



Transportation Policy Board Meeting

January 11, 2021

ITEM 1: CERTIFICATION OF QUORUM



ITEM 2: PUBLIC COMMENTS





Public Comments

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- Citizen 1

ITEM 3: CHAIR ANNOUNCEMENTS



ITEM 4: EXECUTIVE SESSION



ACTION



ITEM 5: APPROVAL OF NOVEMBER 2, 2020 MEETING MINUTES





Recommendation

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**Chair requests approval of the
November 2, 2020 meeting minutes.**



**ITEM 6: DISCUSSION AND ACTION ON
CAMPO EXECUTIVE DIRECTOR TO BEGIN
NEGOTIATIONS OF LEGAL SERVICES
CONTRACT**





Legal Services Contract



Request for Qualifications issued October 19, 2020

Submittals were due November 6, 2020

Proposals were received from three firms:

- Bickerstaff Heath Delgado Acosta, LLP
- Kemp Smith, LLP
- Tim Tuggey Law

CAMPO staff evaluation team reviewed and scored proposals

Selection criteria for scoring was included in the RFQ





Legal Services Contract



Ranking	Firm Name	Score
1	Tim Tuggey Law	91
2	Kemp Smith, LLP	71
3	Bickerstaff Heath Delgado Acosta, LLP	66



Recommendation



Staff recommends the TPB authorize the CAMPO Executive Director to negotiate and execute a contract for Legal Services



ITEM 7 : DISCUSSION AND ACTION ON FTA SECTION 5310 PROJECT SELECTION CRITERIA





Overview



- 5310 funding directly supports transportation programs for seniors and individuals with disabilities.
- The TPB has requested that the current criteria and process be reviewed and updated.
- The next 5310 project call will be held upon approval.



Update Development



The update development was an iterative process with multiple reviews by stakeholders.





Current Process

Eligibility

Location: Urbanized Area

Sponsor: Non-Profit, Government

Activity: Traditional, Operating

Scoring Criteria

Benefit (20 Points)

Financial Sustainability (15 Points)

Coordination and Partnerships (15 Points)

Interconnectivity (15 Points)

Implementation of the RTCC Plan (10 Points)

Cost Effectiveness (15 Points)

Budget and Project Implementation (10 Points)



Process Update

Eligibility

Location: Urbanized Area

Sponsor: Non-Profit, Government

Activity: Traditional, Operating

Additional Changes

Add a project readiness screening

Hold call once every two years

Scoring Criteria (Final Draft)

Benefit (20 Points)

Program Sustainability (5 Points)

Program Experience (5 Points)

Coordination and Partnerships (5 Points)

Interconnectivity (5 Points)

RTCC Plan Goals and Objectives (20 Points)

Performance Measure and Monitoring (20 Points)

Cost-Benefit Analysis (20 Points)



Recommendation



Staff recommends the TPB approve the update to the FTA Section 5310 criteria.

**ITEM 8: DISCUSSION AND ACTION ON 2021
TASA PROGRAM CALL AND FUNDING OF
ELIGIBLE DEFERRED PROJECTS**





TASA Call Information



- TASA funding is available for **smaller-scale transportation projects** in the **urbanized area**.
- Anticipate approximately **\$10 million** (minus refunding of deferred projects) available for **FY 2023-2026**.
- Current **project selection process** will be used including readiness evaluation, performance measures, and cost-benefit analysis.





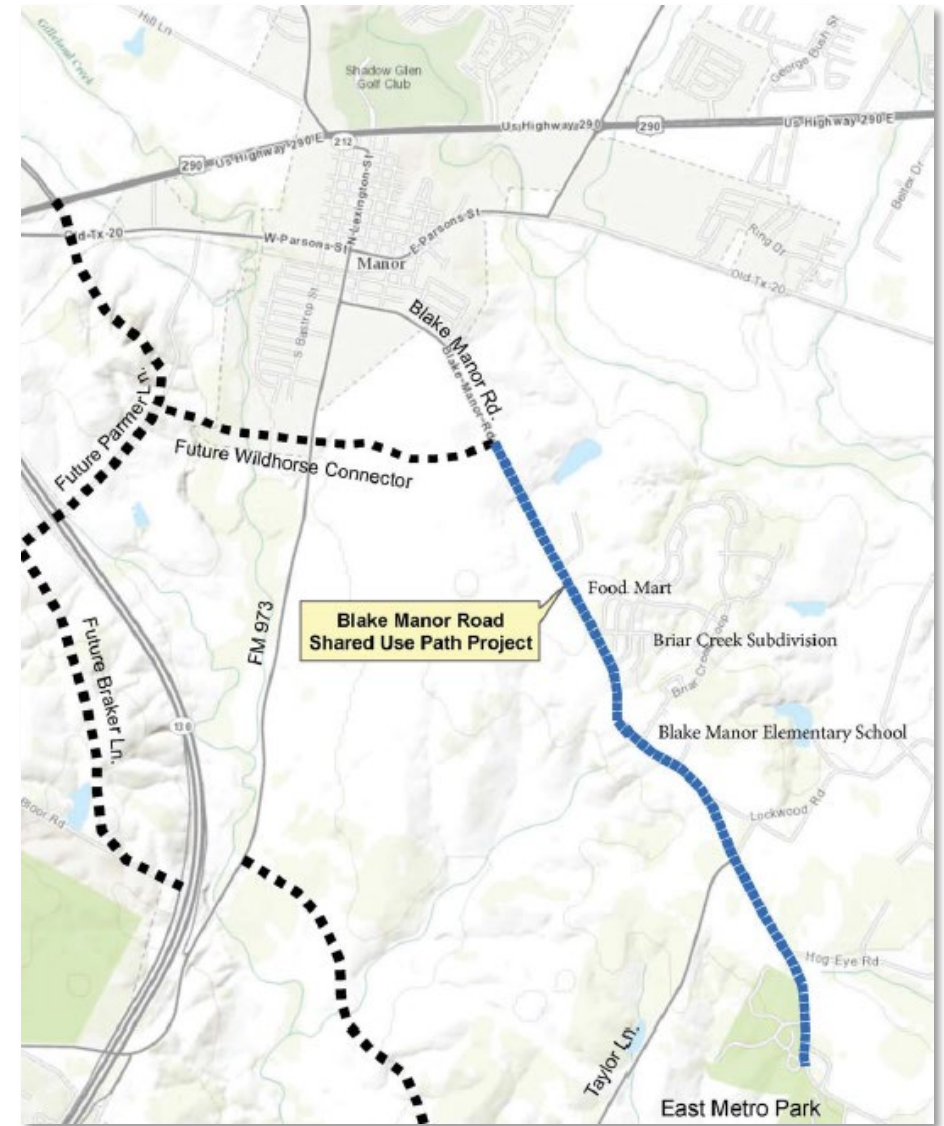
Deferred Project Refunding

Staff reviewed the deferred list to **identify TASA-eligible projects** to prioritize for re-funding.

Staff then held **joint coordination meetings** with sponsors and TxDOT to gauge interest, review current readiness, and determine administrative steps.

Staff is **recommending** the refunding of **Travis County's Blake Manor Shared Use Path project** (pictured) through the allocation of **\$2,208,400** in TASA funding.

Additional projects may be brought forward for refunding pending continued coordination with sponsors and TxDOT.





Recommendation



Staff recommends the TPB authorize staff to initiate a project call for TASA funding in 2021. and the refunding of the Blake Manor Shared Use Path as listed in Resolution 2021-1-8.



ITEM 9: DISCUSSION AND ACTION ON AMENDMENTS TO THE TRANSPORTATION POLICY BOARD BYLAWS





Recommendation



Legal counsel recommends approval of the revised TPB by-laws.



ITEM 10: DISCUSSION AND ACTION ON TXDOT'S UNIFIED TRANSPORTATION PROGRAM (UTP)





TxDOT - 2022 Unified Transportation Program

January 11th, 2021 – CAMPO Transportation Policy Board Meeting

Heather Ashley-Nguyen, P.E. – Director of Transportation Planning & Development



January 11th, 2021

Unified Transportation Program (UTP) Purpose



“Despite its importance to TxDOT as a planning and programming tool, the UTP is neither a budget nor a guarantee that projects will or can be built. However, it is a critical tool in guiding transportation project development within the long-term planning context. In addition, it serves as a communication tool for stakeholders and the public in understanding the project development commitments TxDOT is making.”

