 - 2017 Unified Planning Work Program, development of the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL), development of the FY 2018-2019 Unified Planning Work Program, sponsoring and conducting meetings including providing support to policy and advisory bodies; coordinating and working with other agencies and organizations involved in planning, programming and implementation of transportation projects, as well as conducting the activities outlined in subtasks 1.1.2 and 1.1.3.

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

- 1.1.3 Title VI Civil Rights/Environmental Justice (EJ) Activities:** This activity supports monitoring and evaluating Title VI/EJ guidance and requirements, developing and implementing documents and procedures to ensure CAMPO's plans, programs and activities comply with Title VI/EJ guidance and requirements, collecting and analyzing data related to minority, low income, limited English proficiency and other populations vulnerable to potential disproportional adverse impacts from the planned transportation system and transportation projects, identifying possible strategies to minimize, avoid or mitigate potential disproportional adverse impacts on the EJ populations, maintaining, updating the Regional Toll Network Analysis that evaluates the impacts of the regional toll network on the EJ and non-EJ populations, implementing the CAMPO Limited English Proficiency Plan and updating that plan as needed.
- 1.1.4 Travel and Training:** This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops. CAMPO will seek prior approval from TxDOT for Out-of-State travel.
- 1.1.5 Computer Hardware/Software:** This activity is for the upgrade/addition of computer hardware and software to ensure suitability for data manipulation and analysis. A description of computer hardware and software purchases in excess of \$5,000 will be submitted to the Texas Department of Transportation for approval prior to acquisition.
- 1.1.6 TEMPO Support:** Administer the Association of Texas Metropolitan Planning Organizations (TEMPO) and pay Association of Metropolitan Planning Organizations (AMPO) dues

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$2,477,495  
Product(s): Certified transportation planning process; Updated or new documents and reports including Public Participation Plan, Regional Toll Analysis, Limited English Proficiency Plan, etc.; New equipment and computer hardware/software

### **Subtask 1.2 Legal Costs – Related Contract Work**

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

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

### **Subtask 1.3 Audit Costs – Related Contract Work**

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

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

**E. Funding Summary**

Subtask	Subtask Name	Responsible Agency	TPF <sup>1</sup>	STPMM	Local	Total
1.1	Program Support	CAMPO	2,406,742	56,602	14,151	2,477,495
1.2	Legal Services	CAMPO	60,000			60,000
1.3	Audit Services	CAMPO	50,000			50,000
Total			2,516,742	56,602	14,151	2,587,495
FY 2016			1,244,588	56,602	14,151	1,315,341
FY 2017			1,272,154			1,272,154

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. The credits are not reflected in the funding tables.

<sup>1</sup>TPF – This includes both FHWA PL 112 and FTA Section 5303 Funds



## **Task 2.0 – Data Development and Maintenance**

### **A. Objective**

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

### **B. Expected Products**

Series of technical reports documenting the ongoing GIS data updates on traffic counts and mapping;  
Updated demographic forecasts and travel demand model for the 2040 Plan;  
Transportation related air quality data collection and analysis, air quality planning and outreach products;  
2040 Plan related performance measures

### **C. Previous Related Work**

GIS products consisting of those produced in-house and directly to CAMPO programs as well as compilation, culling and editing of data from external sources;  
Smoothing of urbanized area boundary and Functional Classification;  
Identification of the 2015 Saturation count locations;  
Demographic forecasts;  
Travel demand model runs for the 2035 Plan amendments and Transportation Improvement Program (TIP);  
Updated FTA compliant model;  
Preparation of 2010 demographics and development of 2010 base year travel demand model for the 2040 Plan;  
MOVES2014-Based 2020 and 2040 Summer Weekday on-Road Mobile Source Emissions Inventories for the Austin Six County Region;  
Ozone Heroes website and social media for air quality outreach;  
IH 35 Planning and Environmental Linkage Study  
Commute Solutions websites, outreach materials, event participation,  
The myCommuteSolutions website, maintenance, hosting, and support  
Commute Solutions Annual Report

### **D. Subtask 2.1 MPO Staff Work for Task 2**

**2.1.1 General Administration:** This subtask allows for administrative activities related to data development and maintenance including procurement, contract management and appropriate review/processing of monthly billings for work related to Task 2, as well as conducting the activities in subtasks 2.1.2, 2.1.3, 2.1.4, 2.1.5, and 2.1.6 and developing related performance measures.

**2.1.2 General GIS:** Specific activities will include reviewing and providing direction on the development and dissemination of geospatial databases on residential and commercial growth and transportation data; mapping databases supporting CAMPO programs; maintenance of the demographic and modeling databases of the 2040 Plan and 2015-2018 TIP amendments; maintenance of the interactive web viewer for sharing GIS data on growth; develop maps and

materials for work group and public meetings; develop technical memoranda documenting work completed.

