

#### **CAMPO 101**

#### What is CAMPO?

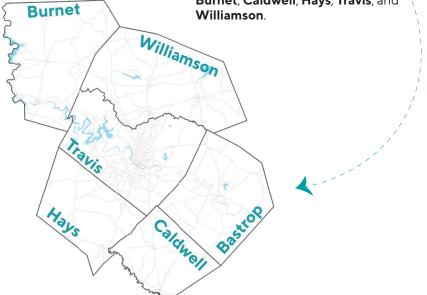
The Capital Area Metropolitan Planning
Organization (CAMPO) is the Austin region's
transportation decision-making body,
coordinating regional transportation planning
between counties, local governments and
transportation agencies. The organization is
made up of a 21-member Transportation Policy
Board (TPB) that makes decisions on CAMPO
policy and allocates federal transportation funds
for the region, a 24-member Technical Advisory
Committee (TAC) that provides technical
expertise and recommendations to inform the
Transportation Policy Board, and the Executive
Director, who reports to the TPB and oversees
the CAMPO staff.

#### What is an MPO?

MPO stands for metropolitan planning organization, which is **regional transportation planning entity** designated by the federal government. MPOs were introduced by the Federal-Aid Highway Act of 1962, which requires the **formation of an MPO** for any urbanized area with a **population greater than 50,000**. CAMPO is one of 25 MPOs in Texas, and one of 408 in the United States.

#### Where is CAMPO?

CAMPO conducts regional transportation planning work within six counties: **Bastrop**, **Burnet**, **Caldwell**, **Hays**, **Travis**, and



#### What does CAMPO do?

CAMPO closely coordinates with local governments and transportation agencies, such as TxDOT, Capital Metro and CARTS, in planning for regional transportation improvements. This includes working directly with local governments on technical studies related to transportation and economic development. However, CAMPO does not construct projects – that responsibility lies with project sponsors, such as cities, counties, and transportation agencies.

CAMPO is responsible for creating two primary regional planning documents- one **long-range** and one **short-range**:

- > the Regional Transportation Plan (RTP) is a 20+ year plan, which is adopted every five years, and;
- > the **Transportation Improvement Program (TIP)**, which is adopted every two years but covers a four-year window.

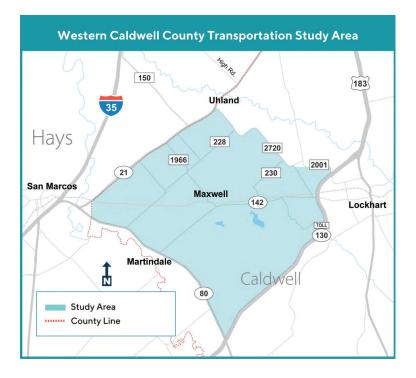


#### **OPEN HOUSE PURPOSE**

#### **LEARN ABOUT THE STUDY**

Western Caldwell County
Transportation Study

This study explores potential options for additional east-west connections between major highways in western Caldwell County.



#### **SHARE YOUR THOUGHTS**



Leave comments on an interactive map



Complete a survey



Email comments to comments@campotexas.org



Mail comments to Attn: WCCTS PO Box 5459 Austin, TX 78763

FRIDAY, OCTOBER 30, 2020



#### **STUDY INTRODUCTION**

#### STUDY NEED



Caldwell County Growth

Caldwell County and the surrounding areas are experiencing rapid growth and increased traffic congestion on area roads. With more people moving to the area, it's important to begin planning today for future transportation needs. With increased population and employment in the region, more residents are traveling between counties, so this study will focus on travel within western Caldwell County while also considering travel into and out of the county.

#### **STUDY GOALS & PURPOSE**









Caldwell County will be responsible for moving forward with any recommendations from this study, including further studies, additional public input, construction of any recommendations, and securing funding for all additional steps.