<https://www.txdot.gov/inside-txdot/division/transportation-planning/utp.html>

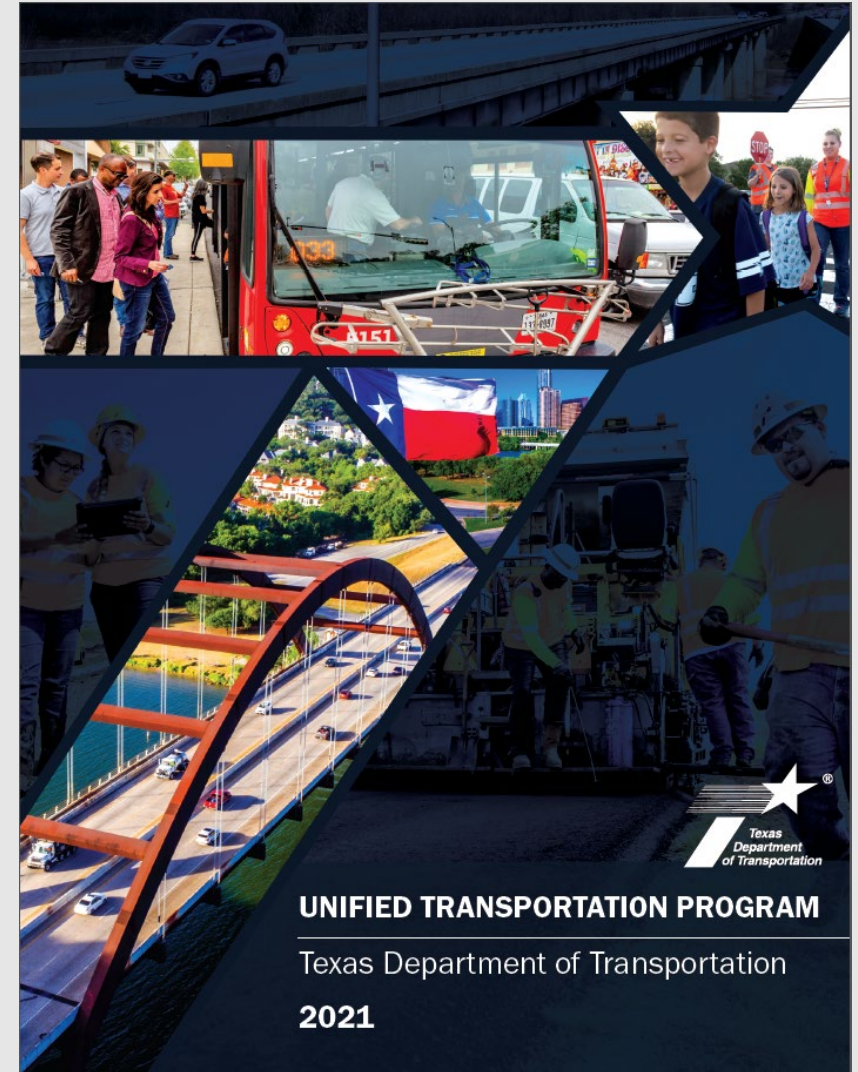
“The funding levels in the UTP are based on a forecast of potential transportation revenue that may be available over the next 10 years. Because funding levels may change in the future, the UTP does not serve as a budget or a guarantee that certain projects will be built. Instead, the plan authorizes TxDOT and local partnering agencies to prepare projects for construction based on a potential future cash flow scenario.”

2021 Unified Transportation Program (page 7)

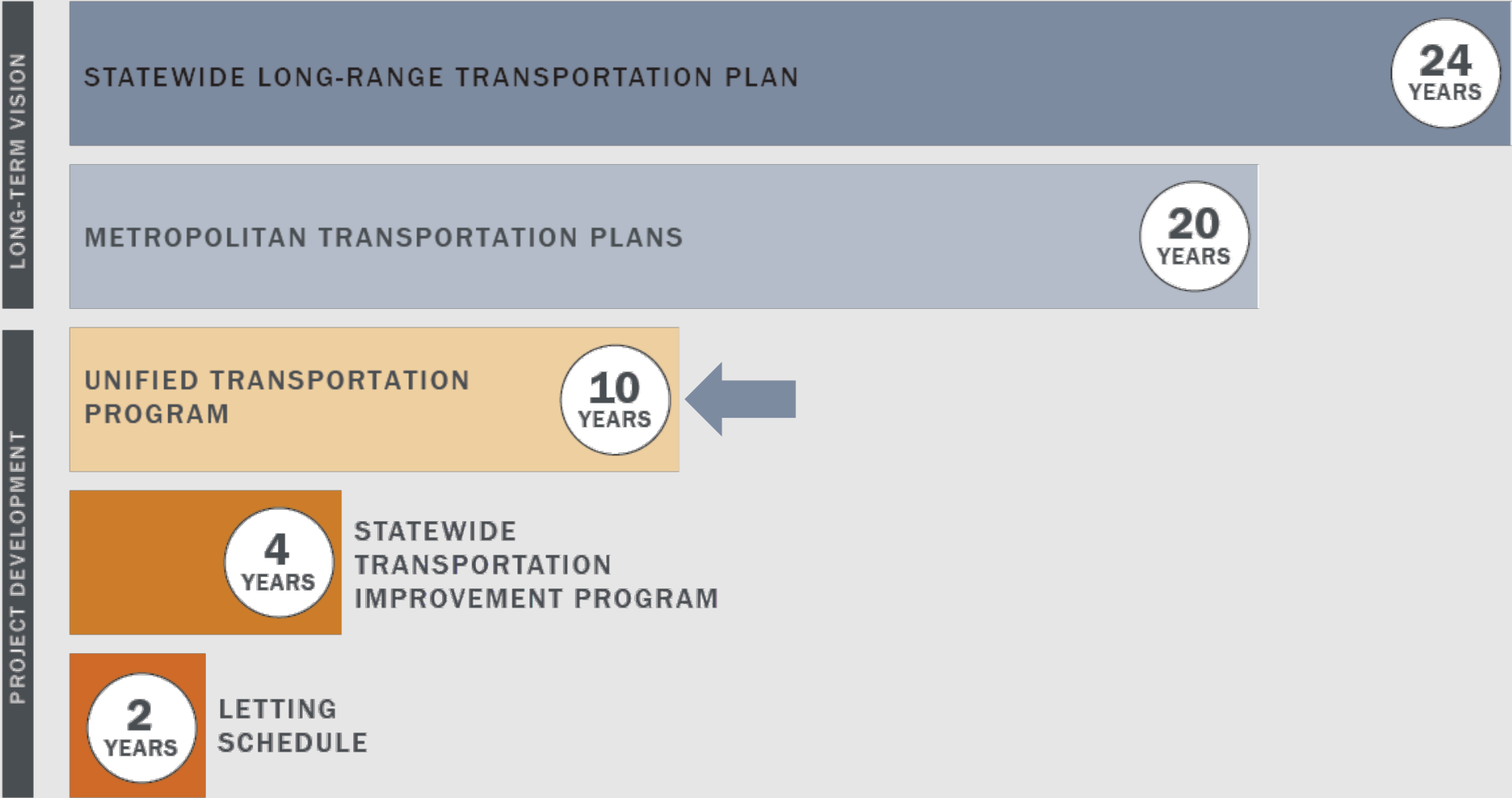
What is the Unified Transportation Program (UTP)?



- TxDOT's 10-year plan that guides the development of transportation projects across the state
- Determines how much transportation funding the state expects to have over the next decade and how to distribute it
- Includes all transportation projects that TxDOT is developing for construction over the next 10 years
- Organized into 12 funding categories that focus on different highway project types or ranges of activities
- Required by state law and approved by the Texas Transportation Commission each year by August 31
- May be updated more frequently if necessary to authorize a major change to one or more funding allocations or project listings.



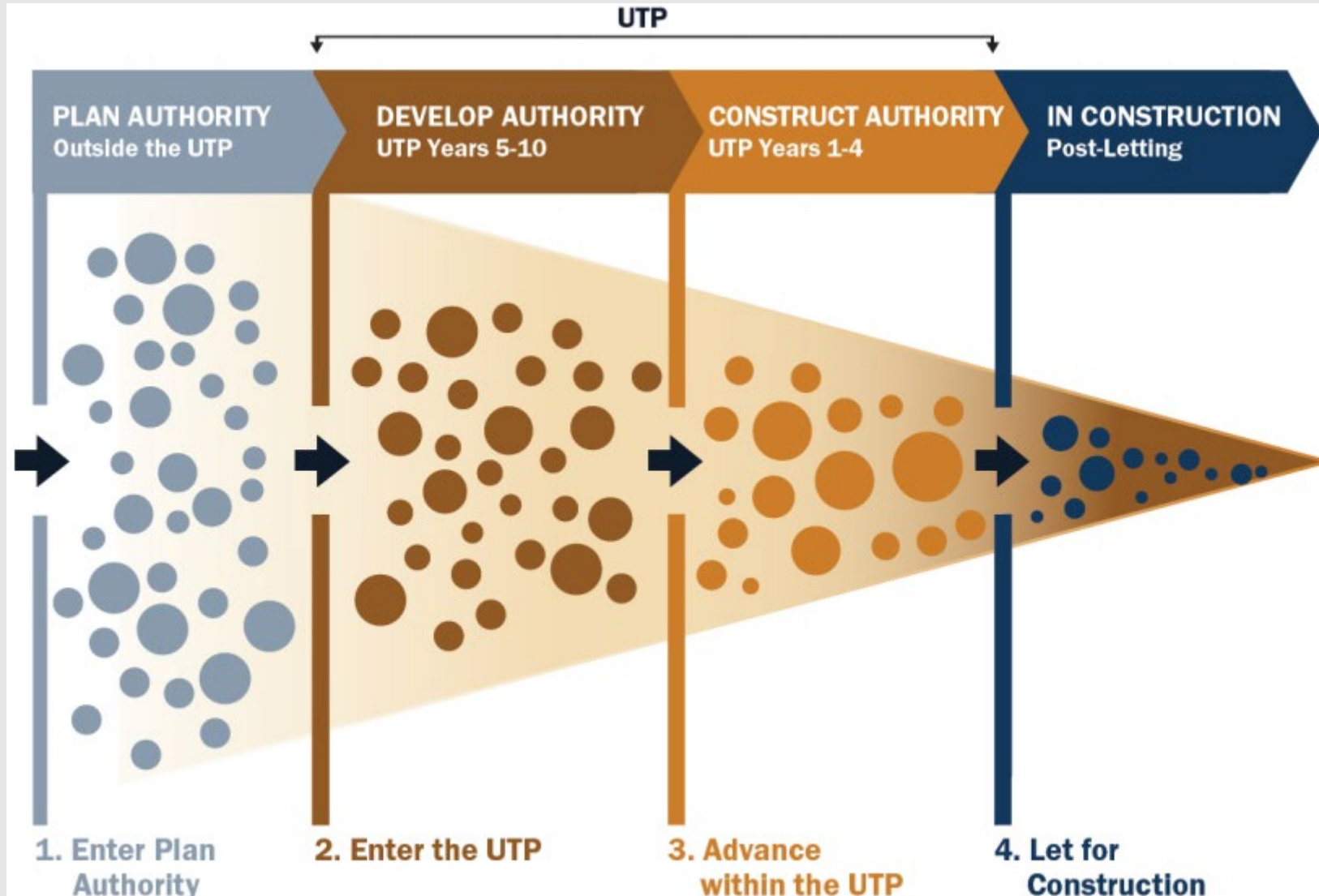
TxDOT Family of Planning and Programming Documents