- 2.1.3 Demographic Forecasting:** Run CAMPO's Demographic Allocation Tool for producing demographic forecasts for 2040 Plan and TIP amendments. Specific activities will include production and review of demographic forecasts to be used for required 2040 Plan amendments. Develop the 2015 base year demographics for the new 2015 base year model. Test the demographic Allocation Tool for the 2015 model using 2015 dataset. Develop the datasets for running the Allocation Tool for the 2045 Plan. Research land use models, demographic forecast and allocation methodology used by the peer MPO's and COG's.
- 2.1.4 Travel Demand Modeling:** Run CAMPO's FTA-compliant and time-of-day model. Specific activities will include coordination with consultants on development of the new 2015 base year model, performing model runs for the amendments of the 2040 Plan and 2015-2018 TIP; refinements of in-house modeling capabilities; and regular updates of computer hardware, software, and necessary peripherals for supporting the demographic forecasting and travel demand modeling activities.
- 2.1.5 Air Quality and Energy Conservation Data Collection, Analysis and Planning, and Air Quality Modeling:** This subtask includes identifying, analyzing, documenting and reporting annually on transportation emission reduction measures (TERMS); providing technical and other support for regional air quality planning initiatives such as the Ozone Advance Program and other initiatives to reduce transportation related emissions; monitoring, evaluating and reporting on relevant policy and technical information pertaining to air quality and energy conservation, conducting public education, outreach and support programs, including websites and social media, pertaining to air quality and energy conservation; conducting emissions modeling and providing training for staff
- 2.1.6 Environmental Analysis:** This subtask includes facilitating planning and environmental linkages by participating in NEPA related studies and Planning and Environmental Linkages (PEL) studies, monitoring and evaluating the effect of CAMPO plans and programs on the environment, identifying potential mitigation activities and locations where they might occur, coordinating outreach with resource agencies and working groups, developing and updating GIS analyses using GISST, and other relevant data.
- 2.1.7 Commute Solutions Program:** This subtask covers activities related to conducting the regional Commute Solutions program. Specific activities will include, but are not limited to, coordinating the regional Commute Solutions program with Commute Solutions Coalition members, developing, implementing, promoting, supporting and participating in programs and activities that encourage alternative transportation commuting and travel demand management, maintaining and updating the Commute Solutions transportation information and ride-matching websites, email lists, and social media, assisting employers with developing their own custom sub-sites within the framework of the myCommuteSolutions ride-matching and trip planning website, and conducting a multi-media, bi-lingual (English and Spanish) outreach campaign to promote and provide educational information on various aspects of the Commute Solutions program. The outreach campaign also includes educational promotional items and materials. This subtask also includes program tracking, evaluating, and reporting.

Funding Requirement: \$958,748  
Product(s): Contract procurement materials, billing packages, technical memoranda, final reports, and demographic forecasts, travel demand modeling output and other mappable databases, emissions and GIS analyses, air quality website, social media and outreach materials, Commute Solutions Annual Report and websites, related performance measures, PEL and NEPA related reports and analyses.

## **Subtask 2.2 GIS, Demographic Forecast, & Travel Demand - Related Contract Work**

### **2.2.1 Demographic Forecast and Travel Demand Modeling Projects for 2045 Plan**

Conduct activities related to the travel demand model in support of development of the 2045 Plan. It is noted that the demographic forecasting and travel demand modeling procedures applied in the CAMPO area are integrated. The travel time output from the model along with other development and policy considerations is used for demographic forecasting. This work identified will begin in FY 2016.

The general scope of consultant services is as follows:

1. Develop employment control total forecast/methodology for the horizon year of 2045 to be used for the CAMPO 2045 Plan
2. Refinement and improvement of the CAMPO Demographic Allocation Tool.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$302,370  
Product(s): Results of the travel surveys; 2015 base year employment data, updated Demographic Allocation Tool, employment forecast methodology (and/or control totals), 2015 base year travel demand model.

## **Subtask 2.3 Air Quality/Commute Solutions - Related Contract Work**

**2.3.1 Commute Solutions Outreach Campaign:** This task provides support for the Commute Solutions Outreach Campaign. The general scope of services includes:  
1. Developing and implementing a regional multi-media, bi-lingual outreach campaign, including campaign materials, to promote the Commute Solutions website and motivate behavioral change to consider commute options other than by single occupancy vehicles. This ongoing work program identified is carryover from FYs 2014 and 2015; work will be done in FYs 2016 and 2017.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$10,000  
Product(s): campaign and outreach materials



**2.3.2 Commute Solutions Ride-matching and Trip Planning Website:** This subtask includes providing website maintenance, hosting, support and, updates to the myCommuteSolutions site. This website functions as a regional automated, web-based ride-matching system and a trip planner for alternative transportation modes. This ongoing work program identified is carryover from FYs 2014 and 2015; the work will be done in FYs 2016 and 2017.

