

**FY 2020 & 2021**

**UNIFIED PLANNING WORK PROGRAM**

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

Adopted by the Transportation Policy Board: June 10, 2019  
Amended by the Transportation Policy Board: September 9, 2019  
Amended by the Transportation Policy Board: March 9, 2020  
Amended by the Transportation Policy Board: October 12, 2020  
Amended by the Transportation Policy Board: March 8, 2021

# Credit and Disclaimer Statement

Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

- 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 2020- 2021. 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.

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 Compliance
- Appendix F: Certification of Internal Ethics and Compliance

#### FAST Act Planning Factors

FAST Act contains ten broad planning areas that should be considered when developing plans and programs. The work tasks contained in the FYs 2020 - 2021 UPWP have considered the following ten 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;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

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 Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

- 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 Alamo Area MPO (AAMPO) regarding the roles and responsibilities of each MPO concerning this portion of Guadalupe County. CAMPO agrees that staff will meet as needed to review progress of planning efforts to discuss key findings from program activities and to discuss the scope, plans, and implementation of activities. To help ensure continuity of federal and state funds, CAMPO agrees to abide by the methodology and process used to allocate funds to the respective MPOs. CAMPO agrees to abide by the methodology and process currently used to allocate federal transportation planning funds to the respective MPOs. CAMPO agrees to work with the AAMPO to identify the need for corridor projects that cross the CAMPO and AAMPO planning area boundary.

- 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) the committee's purpose is to advise the Transportation Policy Board in its development of the long-range metropolitan transportation plan; the Transportation Improvement Program, including review of and recommendations on candidate projects for the TIP; the Unified Planning Work Program; and other transportation planning activities, as directed by the Transportation Policy Board or CAMPO's Executive Director.

- 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 formed from time-to-time throughout the year as necessary.

CAMPO currently operates with various professional staff positions. The professional staff covers the tasks listed in the UPWP. Depending on the budget and/or work tasks to be completed, CAMPO may employ a varying number of consultants, 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 (TPB), the Texas Department of Transportation (TxDOT), Central Texas Regional Mobility Authority (CTRMA), Capital Metro, Capital Area Rural Transportation System (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 CTRMA, 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 and operations 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 and operation in the urban portion of the study area.

### Counties

Williamson County acts as our fiscal agent and provides support for human resources, benefits, accounting, and information technology.

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

All jurisdiction cities in our planning area have the responsibility for the planning of all roads within their incorporated area 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. These efforts will continue as well.
- E. PLANNING ISSUES AND EMPHASIS** – The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks for FY 2020 and 2021. The Planning Emphasis Areas are:
1. **MAP-21 Implementation - Transition to Performance Planning and Programming:** CAMPO continues to engage in performance-based planning and programming as required by MAP-21 and the FAST Act including the adoption of federal and state performance measures for Safety (PM1), Pavement/Bridge Conditions (PM2), System/Freight Performance (PM3) and Transit Asset Management (TAM). These performance measures are regularly updated, amended, and incorporated into the development of planning products including the Transportation Improvement Program and Regional Transportation Plan. Additionally, project programming and funding efforts undergo a rigorous performance-based evaluation process.

2. Regional Models of Cooperation - Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO and state boundaries:  
CAMPO will continue to 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.
3. Ladders of Opportunity – Access to essential services:  
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 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 Transportation Authority (CMTA) to define performance measures that emphasize these seven federal goals:

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



## II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

- **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.

- **EXPECTED PRODUCTS**

Certified transportation planning process  
Updated or new documents and reports including Public Participation Plan, Limited English Proficiency Plan, and Title VI Plan  
FY 2019 & FY 2020 Single Audit  
Unified Planning Work Program (FYs 2020 & 2021) and amendments  
Unified Planning Work Program (FYs 2022 & 2023)  
FY 2019 & 2020 Annual Project Listing  
FY 2019 & 2020 Annual Performance and Expenditure Report  
New equipment and computer hardware/software

- **PREVIOUS WORK**

Performed general administrative functions  
FY 2018 & 2019 Unified Planning Work Program and amendments  
FY 2017 & 2018 Annual Project Listing  
FY 2017 & 2018 Annual Performance and Expenditure Report  
FY 2017 & 2018 Single Audit  
Updated Public Participation Plan  
Updated Title VI Plan  
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, conferences, workshops and seminars

- **SUBTASKS**

**Subtask 1.1 MPO Staff Work for Task 1.0**

The primary activities which will take place under MPO Staff Work 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 2020 & 2021 Unified Planning Work Program, development of the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL), development of the FY 2022 & 2023 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.