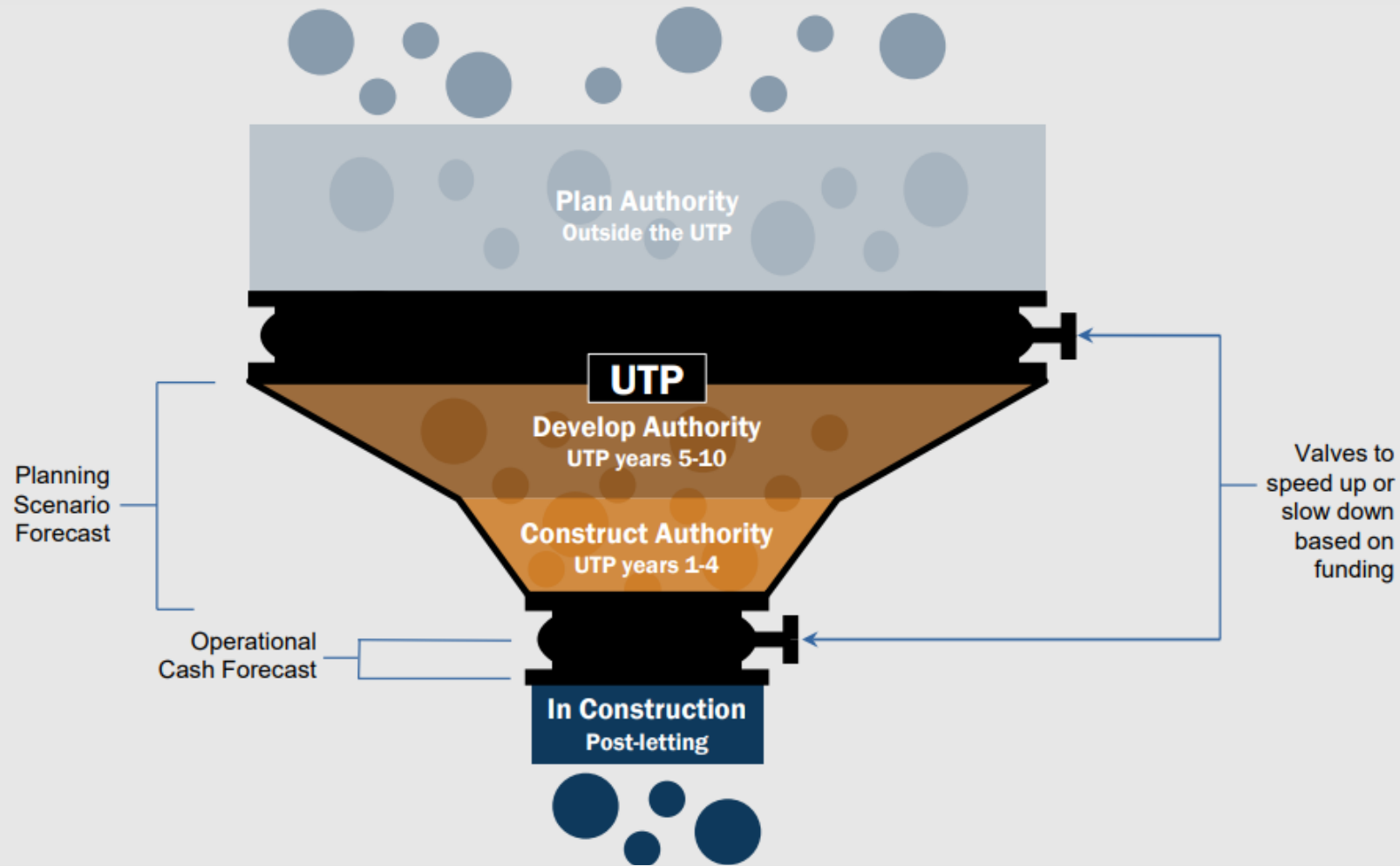
UTP Development Process



How TxDOT Plans: Advancing Projects through the UTP



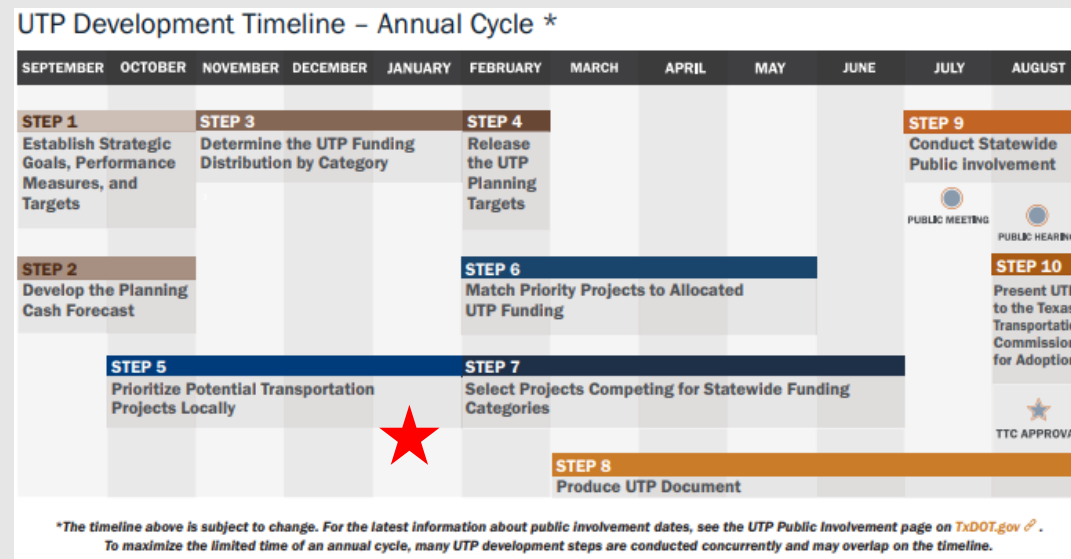
How TxDOT Plans: Managing Development (Constraint)



UTP Development Timeline



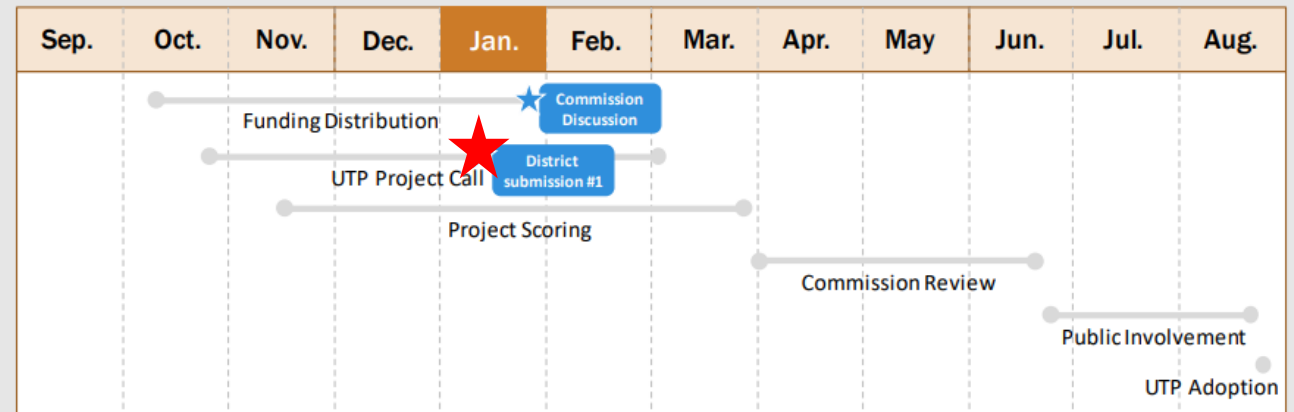
1. Establish Strategic Goals, Performance Measures, and Targets
2. Develop the Planning Cash Forecast
3. Determine the UTP Funding Distribution by Category
4. Release the UTP Planning Targets
5. *Prioritize Potential Transportation Projects Locally*
6. Match Priority Projects to Allocated UTP Funding
7. Select Projects Competing for Statewide Funding Categories
8. Produce UTP Document
9. Conduct Statewide Public Involvement
10. Present the UTP to the Texas Transportation Commission for Adoption



2022 Unified Transportation Program – Austin District



- Determine the UTP Funding Distribution by Category – October to January
- UTP Project Call and Scoring – November to March
 - District to Finalize list of proposed Projects in January
 - Select Projects Competing for Statewide Funding Categories
 - Commission Discussion of statewide submittals
 - Preliminary scoring and results discussed with Districts
 - Final project listing and scoring presented to TxDOT Admin and Texas Transportation Commission
- Commission Review – April to June
- Public Involvement – June to August
 - Draft UTP released to the Public - June
 - Public Meeting - July
 - Public Hearing - July
- UTP Adoption – August
 - UTP presented to the Texas Transportation Commission for Adoption



2022 UTP Project Selection– Austin District



Projects are selected by each TxDOT District, in coordination with their MPO and local partners, and submitted to the Transportation Planning and Programming Division (TPP) and TxDOT Administration for review, statewide scoring, and prioritization. Once projects have been selected at the statewide level, the UTP goes through the public involvement process, before adoption by the Texas Transportation Commission in August of each year.