Responsible Agency: Capital Area Metropolitan Planning Organization  
 Funding Requirement: \$12,000  
 Product(s): website and support

**E. Funding Summary**

Subtask	Subtask Name	Responsible Agency	TPF <sup>1</sup>	State	STPMM	Local	Total
2.1	Staff Support	CAMPO	887,995		56,602	14,151	958,748
2.2	GIS, Demographic Forecast, & Travel Demand	CAMPO		60,474	241,896		302,370
2.3	Air Quality/ Commute Solutions	CAMPO			17,600	4,400	22,000
<b>Total</b>			<b>887,995</b>	<b>60,474</b>	<b>316,098</b>	<b>18,551</b>	<b>1,283,118</b>
<b>FY 2016</b>			<b>436,809</b>	<b>60,474</b>	<b>316,098</b>	<b>18,551</b>	<b>831,932</b>
<b>FY 2017</b>			<b>451,186</b>				<b>451,186</b>

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. The credits are not reflected in the funding tables.

<sup>1</sup>TPF – This includes both FHWA PL 112 and FTA Section 5303 Funds

### **Task 3.0 – Short Range Planning**

#### **A. Objective**

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

#### **B. Expected Products**

Transportation Improvement Program (FYs 2017 – 2020)  
Related performance measures

#### **C. Previous Related Work**

FYs 2013 – 2016 Transportation Improvement Program  
2012 Roadway Congestion Analysis: Performance Report and Information System Report and Data files  
Commute Solutions Annual Report

#### **D. Subtask 3.1 MPO Staff Work for Task 3**

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

**3.1.2 General Activities:** Specific activities will include, but are not limited to, maintenance of the FY 2013-2016 Transportation Improvement Program, development of the FY 2017-2020 Transportation Improvement Program, along with related performance measures.

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

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

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

Responsible Agency: Capital Area Metropolitan Planning Organization

Funding Requirement: \$763,889

Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos



**Subtask 3.2 Congestion Management - Related Contract Work**

**3.2.1 Congestion Management Process 2014 and 2016 Data Collection and Analysis:** This subtask provides support for the CMP through congestion data collection and analysis. The work for 2014 will be done in FY 2016 and the work for the 2016 ~~report~~ will be done in FY 2017.

Responsible Agency: Capital Area Metropolitan Planning Organization  
 Funding Requirement: \$142,359  
 Product(s): Congestion data and analysis ~~report~~, data in GIS format

**E. Funding Summary**

Subtask	Subtask Name	Responsible Agency	TPF <sup>1</sup>	State	STPMM	Local	Total
3.1	Staff Support	CAMPO	763,889				763,889
3.2	Congestion Management	CAMPO		28,472	113,887	0	142,359
Total			763,889	28,472	113,887	0	906,248
FY 2016			379,894	28,472	113,887		522,253
FY 2017			383,995				383,995

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. The credits are not reflected in the funding tables.

<sup>1</sup>TPF – This includes both FHWA PL 112 and FTA Section 5303 Funds

## **Task 4.0 – Metropolitan Transportation Plan**

### **A. Objective**

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

### **B. Expected Products**

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

Centers component at the annual growth monitoring report  
Develop a regional bicycle and pedestrian plan  
Related performance measures

### **C. Previous Related Work**

2040 Regional Transportation Plan and supporting materials, 2035 Plan amendments;

### **D. Subtask 4.1 MPO Staff Work for Task 4**

**4.1.1 General Administration:** This subtask allows for MPO staff support for administrative activities related to long range planning including procurement, development, management of consultant contracts for projects in Task 4, review and processing of monthly billings for work related to Task 4, conduct access management, safety, sub-regional traffic management, and other related corridor studies, participation in study oversight committee meetings amending and maintaining the CAMPO 2040 Regional Transportation Plan, developing the CAMPO 2045 Regional Transportation Plan and supporting materials and cooperatively developing related performance measures.

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

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

**4.1.4 Bicycle and Pedestrian Planning:** This subtask includes coordinating the TAC Bicycle and Pedestrian Subcommittee, conducting planning activities related to bicycle and pedestrian facilities, developing a regional bicycle and pedestrian plan, and updating the regional bicycle and pedestrian facility inventory.

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

Responsible Agency: Capital Area Metropolitan Planning Organization  
 Funding Requirement: \$785,659  
 Product(s): Planning documents, data sets, contract procurement materials and billing packages, and networks

#### **Subtask 4.2 Metropolitan Transportation Plan Support - Related Contract Work**

##### **4.2.1 Support for the Metropolitan Transportation Plan Update**

CAMPO contracted a consultant to assist with completion of the CAMPO 2040 Regional Transportation Plan, including the public involvement and outreach, corridor and project prioritization, draft and final plan documents, report comparing the 2035 Plan to the 2040 Plan, and a freestanding executive summary brochure. This work identified is carryover from FYs 2014 and 2015, work will be done in FYs 2016 and 2017.