**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):** 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, coordinating efforts to develop the Regional Toll Network Analysis that evaluates the impacts of the regional toll network on the EJ and non-EJ populations (see Task 2.0), 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 (AMPO, APA, ESRI, TransCad, TxDOT, TRB, UT at Austin, CNU, etc). CAMPO will seek prior approval from TxDOT for Out-of-State travel.

**1.1.5 Equipment/Office Space & Computer Hardware/Software :** This activity is for the upgrade/addition of, equipment/office space and computer hardware or software to ensure program efficiency. A description of equipment purchases in excess of \$5,000 will be submitted to the Texas Department of Transportation for approval prior to acquisition. The MPO understands that split costs are not allowed.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	\$3,152,432 PL
Product(s):	Certified transportation planning process; Updated or new documents and reports including Public Participation Plan, Limited English Proficiency Plan, etc.;
	New equipment and computer hardware/software

### **Subtask 1.2 Legal Services – Consultant Work**

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

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	\$150,000 PL
Product(s):	Legal opinion(s) and counsel, as necessary and

appropriate, with prior approval from TxDOT and FHWA

**Subtask 1.3 Audit Costs – Consultant Work**

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

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

**Subtask 1.4 General Planning Consultant – Consultant Work**

**1.4.1 General Planning Consultant**

Consultant to assist in the overall activities related to regional transportation planning such as Regional Transit Study, Bergstrom Spur Study, and Regional Transportation Plan in the CAMPO planning boundary that includes the counties of Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson. Ongoing contract.

Responsible Agency: CAMPO  
 Funding Requirement: \$1,000,000 STP MM and \$250,000 Local

- FUNDING SUMMARY**

**Task 1.0 - FY 2020 & FY 2021**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		STBG		Local		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	
1.1	CAMPO	1,576,216	1,576,216					1,576,216	1,576,216	3,152,432
1.2	CAMPO	90,000	60,000					90,000	60,000	150,000
1.3	CAMPO	25,000	25,000					25,000	25,000	50,000
1.4	CAMPO			860,000	140,000	215,000	35,000	1,075,000	175,000	1,250,000
<b>TOTAL</b>		<b>1,691,216</b>	<b>1,661,216</b>	<b>860,000</b>	<b>140,000</b>	<b>215,000</b>	<b>35,000</b>	<b>2,766,216</b>	<b>1,836,216</b>	<b>4,602,432</b>

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

### III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

- **OBJECTIVE**

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

- **EXPECTED PRODUCTS**

Series of technical reports documenting the ongoing GIS data updates on traffic counts and mapping

Transportation related air quality data collection and analysis, air quality planning and outreach products;

2045 Plan related performance measures

Demographic forecasts and travel demand model for the 2045 Plan updates;

Interactive Web Viewer updates

UrbanSim (Demographic Allocation Tool)

Development 2050 Travel Demand Model

- **PREVIOUS WORK**

Updated demographic forecasts and travel demand model for the 2045 Plan;

2040 Plan related performance measures

Development 2045 Travel Demand Model

Regional Arterial Plan Modeling

UrbanSim (Demographic Allocation Tool)

Interactive Web Viewer – Regional Arterial Plan

- **SUBTASKS**

#### **Subtask 2.1 MPO Staff Work for Task 2.0**

**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, and 2.1.5 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 2045 Plan and 2019-2022 TIP amendments; develop and maintain the interactive web viewer for sharing GIS data on growth and projects; develop maps and materials for work group and public meetings; develop technical memoranda documenting work completed.

**2.1.3** Demographic Forecasting: Run UrbanSim for producing demographic forecasts for 2050 Plan and TIP amendments. Specific activities will include production and review of demographic forecasts to be used for required 2045 Plan. Develop the datasets for running the Allocation Tool for the 2045 Plan.

**2.1.4** Travel Demand Modeling: Run CAMPO's FTA-compliant and time-of-day model. Specific activities will include coordination with TxDOT on development of the new 2020 base year model, performing model runs for the amendments of the 2045 Plan, 2019-2022 TIP and the development of the 2050 Plan; 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** 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. CAMPO is participating in NEPA related studies to facilitate the proper integration of planning outcomes in the environmental process.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$320,176 PL  
Product(s): Technical memoranda, final reports, PEL and NEPA related reports and analyses.

## **Subtask 2.2 GIS, Demographic Forecast, & Travel Demand – Consultant 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. Conduct activities related to the production of the regional employment and population profiles for inclusion in the CAMPO travel demand model and the 2045 toll analysis. Ongoing contract.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Product(s): Interactive Web Viewer, UrbanSim, Development 2045 Travel Demand Model, Model files for development of the 2045 RTA, draft and final 2045 RTA document.