- The Austin District focused its draft project selection on the following:
 - Funded projects currently showing a funding gap
 - Formally fully funded projects that were deferred for IH 35 Capital Express
 - Projects with committed local funding
 - Project Readiness

2022 UTP DRAFT Project Selection– Austin District

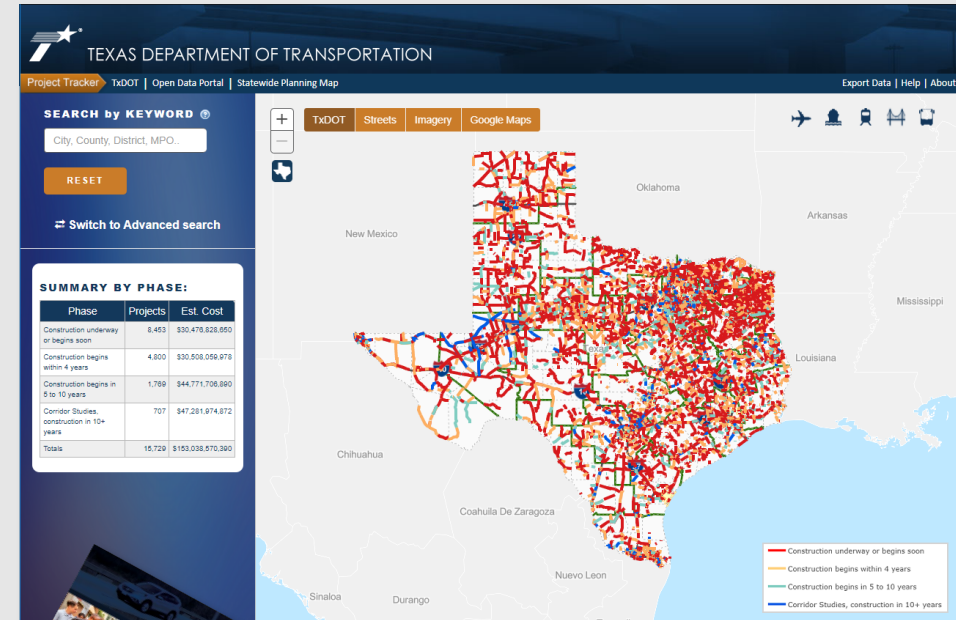


The District is recommending the following DRAFT list of projects for consideration of Category 2M funds below. Submission as a part of this call is not a guarantee of funding. Additional projects are being submitted as part of the project call for other categories of funding.

CSJ	COUNTY	HIGHWAY	PROJECT DESCRIPTION	LIMITS FROM	LIMITS TO	CURRENT AUTHORIZED AMOUNT	CONSTRUCTION ESTIMATE	REQUESTED AMOUNT	Funding changes
0113-13-168	Travis	SL 360	GRADE SEPARATE INTERSECTION	AT COURTYARD DRIVE	.	\$11,000,001	\$49,542,532	\$39,818,530	Request \$38,54,530 in CAT 2
0113-07-072	Hays	US 290	INTERSECTION IMPROVEMENTS	AT TRAUTWEIN ROAD	.	\$0	\$1,260,999	\$1,260,999	Request \$1,260,999 in CAT 2
0151-02-026	Burnet	SH 29	WIDEN WITH CONTINUOUS LEFT TURN LANE AND SHOULDERS	RM 243 NORTH	Williamson County Line	\$0	\$6,231,666	\$6,231,666	Request \$6,231,666 in CAT 2
0252-01-084	Burnet	US 281	ADD RIGHT TURN LANE AT INTERSECTION AND SIGNAL IMPROVEMENTS	RM 1431	.	\$0	\$1,947,396	\$1,947,396	Request \$1,947,396 in CAT 2
2103-01-036	Williamson	RM 2243	EXISTING 2 LANE ROADWAY WITH CENTER TURN LANE TO 4 LANE DIVIDED WITH TRAFFIC SIGNALS AND PEDESTRIAN IMPROVEMENTS	SW Bypass	Norwood Drive	\$0	\$5,517,792	\$5,517,792	Request \$5,517,792 in CAT 2
0265-01-118,etc	Travis	SH 71	ITS DEPLOYMENT	SH 130	Norwood Lane	\$0	\$993,445	\$993,445	Request \$993,445 in CAT 2
0683-02-074, etc.	Travis	RM 620	ITS DEPLOYMENT	PECAN PARK BLVD	SH 71	\$0	\$9,164,646	\$9,164,646	Request \$9,164,646 in CAT 2
3417-01-032, etc	Travis/Williamson	FM 734	ITS DEPLOYMENT	EAST US 290	North SH 45	\$0	\$7,443,649	\$7,443,649	Request \$7,443,649 in CAT 2

Where to Find Project Information?

- The 2021 UTP contains thousands of planned transportation projects in various stages of development
- TxDOT publishes a subset of these projects in the annual UTP document (projects funded in Categories 2, 4, and 12)
- All 8,000-plus projects in all 12 UTP categories can be found on Project Tracker, TxDOT's online project reporting system and interactive map



TxDOT Project Tracker



UTP Document

INFORMATION



ITEM 11: DISCUSSION ON PRIORITIZATION PROCESS FOR DEFERRED PROJECTS

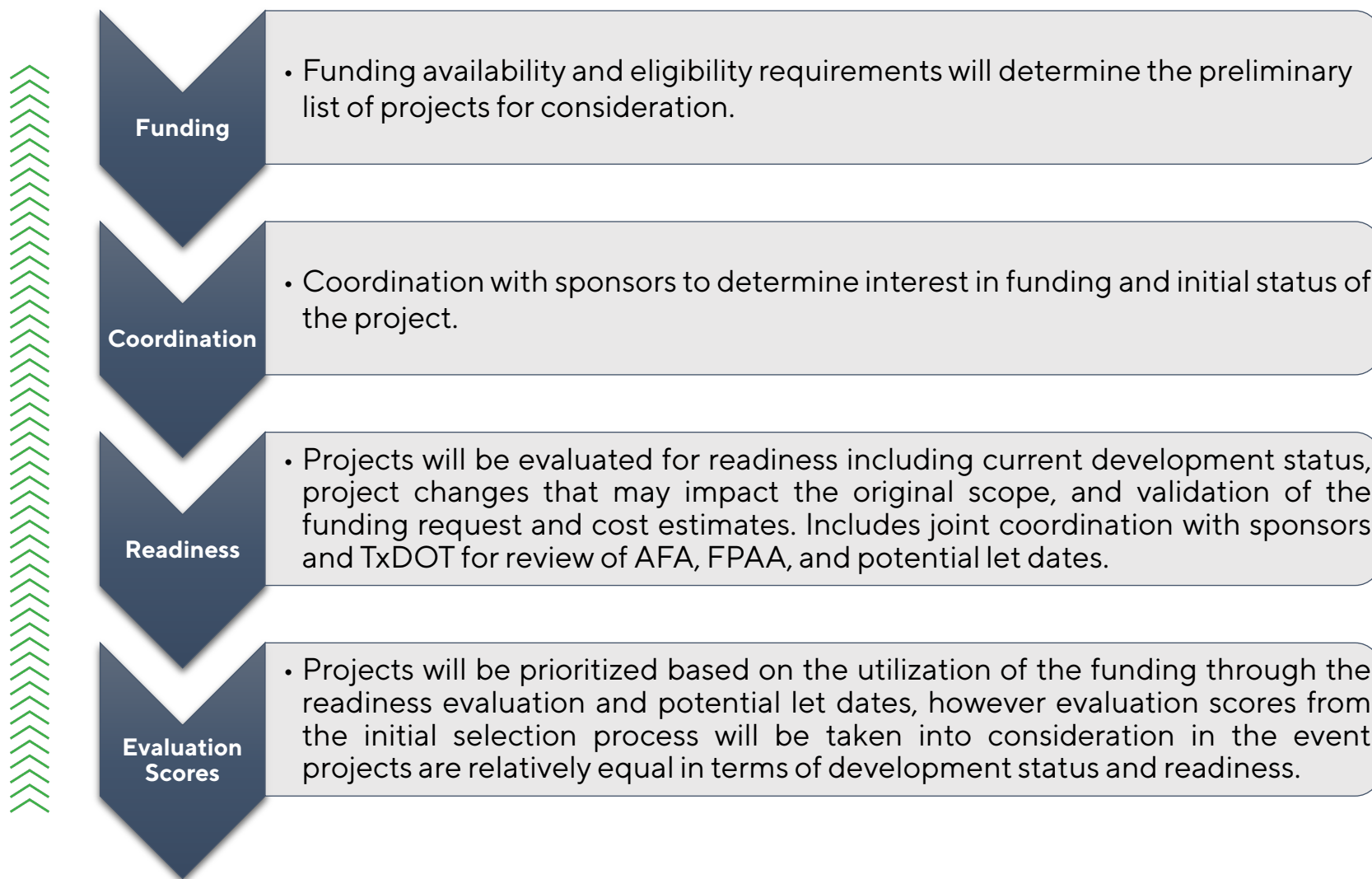




Prioritization Process



Process to prioritize deferred projects for refunding as additional funding becomes available