Responsible Agency: Capital Area Metropolitan Planning Organization  
 Funding Requirement: \$50,000  
 Product(s): Public participation plan, meeting materials, technical report(s), draft and final plan documents, report comparing the 2035 Plan to the 2040 Plan, freestanding 2040 Plan executive summary brochure

#### **Subtask 4.3 Regional Transportation Coordination - Related Contract Work**

##### **4.3.1 Regional Public Transportation Coordination**

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

Responsible Agency: Capital Area Metropolitan Planning Organization  
 Funding Requirement: \$75,000  
 Product(s): Reports, memos, agendas

#### **Subtask 4.4 Planning Studies - CAMPO**

##### **4.4.1 FM 150 Extension Corridor Study**

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

Responsible Agency: CAMPO  
 Funding Requirement: \$300,000 SH 130 Concession Funds

**4.4.2 US 183 Luling Relief Route Alternative Analysis**

US 183 from north Luling to US 183/SH 80 south of Luling

Responsible Agency: CAMPO  
Funding Requirement: \$225,000 STPMM

**4.4.3 Western Travis /Southwestern Williamson County Sub-regional Mobility Study**

Study will identify mobility issues and make recommendations for short, mid, and long-term solutions.

Responsible Agency: CAMPO  
Funding Requirement: \$750,000 STPMM

**4.4.4 Yarrington Road Extension**

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

Responsible Agency: CAMPO  
Funding Requirement: \$300,000 SH 130 Concession Funds

**4.4.5 Williams Drive Corridor**

Corridor study for signal timing, access, and improved alternative transportation facilities including bicycle lanes.

Responsible Agency: CAMPO and City of Georgetown  
Funding Requirement: \$200,000 STP MM and \$50,000 Local Funds

**4.4.6 Transit Oriented Development**

Complete a regulating plan in order to ensure appropriate land development around the station area.

Responsible Agency: CAMPO City of Georgetown  
Funding Requirement: \$80,000 STP MM and \$20,000 Local Funds

**Subtask 4.5 Planning Studies – Other agencies in the CAMPO region**

**4.5.1 Central Corridor Comprehensive Transit Analysis**

High-capacity transit project development activities: corridor study (local alternatives analysis), pre-NEPA study (PEL), and conceptual design/engineering.

Responsible Agency: City of Austin  
Funding Requirement: \$3,000,000 STPMM and \$750,000 Local Funds

**4.5.2 Value Pricing**

Introducing peak-pricing on the 183A Turnpike in Austin and studying the influence on driving patterns.

Responsible Agency: Central Texas Regional Mobility Authority



Funding Requirement: \$956,424 FHWA and \$239,106 Local Funds

**4.5.3 Comprehensive Public Transit Plan**

Five year plan supported with new data resources and public input for San Marcos and other stakeholders with an objective of more frequent, reliable, and effective service within San Marcos.

Responsible Agency: City of San Marcos  
 Funding Requirement: \$48,000 FTA and \$12,000 Local Funds

**4.5.4 Finance and Implementation Strategy**

Five year strategy which identifies available local, state and federal resources and recommends fare adjustments to support the new San Marcos public transit service plan.

Responsible Agency: City of San Marcos  
 Funding Requirement: \$16,000 FTA and \$4,000 Local Funds

**4.5.5 Lone Star Rail NEPA Study**

Federal environmental process on regional passenger rail and freight rail bypass.

Responsible Agency: Lone Star Rail District  
 Funding Requirement: \$16,000,000 STPMM and \$4,000,000 State Funds

**4.5.6 Commodity Flow Study**

Provide in-depth report on the types and quantities of hazardous materials through Williamson County by way of roads, rail, and pipeline.

Responsible Agency: Williamson County  
 Funding Requirement: \$54,539 State and \$13,635 Local Funds

**4.5.7 Transportation Master Plan**

Study to evaluate the City's transportation system over the next 25 years based upon the preferred growth scenario develop and recommend mobility improvement to support the plan.

Responsible Agency: City of San Marcos  
 Funding Requirement: \$250,000 Local Funds

**4.5.8 Transportation Master Plan**

Develop a long-term transit master plan which outlines the recommended public transportation options for the City as it grows.

Responsible Agency: City of Round Rock  
 Funding Requirement: \$150,000 FTA 5307 and \$37,500 Local Funds

**4.5.9 Transit Development Plans**

Develop transit plans for jurisdictions outside the Capital Metro service area, but inside the urbanized area.



Responsible Agency: Capital Metro  
Funding Requirement: \$344,389 FTA 5307 and \$86,097 Local Funds

#### 4.5.10 Service Plan 2025

Capital Metro's Service Plan guides recommendations to meet the current and projected transit needs through new and revised local bus routes, new MetroExpress bus routes and park-and-ride facilities, new frequent route network, and high-capacity transit including MetroRapid and MetroRail.

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

#### 4.5.11 Bastrop County Transportation Plan

Study the local transportation system, how it interacts with the State system, and how it impacts the local economy. The plan will help address Bastrop County's future transportation needs, identify funding and partnership opportunities, and improve the local economy.