#### STUDY TIMELINE



- >>> Examine the study area's current roads, connections, travel patterns, and traffic numbers
- >>> Identify environmental and other planning features using information from previous plans and studies, local governments, businesses, property owners, and the public
- Sather feedback from elected officials, local government representatives, property owners, and the public on the area's transportation needs, environmental and planned features, and the draft purpose and need
- W Use input from step one to identify potential routes and options that meet the purpose and need
- » Establish evaluation criteria for potential routes and options
- » Assess potential routes and options against planned development, adjacent roads, and environmental features
- Sather feedback from elected officials, local government representatives, property owners, and the public on potential routes and options

## Evaluate and Refine Potential Routes and Options

- W Use input from step two to evaluate and refine potential routes and options
- » Quantify impacts and cost estimate/benefit of potential routes, options, and no-build
- Sather feedback from elected officials, local government representatives, property owners, and the public on preferred potential routes and options, including the no-build option

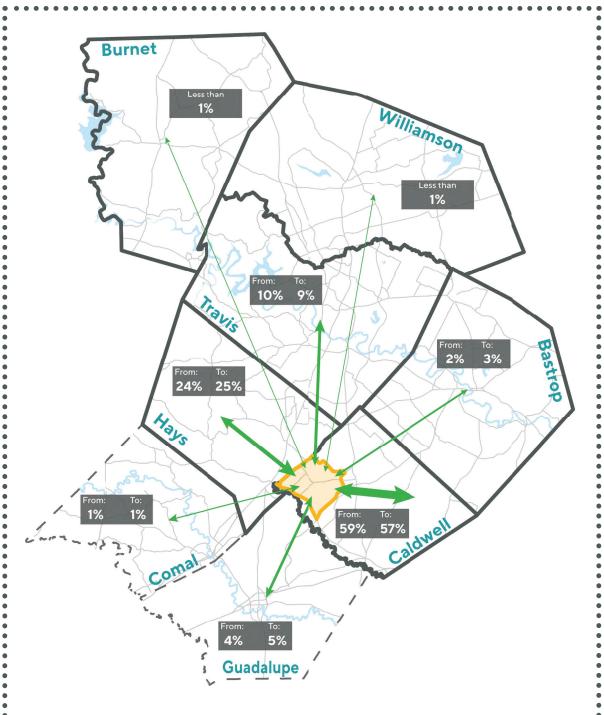
Recommend and Develop Potential Routes and Options

- W Use input from step three to recommend potential route(s) and option(s) or the no-build option
- » Develop draft design schematics of recommended potential route(s) and option(s) if something other than no-build is recommended
- » Present recommendations to Caldwell County, regional transportation agencies, elected officials, local government representative, property owners, and the public

**NOTE**: Caldwell County will be responsible for moving forward with recommendations beyond step four including performing a detailed environmental study, gathering additional public input, constructing any recommendations, and securing funding for all additional steps.



## **EXISTING**TRAVEL PATTERNS



#### **Travel Data Source:**

AirSage's Nationwide Trip Matrix (NWTM)
October - November 2019, Monday - Thursday,
Peak Trip Patterns from Study Area (6-9 am & 3:30-6:30 pm)

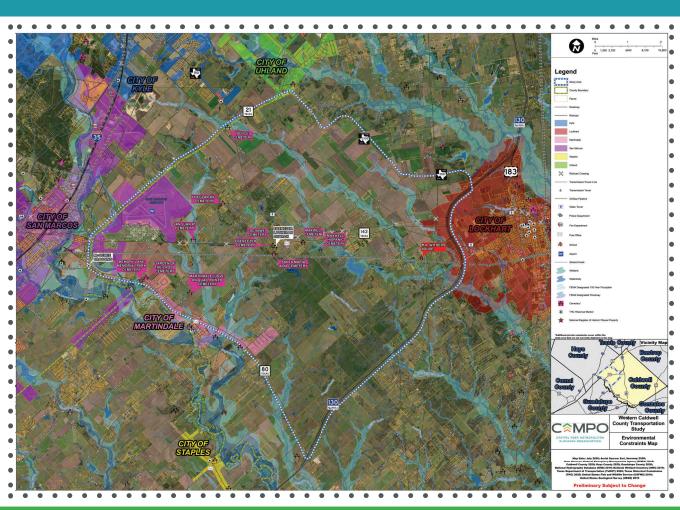
\*Percentages represent travel to/from the study area to eight surrounding counties.



## **STUDY AREA MAP**ENVIRONMENTAL FEATURES AND CONSTRAINTS

Click on the map and follow the prompts to provide comments on specific locations within the study area.

Interactive map not supported in Internet Explorer.





#### **HOW TO COMMENT**

# REVIEW MATERIALS ASK QUESTIONS SHARE YOUR THOUGHTS



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Email comments to comments@campotexas.org



Complete a survey



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