ITEM 12: DISCUSSION ON CAMPO's TRANSPORTATION DEVELOPMENT CREDIT (TDC) POLICY

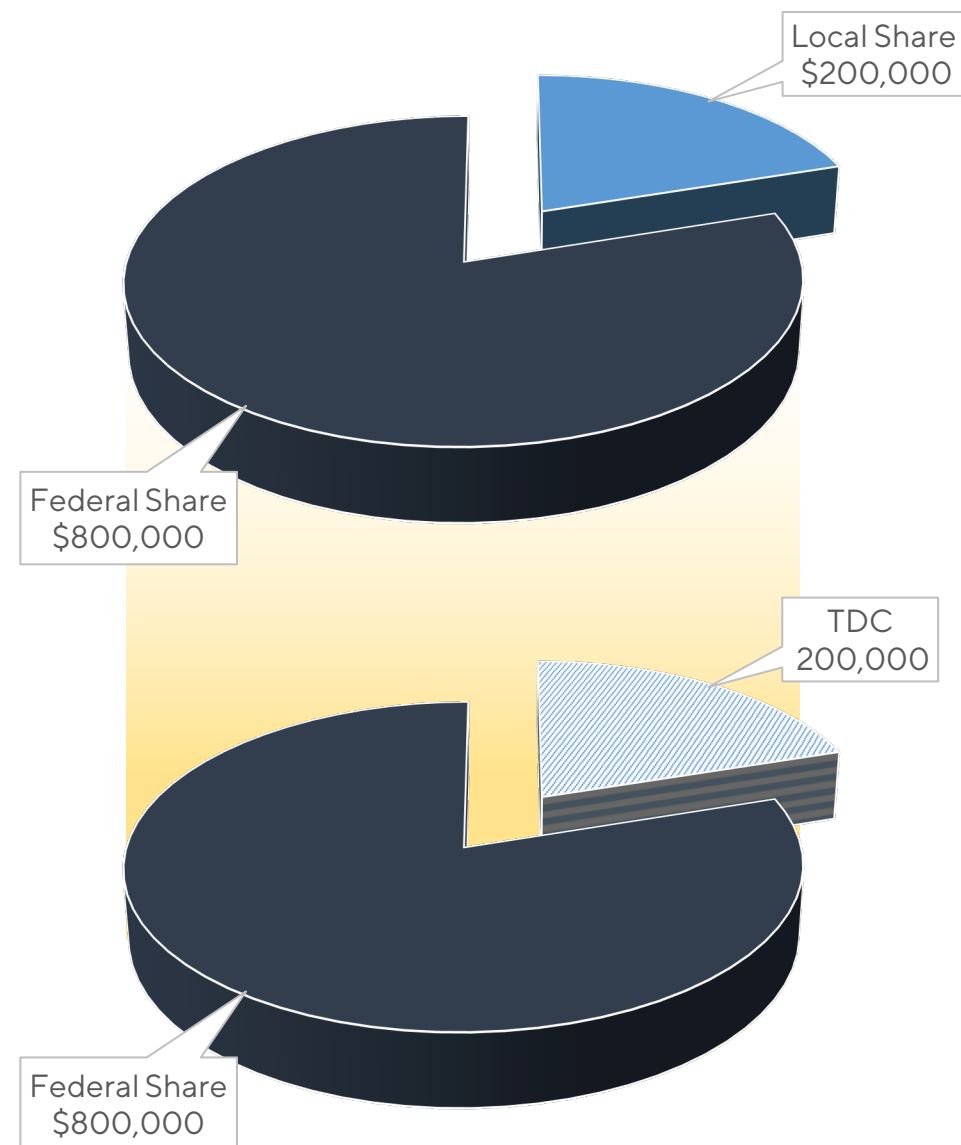




Transportation Development Credits

Transportation Development Credits (TDCs) are a federal finance tool that waives the local match requirements on federally funded projects.

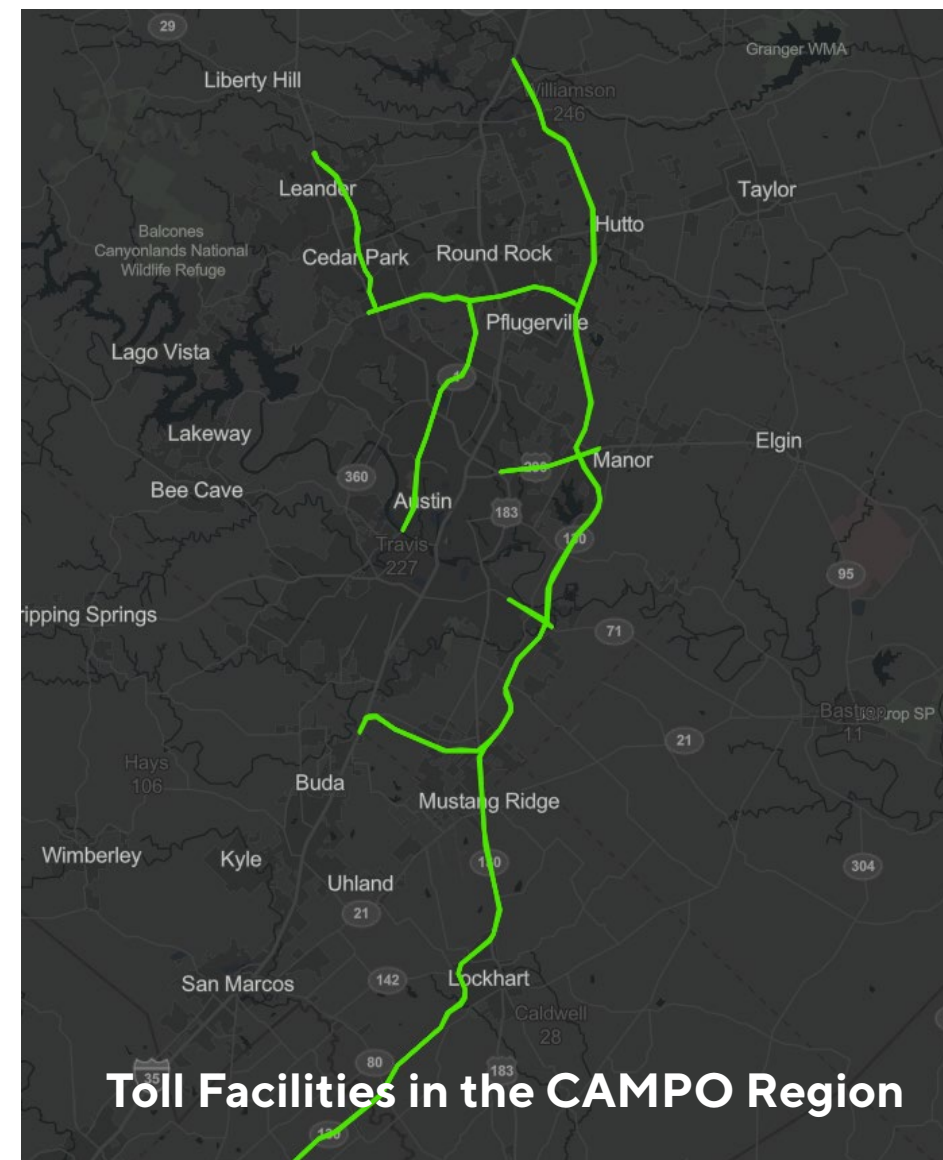
- TDCs are **not cash or additional funding** for a project.
- TDCs only change the federal **reimbursement rate** not the **reimbursement amount**.
- TDCs **do not remove** the obligation of sponsors to **invest local funding** in the transportation system (Maintenance of Effort).
- The **TDC policy** and program **ensures** adherence to federal and state laws, regulations and procedures.





The Texas Transportation Commission has delegated that **75% of TDCs earned** in the state are **allocated to the MPO-region** in which they were earned.