Responsible Agency: Bastrop County  
Funding Requirement: \$520,793 STP MM and \$130,198 State Funds

#### 4.5.12 Loop 360 Study

Identify needs and gather ideas and feedback about potential safety improvements and mobility improvements within the Loop 360 corridor.

Responsible Agency: TxDOT  
Funding Requirement: \$3,000,000 State Highway Funds

#### 4.5.13 SH 29 Study

Analysis and planning activities to determine the ultimate row requirement for a future roadway facility that efficiently serves the community's transportation need.

Responsible Agency: TxDOT  
Funding Requirement: \$800,000 State Highway Funds

#### 4.5.14 RM 620 Feasibility Study

Planning for RM 620 short-, mid-, long-term needs.

Responsible Agency: TxDOT  
Funding Requirement: \$500,000 State Highway Funds

#### 4.5.15 RM 2243 Study

Analysis and planning activities to determine the ultimate row requirement for a future roadway facility that efficiently serves the community's transportation need.

Responsible Agency: TxDOT  
Funding Requirement: \$710,000 State Highway Funds

**4.5.16 SH 71 Intersection Study**

Preliminary engineering activities to study at grade crossings along the corridor and determine row and future facility to improve mobility along the corridor.

Responsible Agency: TxDOT  
Funding Requirement: \$3,600,000 State Highway Funds

**4.5.17 FM 812 Realignment and Extension**

Upgrading FM 812 including realignment part of existing roadway to improve horizontal curves.

Responsible Agency: TxDOT  
Funding Requirement: \$1,000,000 State Highway Funds

**4.5.18 FM 973 Manor By-Pass**

Study FM 973 (Manor By-Pass) from future Baker Lane to US 290 E. The study will provide for preliminary engineering and identify environmental constraints for the construction of a future 4 lane divided roadway.

Responsible Agency: TxDOT  
Funding Requirement: \$1,000,000 State Highway Funds

**4.5.19 IH35 Integrated Corridor Management Study**

Study will examine current traffic conditions in the IH 35 corridor and make operational improvement recommendations that will assist on the improved mobility during major construction period and during non-recurring congestion periods (e.g.: accidents, stalls).

Responsible Agency: TxDOT Austin District  
Funding Requirement: \$200,000 PL

**4.5.20 Transportation Plan**

The City of Bastrop will complete an update of its Transportation Plan in conjunction with the update to the City of Bastrop Comprehensive Plan.

Responsible Agency: City of Bastrop  
Funding Requirement: \$160,000 STP MM and \$40,000 Local Funds

**4.5.21 Public Engagement Campaign regarding Travis County Land, Water and Transportation Plan (LWTP) and Travis County Transportation Plan Development**

Develop and implement a public engagement campaign to inform and receive input from (mostly) eastern Travis County communities and stakeholders regarding the county's LWTP and future transportation planning efforts.

Responsible Agency: Travis County  
Funding Requirement: \$100,000 Local Funds

**E. Funding Summary**

Subtask	Subtask Name	Responsible Agency	TPF <sup>1</sup>	FTA 5304	FHWA Pilot Programs	FTA 5307/5339	State	Concession Funds	Local	STPMM	Total
4.1	Staff Support	CAMPO	714,906						14,151	56,602	785,659
4.2	MTP Support	CAMPO	50,000								50,000
4.3	RTC	CAMPO		75,000							75,000
4.4	Special Studies	CAMPO						600,000	70,000	1,255,000	1,925,000
FY 2016			402,136	60,000	0	0	0	600,000	84,151	1,311,602	2,457,889
FY 2017			362,770	15,000	0	0	0	0	0	0	377,770
<b>Total 4.1-4.4</b>			<b>764,906</b>	<b>75,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>600,000</b>	<b>84,151</b>	<b>1,311,602</b>	<b>2,835,659</b>
4.5.1	Central Corridor Comp. Transit Analysis	City of Austin							750,000	3,000,000	3,750,000
4.5.2	Value Pricing	CTRMA			956,424				239,106		1,195,530
4.5.3	Comprehensive Public Transit Plan	City of San Marcos				48,000			12,000		60,000
4.5.4	Finance and Implementation Strategy	City of San Marcos				16,000			4,000		20,000
4.5.5	Lone Star Rail NEPA Study	Lone Star Rail District					4,000,000			16,000,000	20,000,000
4.5.6	Commodity Flow Study	Williamson County					54,539		13,635		68,174
4.5.7	Transportation Master Plan	City of San Marcos							250,000		250,000
4.5.8	Transportation Master Plan	City of Round Rock				150,000			37,500		187,500
4.5.9	Transit Development Plans	Capital Metro				344,389			86,097		430,486
4.5.10	Service Plan 2025	Capital Metro							500,000		500,000
4.5.11	Bastrop County Transportation Plan	Bastrop County					130,198			520,793	650,991
4.5.12	Loop 360 Study	TxDOT					3,000,000				3,000,000
4.5.13	SH 29 Study	TxDOT					800,000				800,000
4.5.14	RM 620 Feasibility Study	TxDOT					500,000				500,000
4.5.15	RM 2243 Study	TxDOT					710,000				710,000
4.5.16	SH 71 Intersection Study	TxDOT					3,600,000				3,600,000
4.5.17	FM 812 Realignment and Extension	TxDOT					1,000,000				1,000,000
4.5.18	FM 973 Manor By-Pass	TxDOT					1,000,000				1,000,000