- **FUNDING SUMMARY**

**Task 2.0 - FY 2020 & FY 2021**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5304		Local		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	2020&2021
2.1	CAMPO	160,088	160,088					160,088	160,088	320,176
2.2	CAMPO	-	-					-	-	-
2.3	CAMPO	-	-					-	-	-
<b>TOTAL</b>		160,088	160,088					160,088	160,088	320,176

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

#### IV. TASK 3.0 - SHORT RANGE PLANNING

- **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.

- **EXPECTED PRODUCTS**

2019-2022 TIP Amendments  
Intelligent Transportation Systems (ITS)  
2021-2024 TIP  
Project Selection/Readiness Criteria  
HB20 10 Year Plan  
Performance Measure Development  
Project Tracking  
2021-2024 Project Call

- **PREVIOUS WORK**

Transportation Improvement Program (TIP) FYs 2019 – 2022  
Project Tracking  
Ongoing development of related performance measures  
Congestion Management Process (CMP) Plan  
2019-2022 Project Call

- **SUBTASKS**

##### **Subtask 3.1 MPO Staff Work for Task 3.0**

**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 2019-2022 Transportation Improvement Program, development of the FY 2021-2024 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: \$417,382 PL  
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos, 2019-2022 TIP amendments, 2021-2024 TIP, Congestion Management Process (CMP) Plan

### **Subtask 3.2 Congestion Management – Consultant Work**

**3.2.1** Congestion Management Process 2018 Data Collection and Analysis: This subtask provides support for the CMP through congestion data collection and analysis.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$23,000 PL  
Product(s): Congestion data and analysis, data in GIS format

### **Subtask 3.3 Regional Transportation Demand Management Program– Consultant Work**

#### **3.3.1 Regional Transportation Demand Management Program**

The Regional Transportation Demand Management (TDM) Program will provide TDM services throughout the region with the goal of reducing congestion without adding capacity on the region’s roadway network.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$498,720 STBG 124,680 TDCs  
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos



- FUNDING SUMMARY

Task 3.0 - FY 2020 & FY 2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		STBG		Local		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	
3.1	CAMPO	208,691	208,691					208,691	208,691	417,382
3.2	CAMPO	23,000	-			-		23,000	-	23,000
3.3	CAMPO	-	-	-	498,720			-	498,720	498,720
<b>TOTAL</b>		231,691	208,691	-	498,720	-	-	231,691	707,411	939,102

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

## V. TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN

- **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.

- **EXPECTED PRODUCTS**

Maintenance and amendments of the 2040 Plan

Development of the 2045 Plan

Maintenance of the Coordinated Public Transit – Health and Human Services

Transportation Plan

Performance Measures

- **PREVIOUS WORK**

2040 Regional Transportation Plan Amendments

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

Develop a regional bicycle and pedestrian plan

Regional Active Transportation Plan

Walkability Action Plan

- **SUBTASKS**

### **Subtask 4.1 MPO Staff Work for Task 4.0**

**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 Tasks 4.1, 4.2, and 4.3, review and processing of monthly billings for work related to Tasks 4.1, 4.2, and 4.3, 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 Active Transportation Advisory Committee, conducting planning activities related to bicycle and pedestrian facilities, updating the regional active transportation plan, 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: \$967,616 PL  
Product(s): Planning documents, data sets, contract procurement materials and billing packages, and networks

#### **Subtask 4.2 2045 Metropolitan Transportation Plan**

**4.2.1 2045 Metropolitan Transportation Plan Development - Consultant Work**  
CAMPO contracted a General Planning consultant to assist with the development of the CAMPO 2045 Regional Transportation Plan, including the public involvement and outreach, corridor and project prioritization, and draft plan documents. (see Task 1.4). Ongoing contract.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Product(s): Public participation plan, meeting materials, technical report(s), draft plan documents

#### **Subtask 4.3 Regional Transit Coordination - Related MPO and Consultant Work**

**4.3.1 Regional Transit 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. Contract TBD.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$120,000 FTA 5304  
Product(s): Reports, memos, agendas

**Subtask 4.4 Planning Studies – Other agencies in the CAMPO region (MPO Staff Work is not applicable)**

**4.4.1 RM 2243 Corridor Study**

Feasibility study.

Responsible Agency: TxDOT  
Funding Requirement: \$575,282 State Funds

**4.4.2 Central Texas Turnpike (CTTS) Capital Improvement**

Feasibility study – Central Texas Turnpike System Capital Improvement Plan.