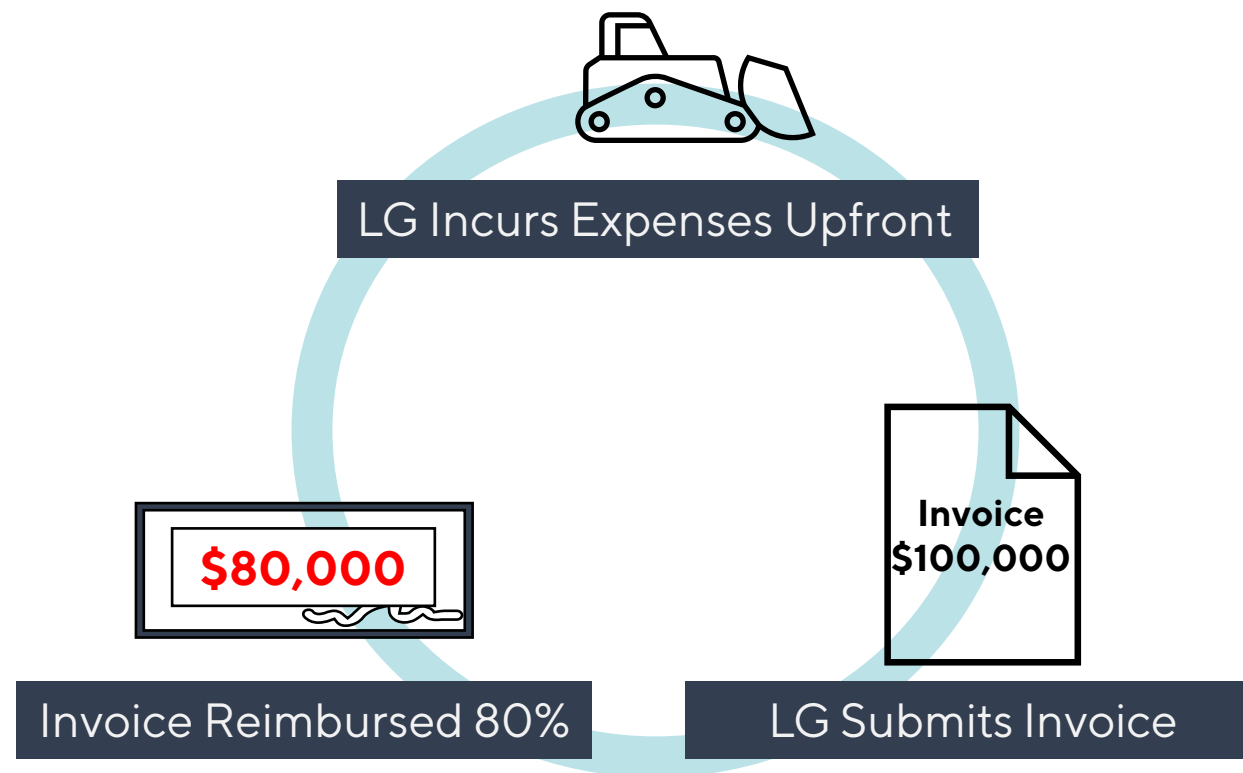
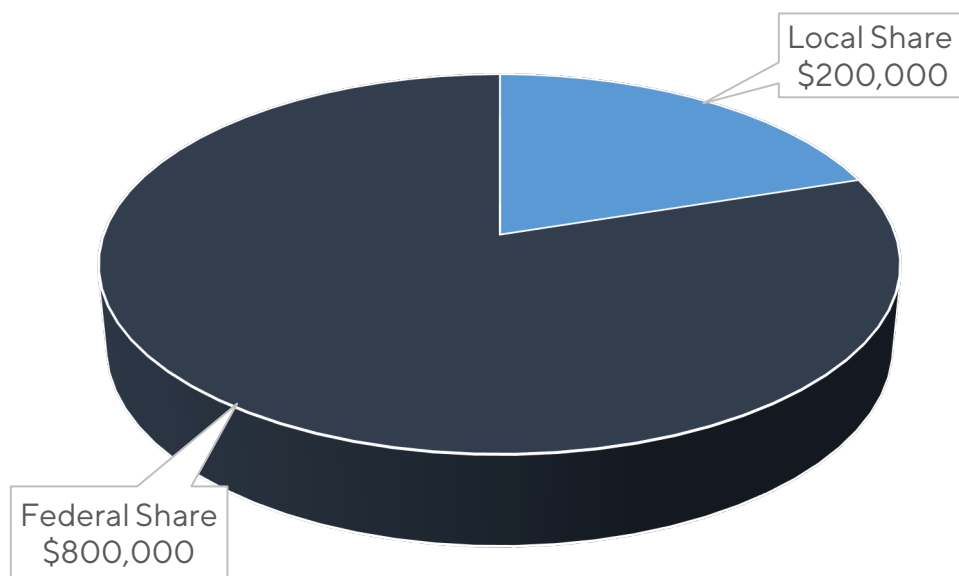
TDC Balances	
CAMPO	789,936,151
HGAC	1,019,625,819
NCTCOG	802,046,951
TxDOT	536,582,841
Nationwide	34,000,000,000





Reimbursement Process

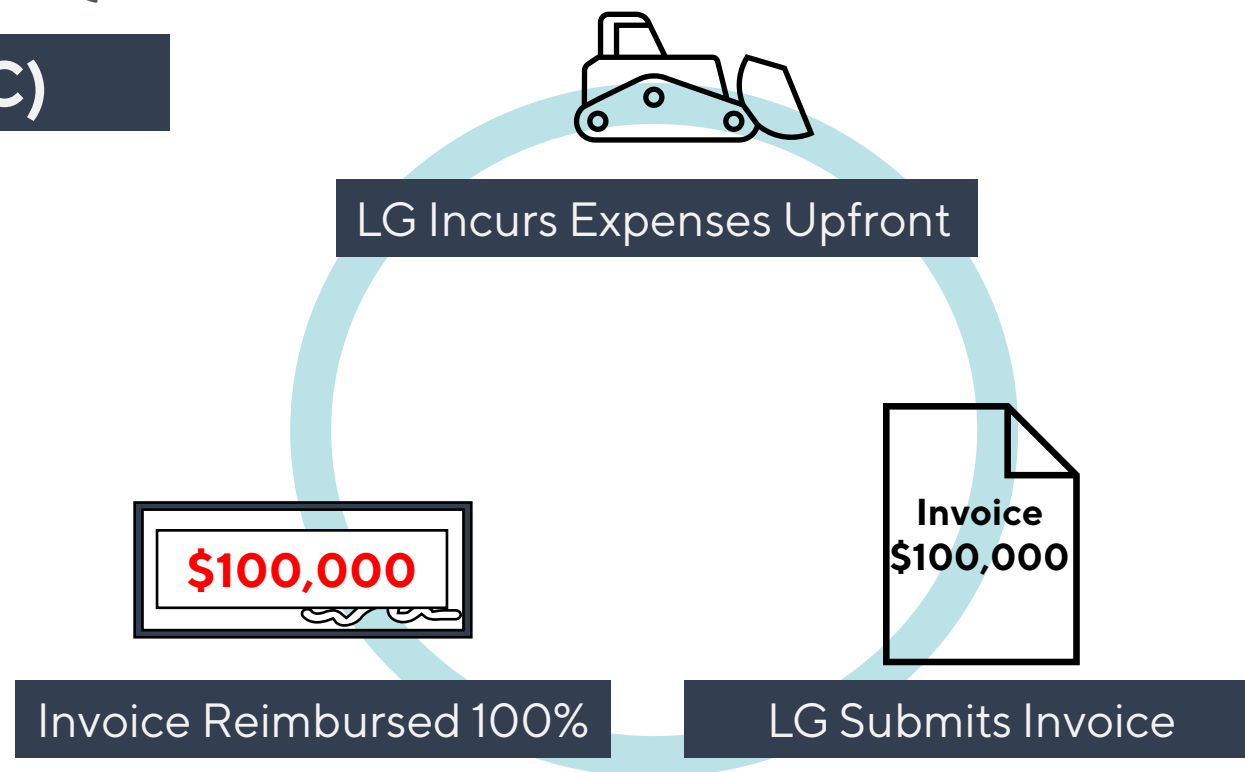
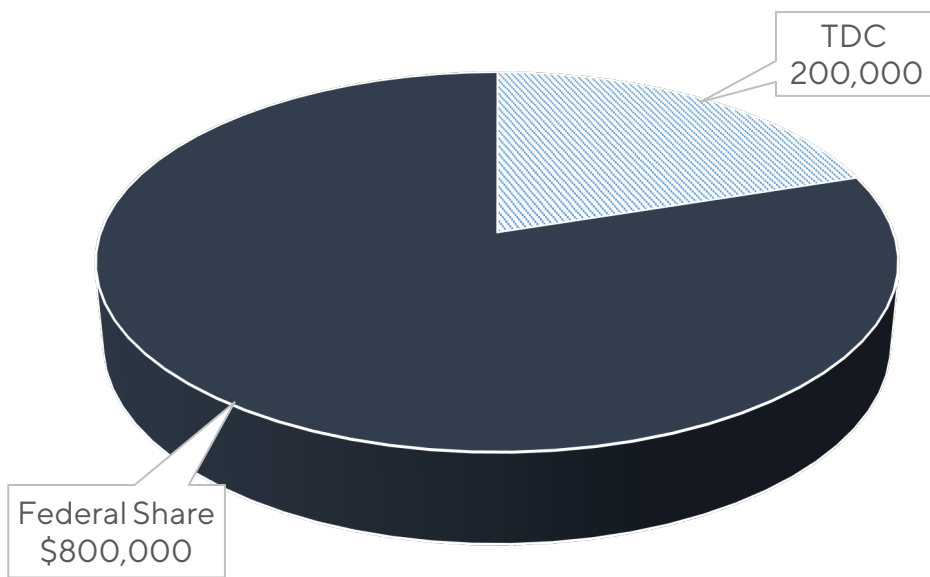
Project Cost: \$1,000,000





Reimbursement Process (with TDC)

Project Cost: \$1,000,000



Applying TDCs to a project changes the **reimbursement rate**, **not** the **reimbursement amount**.

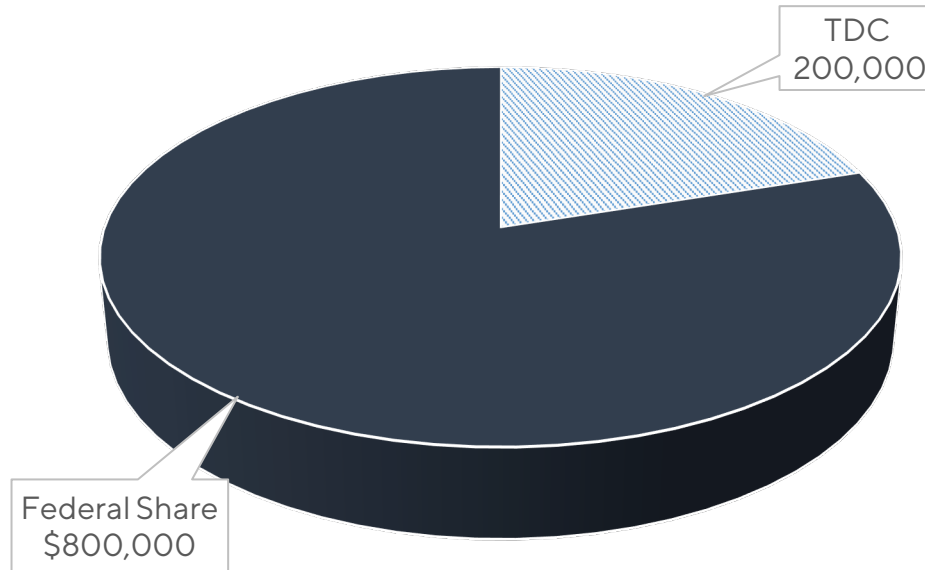
The reimbursement rate goes from **80% per invoice to 100%**, but the **total reimbursement (\$800,000)** does not change.