CAMPO: FY 2016 and 2017 UPWP

Subtask	Subtask Name	Responsible Agency	TPF <sup>1</sup>	FTA 5304	FHWA Pilot Programs	FTA 5307/5339	State	Concession Funds	Local	STPMM	Total
4.5.19	IH35 Integrated Corridor Mgmt	TxDOT	200,000								200,000
4.5.20	Transportation Plan	City of Bastrop							40,000		200,000
4.5.21	Public Engagement Campaign	Travis County							100,000		100,000
<b>TOTAL</b>											
<b>4.5<sup>2</sup></b>			<b>200,000</b>		<b>956,424</b>	<b>558,389</b>	<b>14,794,737</b>		<b>2,032,338</b>	<b>19,680,793</b>	<b>38,222,681</b>
<b>Grand Total 4.1-4.5</b>			<b>964,906</b>	<b>75,000</b>	<b>956,424</b>	<b>558,389</b>	<b>14,794,737</b>	<b>600,000</b>	<b>2,116,489</b>	<b>20,992,395</b>	<b>41,058,340</b>

<sup>1</sup>TPF – This includes both FHWA PL 112 and FTA Section 5303 Funds

<sup>2</sup>Subtasks 4.5 do not flow through CAMPO budget

## **Task 5.0 – Special Studies/Programs**

### **A. Objective**

To conduct special studies of transportation facilities and/or corridors and transportation-related topics and to implement specialized studies.

### **B. Expected Products**

Continued analysis of corridors in the region.  
FY 2015 Dynamic Traffic Assignment

### **C. Previous Related Work**

FY 2014 Dynamic Traffic Assignment  
Climate Change and Extreme Weather Vulnerability Assessment Pilot Project  
North Central Corridor AA

### **D. Subtask 5.1 MPO Staff Work for Task 5**

**5.1.1 General Activities:** This subtask allows for MPO staff support for activities related to special transportation planning studies. Specific activities will include participating in deployment of dynamic traffic assignment.

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

##### **5.2.1 Dynamic Traffic Assignment**

Research and deployment of DTA undertaken by the Center for Transportation Research at UT-Austin. Host regional meetings on the DTA applications in the CAMPO area.

Responsible Agency: CAMPO and Center for Transportation Research  
Funding Requirement: \$200,000 STPMM

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

##### **5.3.1 Partnership for Sustainable Communities**

Partnership for Sustainable Communities Regional Planning Grant – CAMPO is a member of the Steering Committee for the Capital Area Texas Sustainability Consortium.

Responsible Agency: HUD-DOT-EPA  
Funding Requirement: \$720,000 HUD and \$180,000 Local Funds



**E. Funding Summary**

Subtask	Subtask Name	Responsible Agency	TPF <sup>1</sup>	FHWA Pilot Programs	FTA 5307/5339	HUD	State	Local	STPMM	Total
5.1.1	Staff Support	CAMPO								
5.2.1	Dynamic Traffic Assignment	Center for Transportation Research							200,000	200,000
<b>Total 5.1 and 5.2</b>									<b>200,000</b>	<b>200,000</b>
5.3.1	Partnership for Sustainable Communities	HUD-DOT-EPA				720,000		180,000		900,000
<b>TOTAL</b>										
5.3 <sup>2</sup>						720,000		180,000		900,000
<b>Grand Total 5.1-5.3</b>						<b>\$720,000</b>		<b>\$180,000</b>	<b>\$200,000</b>	<b>\$1,100,000</b>