Responsible Agency: TxDOT  
Funding Requirement: \$9,858,734 State Funds

**4.4.3 SH 21 Feasibility Study**

Paint Creek to Burlison CL.

Responsible Agency: TxDOT  
Funding Requirement: \$2,914,780 State Funds

**4.4.4 RM 620 Corridor Study**

Colorado River to US 183 N.

Responsible Agency: TxDOT  
Funding Requirement: \$4,281,752 State Funds

**4.4.5 FM 685 at Kelly Lane Intersection Preliminary Engineering Study**

Analyze near-term and long-range intersection improvement options; including O/D study, geometric possibilities, and cost/benefit concerns.

Responsible Agency: City of Pflugerville  
Funding Requirement: \$140,000 Local Funds

**4.4.6 FM 685/Dessau Corridor Engineering Study**

SH130 to Southern City limits or beyond - Analyze innovative intersection/widening improvement options; including traffic analysis, ROW & geometric possibilities, and cost/benefit concerns.

Responsible Agency: City of Pflugerville  
Funding Requirement: \$140,000 Local Funds

**4.4.7 Rowe Lane Overpass/Rowe Lane Corridor Study**

Heatherwilde to Eastern City Limits - Overpass preliminary engineering study in conjunction with corridor/alignment study from Heatherwilde to SH130 and east of Hodde.

Responsible Agency: City of Pflugerville  
Funding Requirement: \$200,000 Local Funds

#### **4.4.8 Pecan Street Preliminary Engineering Study**

Impact Way to FM 973 - Overpass preliminary engineering study in conjunction with corridor/alignment study through high-growth areas of our ETJ.

Responsible Agency: City of Pflugerville  
Funding Requirement: \$100,000 Local Funds

#### **4.4.9 Pecan Street Preliminary Engineering Study**

Central Commerce to FM 973 - Preliminary engineering study for urbanizing a high-speed 5-lane rural section highway – pedestrian/adjacent schools/downtown.

Responsible Agency: City of Pflugerville  
Funding Requirement: \$100,000 Local Funds

#### **4.4.10 Cele Road Corridor Study**

Weiss Lane to FM 973 - Corridor/alignment study through high-growth areas of our ETJ.

Responsible Agency: City of Pflugerville  
Funding Requirement: \$100,000 Local Funds

#### **4.4.11 Project Connect System Plan Project Development**

Determine modes and alignments and define locally preferred alternatives (LPA) for several high-capacity transit corridors.

Responsible Agency: Capital Metro  
Funding Requirement: \$11,000,000 Local Funds

#### **4.4.12 Public Transportation Origin and Destination Study 2020**

An origin and destination study every five years to collect comprehensive, statistically valid information about public transportation usage in Central Texas to collect more than 10,000 on-board surveys regarding rider's travel patterns.

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

#### **4.4.13 North Lamar / Airport Blvd Grade Separation Design and Environmental**

Conduct the environmental process and develop preliminary and final design for a grade separation of the Capital Metro Red Line at the point where it crosses North Lamar Blvd. The purpose of the project is to develop a feasible design to mitigate the existing rail crossing of North Lamar Blvd. as MetroRail service levels increase over time, requiring additional delays to vehicular traffic including Capital Metro buses.

Responsible Agency: Capital Metro  
Funding Requirement: \$4,697,745 STBG Funds \$1,174,436 Local Funds

#### **4.4.14 Corridor Mobility Development Program**

Assess a specific corridor's mobility and safety deficiencies, and identify a vision for the long-term modernization of the corridor based on anticipated growth and City of Austin transportation policy.

Responsible Agency: City of Austin  
Funding Requirement: \$1,000,000 Local Funds

#### **4.4.15 Austin Core Transportation Plan**

An update to the 2002 Downtown Access and Mobility Plan. It will serve as a decision-making tool for transportation planning, project development, operations, and demand management, with the goal of making decisions more transparent and predictable for all stakeholders. Outcomes include the identification of TDM strategies, multimodal projects, priority segments, and spatial needs to support mobility to, from, and within downtown for all users.

Responsible Agency: City of Austin  
Funding Requirement: \$350,000 Local Funds

#### **4.4.16 Five Year Strategic Plan for Transit Service**

The plan will provide detailed goals, strategies, and action steps required to seamlessly integrate the existing City of San Marcos and Texas State University public transit systems, including administration, operations and maintenance, financing, and route structures, into one coordinated public transit system to serve the San Marcos urbanized area.