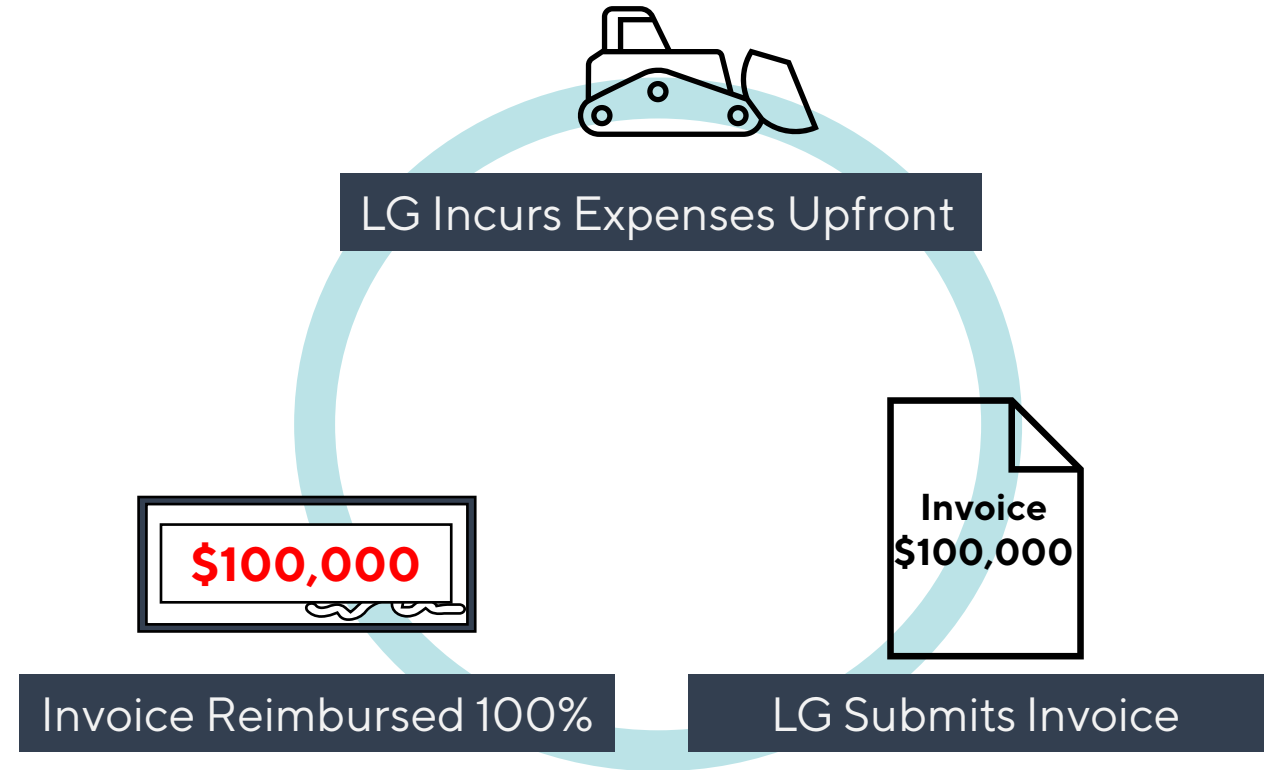
Consequences of Applying TDCs – Scope Reduction

The Local Government **applies** TDCs to the project. To account for the **removal** of local funding from the project, the LG must **reduce** the project cost through a scope reduction.

Project Cost: \$800,000*



*Reduced from \$1,000,000 to \$800,000

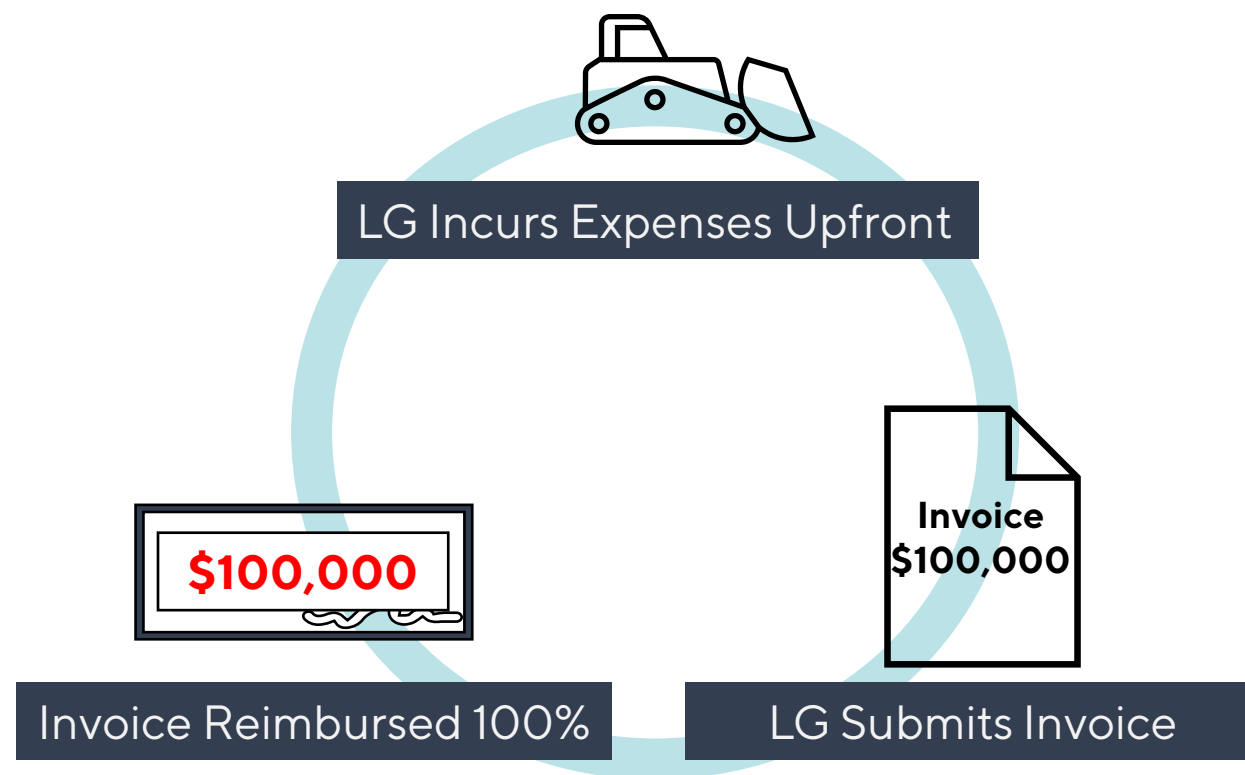
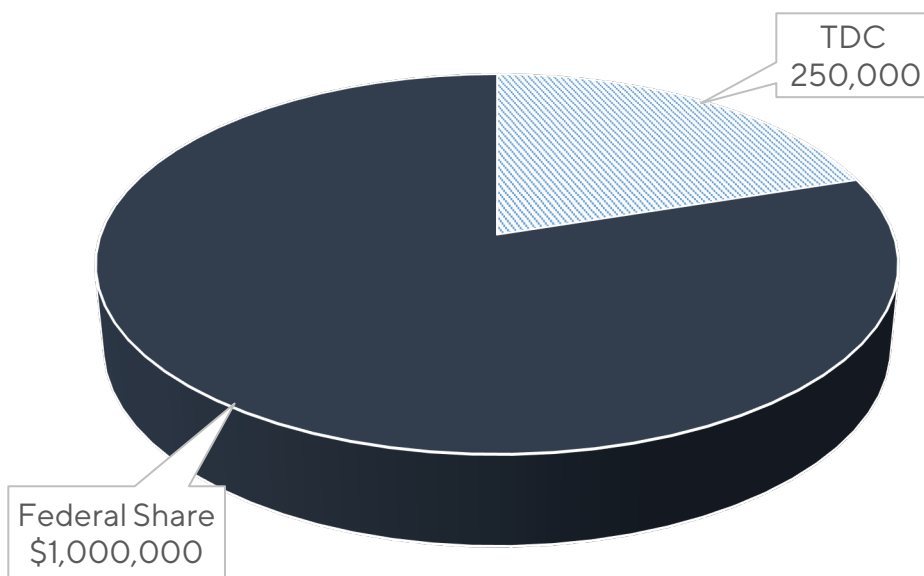




Consequences of Applying TDCs – Increased Federal Funding per Project

The Local Government **increases the federal funding request** to ensure the entire project cost is covered should TDCs be awarded. This **increases the match/maintenance of effort requirement** and **reduces federal funding for other projects**.

Project Cost: \$1,000,000





Consequences of Applying TDCs – Increased Federal Funding per Project

Increasing the federal request and award to account for the use of TDCs **reduces funding availability** for other projects in the region, **concentrating the federal funding on fewer projects.**

Project Call (without TDCs)			
	Federal Award	Local Match	Project Cost
Project 1	\$20,000,000	\$5,000,000	\$25,000,000
Project 2	\$20,000,000	\$5,000,000	\$25,000,000
Project 3	\$20,000,000	\$5,000,000	\$25,000,000
Project 4	\$20,000,000	\$5,000,000	\$25,000,000

Project Call (with TDCs)			
	Federal Award	TDC	Project Cost
Project 1	\$25,000,000	6,250,000	\$25,000,000
Project 2	\$25,000,000	6,250,000	\$25,000,000
Project 3	\$25,000,000	6,250,000	\$25,000,000
Project 4	\$20,000,000	\$5,000,000	\$25,000,000



Consequences of Applying TDCs – Increased Federal Funding per Project

2018 Project Call Scenario Example					
	Federal Award	Local Match	TDC	Total Funding	Projects Unable to Fund*
Project Call (Actual)	\$209,035,013	\$39,121,138	13,137,615	\$248,156,151	Burnet County - RM 1431 Travis County - Lohman Ford
Project Call (Example with application of TDCs to every awarded project)	\$209,035,013	\$0	52,258,753	\$209,035,013	City of Austin - Slaughter Lane City of Austin - William Cannon Round Rock - Kenney Fort Blvd Burnet County - Wirtz Dam Road Williamson County - RM 2243 Caldwell - FM 150/Yarrington Road Georgetown - Williams Drive

*Projects listed are those that did not receive funding in the 2018 project call due to TDCs on higher ranked projects, or those projects that would not have been funded should TDCs been applied to every project automatically.