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

<sup>1</sup>TPF – This includes both FHWA PL 112 and FTA Section 5303 Funds

<sup>2</sup>Subtasks 5.3 do not flow through CAMPO budget

**Table 1 – Capital Area Metropolitan Planning Organization**

FY	UPWP Task	FTA Task	Description	TPF <sup>1</sup>	FTA 5304	FHWA Pilot Programs	FTA 5307/5339	HUD	State	Concession	Local	STPMM	Total Funds
2016	1.0	44.21.00	Administration/Management	1,244,588							14,151	56,602	1,315,341
2016	2.0	44.22.00	Data Development and Maintenance	436,809					60,474		18,551	316,098	831,932
2016	3.0	44.24.00	Short Range Planning	379,894					28,472		0	113,887	522,253
2016	4.0	44.23.02	Metropolitan Transportation Plan	402,136	60,000					600,000	84,151	1,311,602	2,457,889
2016	5.1	NA	Special Studies	0								200,000	200,000
<b>2016</b>	<b>Subtotal</b>			<b>2,463,427</b>	<b>60,000</b>				<b>88,946</b>	<b>600,000</b>	<b>116,853</b>	<b>1,998,189</b>	<b>5,327,415</b>
2017	1.0	44.21.00	Administration/Management	1,272,154									1,272,154
2017	2.0	44.22.00	Data Development and Maintenance	451,186									451,186
2017	3.0	44.24.00	Short Range Planning	383,995									383,995
2017	4.0	44.23.02	Metropolitan Transportation Plan	362,770	15,000								377,770
2017	5.1	NA	Special Studies										
<b>2017</b>	<b>Subtotal</b>			<b>2,470,105</b>	<b>15,000</b>								<b>2,485,105</b>

<b>2016/2017</b>	<b>4.5 &amp; 5.3</b>	<b>NA</b>	<b>Special Studies</b>	<b>200,000</b>		<b>956,424</b>	<b>558,389</b>	<b>720,000</b>	<b>14,794,737</b>		<b>2,112,338</b>	<b>19,780,793</b>	<b>39,122,681</b>
	<b>Grand Total</b>			<b>5,133,532</b>	<b>75,000</b>	<b>956,424</b>	<b>558,389</b>	<b>720,000</b>	<b>14,883,683</b>	<b>600,000</b>	<b>2,229,191</b>	<b>21,778,982</b>	<b>46,935,201</b>

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

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**Budget Summary by Funding Source**

	Funds Available	Funds Programmed
Transportation Planning Funds (TPF) (\$2,278,039 per yr)	\$4,556,078	\$4,556,078
Carryover from FY 2015	377,454	377,454
<b>TPF Funds</b>	<b>\$4,933,532</b>	<b>\$4,933,532</b>
<b>Other Funds</b>		
Concession Funds	600,000	600,000
FTA 5304	75,000	75,000
State	88,946	88,946
Local Match	116,853	116,853
STP MM	4,743,189	1,998,189
<b>Other Funds</b>	<b>5,623,988</b>	<b>2,878,988</b>
<b>Total Funds</b>	<b>10,557,520</b>	<b>7,812,520</b>
Anticipated STPMM Available for FY 2017	<b>2,745,000</b>	
Anticipated TPF Carryover for FY 2018	<b>0</b>	

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## Appendix A

### Capital Area MPO Transportation Policy Board April 2015

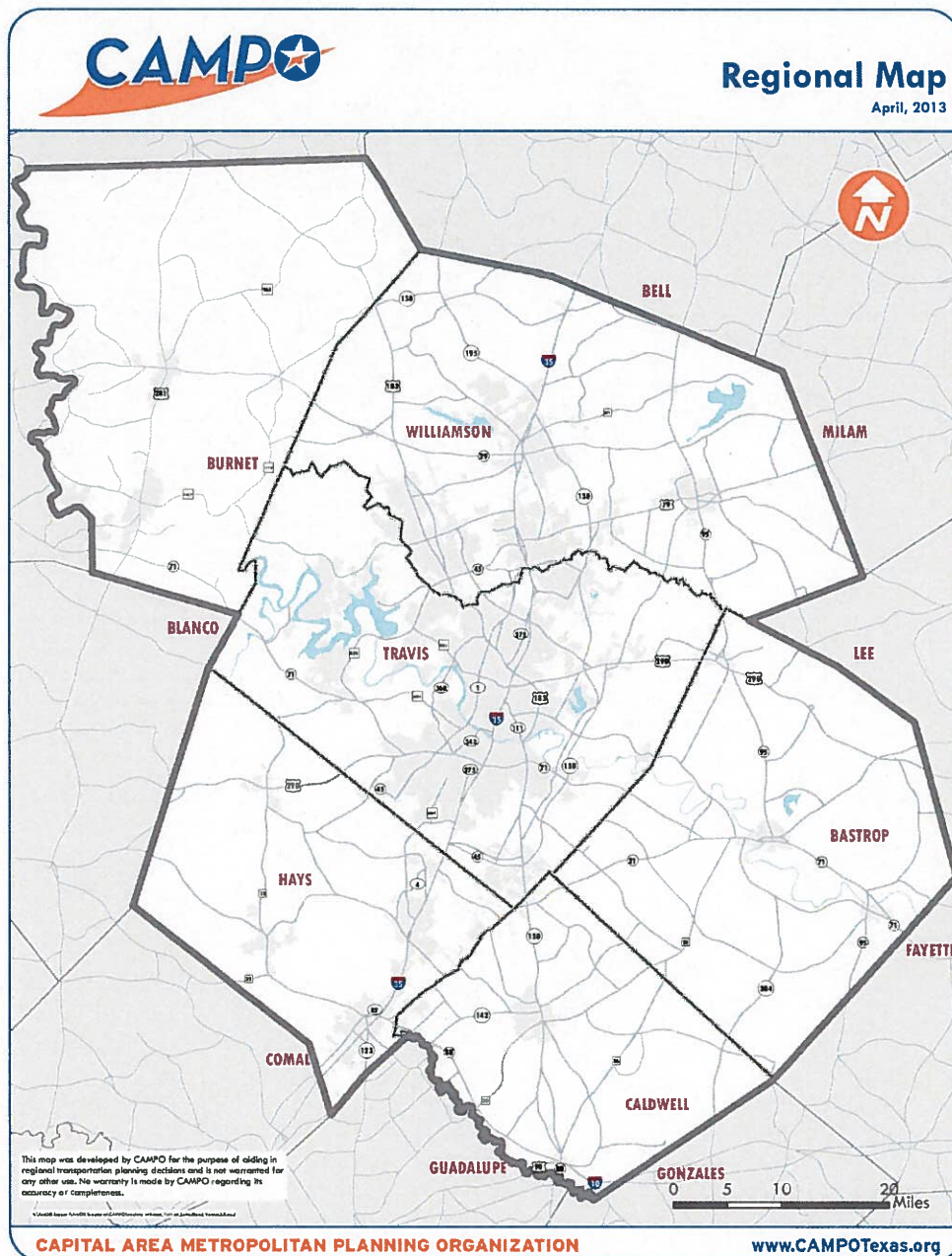
- |                                   |                                 |
|-----------------------------------|---------------------------------|
| 1. Commissioner Will Conley,      | Hays County, Chair              |
| 2. Commissioner Clara Beckett,    | Bastrop County, Vice Chair      |
| 3. Mayor Steve Adler,             | City of Austin                  |
| 4. Council Member Joe Bain,       | City of Lakeway                 |
| 5. Mayor Jeff Coleman,            | City of Pflugerville            |
| 6. Commissioner Gerald Daugherty, | Travis County                   |
| 7. Judge Sarah Eckhardt,          | Travis County                   |
| 8. Council Member Delia Garza,    | City of Austin                  |
| 9. Council Member Sheri Gallo,    | City of Austin                  |
| 10. Mayor Daniel Guerrero,        | City of San Marcos              |
| 11. Council Member Ann Kitchen,   | City of Austin                  |
| 12. Commissioner Cynthia Long,    | Williamson County               |
| 13. Mr. Greg Malatek, P.E.,       | Austin District Engineer, TxDOT |
| 14. Council Member Craig Morgan,  | City of Round Rock              |
| 15. Commissioner Alfredo Munoz,   | Caldwell County                 |
| 16. Judge James Oakley,           | Burnet County                   |
| 17. Mayor Matt Powell,            | City of Cedar Park              |
| 18. Mayor Dale Ross,              | City of Georgetown              |
| 19. Commissioner Brigid Shea,     | Travis County                   |
| 20. Council Member David Siebold, | City of Leander                 |

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## APPENDIX B

### METROPOLITAN PLANNING ORGANIZATION STUDY AREA BOUNDARY MAP

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



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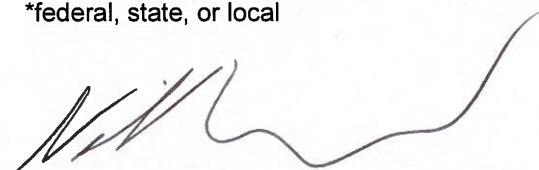


## APPENDIX C

### DEBARMENT CERTIFICATION (Negotiated Contracts)

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

\*federal, state, or local

  
\_\_\_\_\_  
Signature – Chairman, MPO Policy Committee

Hays County Commissioner  
Title

6-30-15  
Date

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## APPENDIX D

### LOBBYING CERTIFICATION

#### CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

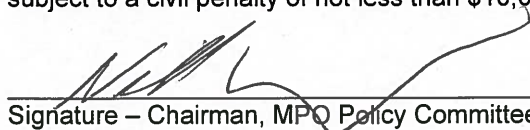
The undersigned certifies to the best of his or her knowledge and belief, that:

(1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

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

  
Signature – Chairman, MPO Policy Committee

Hays County Commissioner  
Title

6-30-15  
Date

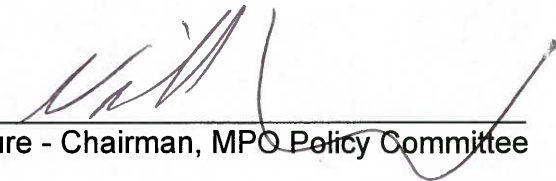
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## APPENDIX E Certification of Ethics and Compliance Program

I, Will Conley, a duly authorized officer/representative of Capital Area Metropolitan Planning Organization, do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officer or employees and that the internal ethics and compliance program satisfies the requirement of by 43 TAC § 31.39. "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised and superseded.

6-30-15  
Date

  
Signature - Chairman, MPO Policy Committee

Attest:  
  
Name  
Executive Director, CAMPO  
Title