Transportation Development Credit Policy and Application

TDC Policy		TDC Application - Primary and Secondary (MOE) Project	
Background	Background of the TDC program	Project Information	Basic project information
Overview	Overview of the TDC program	Policy Goals	How the project meets the policy goals
Funding Impact	Analysis of funding impacts with examples	Eligibility	How the project meets eligibility
Goals	Program goals from the state and region	Financial Need	Why the sponsor is requesting TDCs
Eligibility	Federal, state and local eligibility requirements	Implementation	How the sponsor will address funding impacts
Procedures	Administrative process for the TDC program	Supporting Materials	Materials to verify application.

CAMPO is responsible for the TDC program administration and **ensuring** that the application of TDCs to individual projects **adheres** to federal and state laws, regulations and procedures. This is done through the TDC Policy and accompanying application process.





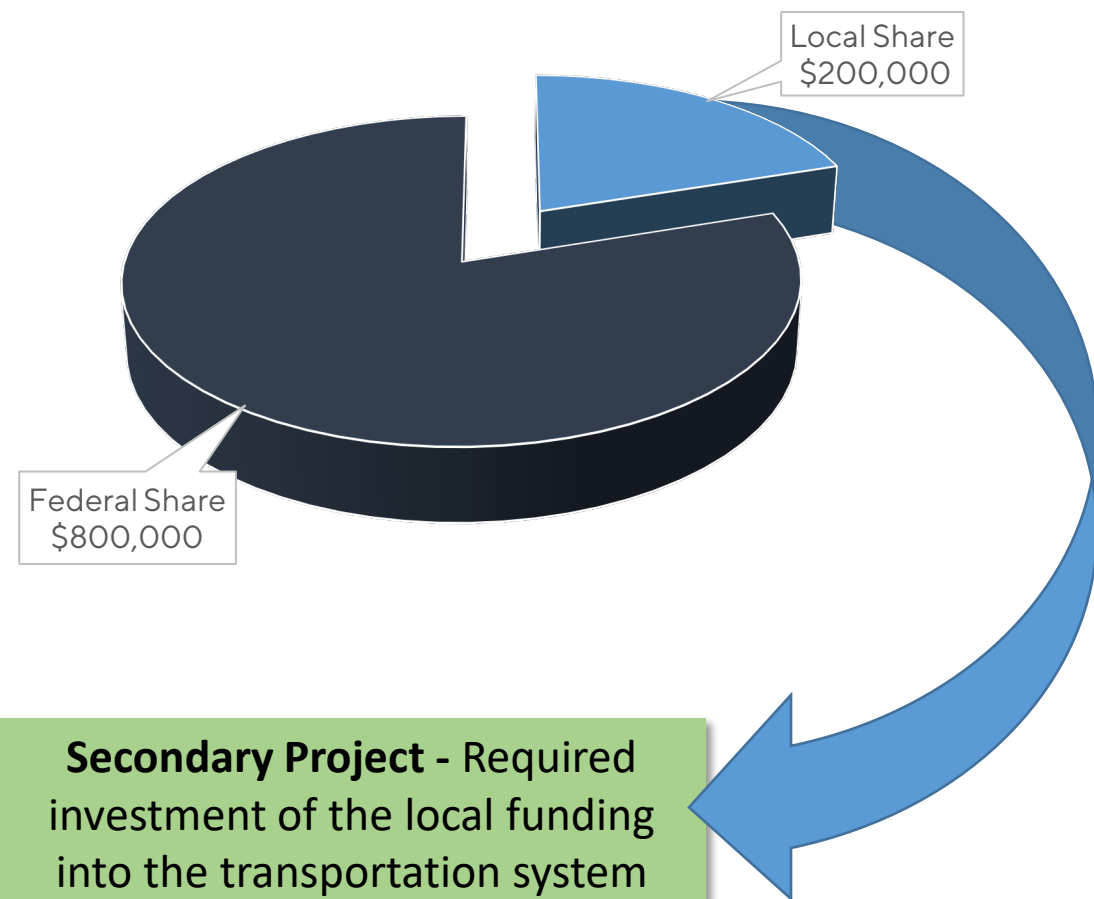
Key Requirement – Maintenance of Effort

23 U.S.C. 120(2) – “The credit for any non-federal share provided under this subsection shall **not reduce nor replace** State funds required to match Federal funds for any program under this title.”

CAMPO evaluates projects on a **case-by-case** basis through the application process and must ensure the local match for the federal funding is currently available and invested in the regional transportation system through a **secondary project**.

For every Transportation Development Credit applied, the Local Government **must invest** a dollar into the transportation system.

Documentation of Maintenance of Effort **compliance** is **required** and **must be provided** to the State and Federal Government before TDCs can be applied to a project.

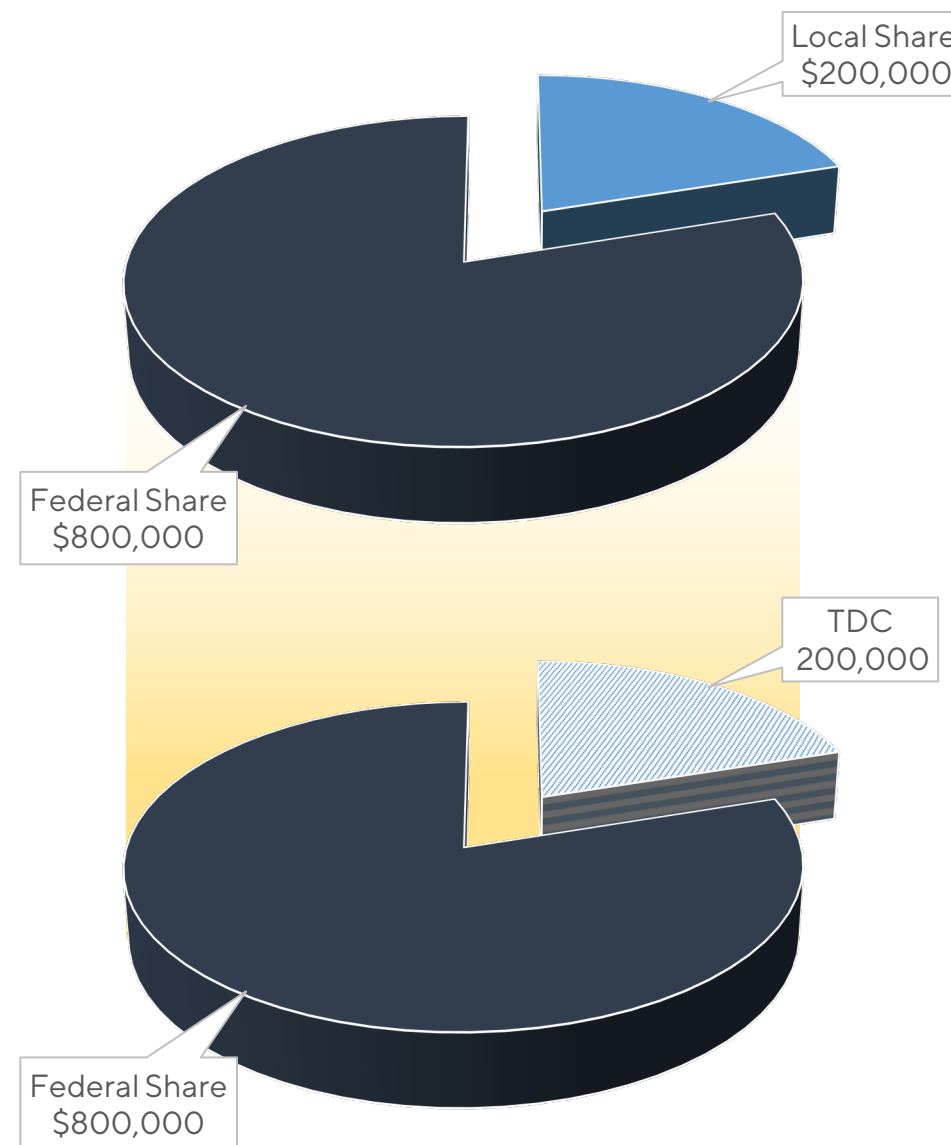




Policy Recommendation

Upon a thorough review and evaluation, staff is **recommending no changes** to the current policy and administrative process.

- **Does not preclude** any eligible sponsors or projects from applying for Transportation Development Credits.
- Provides **no additional restrictions or requirements** on projects or applicants beyond federal and state laws and regulation.
- The policy and process **ensures adherence** to federal and state laws, regulations and procedures **including Maintenance of Effort (MOE)**.
- Allows the Transportation Policy Board to **evaluate projects** and **regional fiscal impacts** on a case-by-case basis.



ITEM 13: EXECUTIVE DIRECTOR'S REPORT ON TRANSPORTATION PLANNING ACTIVITIES



ITEM 14: ANNOUNCEMENTS



Adjournment