Responsible Agency: City of San Marcos  
Funding Requirement: \$96,000 FTA 5304 \$60,000 FTA 5307 \$24,000 Local Funds \$19,200 TDCs

#### **4.4.17 Transit Master Plan Update**

The plan will provide for an understanding of major activity centers where transit service matters most in terms of accessing employment, housing and addressing travel demand management needs. The plan will also evaluate and provide recommendations to determine what new transit options may be available to lower costs while increasing mobility. Such options may include additional commuter service, park and rides, Microtransit or other on-demand services to provide high frequency connections and improve mobility for Round Rock residents.

Responsible Agency: City of Round Rock  
Funding Requirement: \$200,000 FTA 5307 \$50,000 Local Funds

#### **4.4.18 North Lamar/Guadalupe/Riverside Fixed Guideway Corridor Station Area Plans, Value Capture Tools and other Innovative Financing tools, and equitable TOD Station Area Zoning**

The study will focus on a ¼-mile on both sides of the alignment and a ½-mile around proposed stations along the proposed North Lamar/Guadalupe/Riverside Fixed Guideway Corridor. The final product of this equitable TOD study will result in a North Lamar/Guadalupe/Riverside Fixed Guideway Corridor Plan, which will include Station

Area Plans, Value Capture and other Innovative Financing tools, and TOD zoning regulations to be adopted by project partners to guide equitable TOD development within the corridor.

Responsible Agency: Cap Metro  
 Funding Requirement: \$900,000 FTA 20005(b) \$225,000 Cap Metro Local Funds

- FUNDING SUMMARY

### Task 4.0 - FY 2020 & FY 2021

Sub task	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5304		FTA Sect. 5307		FTA Sect. 20005(b)		STBG		STATE		LOCAL		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	
4.1	CAMPO	483,808	483,808													483,808	483,808	967,616
4.2	CAMPO	-	-													-	-	-
4.3	CAMPO			25,000	95,000	-	-									25,000	95,000	120,000
4.4	OTHER AGENCIES	-	-	96,000		60,000	200,000		900,000	4,697,745	-	17,630,548	-	14,828,436	275,000	37,312,729	1,375,000	38,687,729
	<b>TOTAL</b>	483,808	483,808	121,000	95,000	60,000	200,000	-	900,000	4,697,745	-	17,630,548	-	14,828,436	275,000	37,821,537	1,953,808	39,775,345

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

## VI. TASK 5.0 - SPECIAL STUDIES

- **OBJECTIVE**

To conduct special studies of transportation facilities and/or corridors and transportation-related topics and to implement specialized studies. Includes the assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

- **EXPECTED PRODUCTS**

Continued analysis of corridors in the region  
Regional Transit Plan  
FM 150 /Yarrington Road Corridor Study and Schematic Development  
Bergstrom Spur  
San Marcos Platinum Planning Study  
FM 1626/RM 967 Intersection  
Garlic Creek Parkway  
US 290/RM 12 & Mercer District

- **PREVIOUS WORK**

Regional Arterial and MoKan/Northeast Subregional  
US 183 Luling Relief Route Alternative Analysis  
Regional Incident Management Plan  
Regional Transportation Demand Management (TDM) Study

- **SUBTASKS**

### Subtask 5.1 MPO Staff Work for Task 5.0

**5.1.1 General Activities:** This subtask allows for MPO staff support for activities related to special transportation planning studies in Subtask 5.1 and 5.2. Specific activities will include participating in special studies. MOU/MOA or other similar documents will be developed to address specific written provision for cooperatively developing and sharing information related to transportation performance data; selection of performance targets; reporting performance targets; reporting and tracking progress.

Responsible Agency:	CAMPO
Funding Requirement:	\$158,990 PL
Product(s):	Contract procurement materials and billing packages, meeting packages and materials, technical memos



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

**~~5.2.1 Regional Transit Study (Study included in SubTask 1.4.1)~~**

~~Develop a long range planning strategy for a network of potential regional high capacity transit services and supporting infrastructure for the CAMPO six county region. Contract TBD.~~

~~Responsible Agency: CAMPO~~

~~Funding Requirement: \$500,000 STBG \$150,000 Local Funds~~

**5.2.2 FM 1626/RM 967 Intersection**

Lane use and transportation nodal analysis. Contract TBD.

Responsible Agency: CAMPO and City of Buda

Funding Requirement: \$160,000 STBG and \$40,000 Local Funds

**5.2.3 Garlic Creek Parkway**

Corridor and connectivity analysis. Contract TBD.

Responsible Agency: CAMPO and City of Buda

Funding Requirement: \$280,000 STBG and \$70,000 Local Funds

**~~5.2.4 Bergstrom Spur (Study included in SubTask 1.4.1)~~**

~~Feasibility analysis of an abandoned rail corridor. Contract TBD.~~

~~Responsible Agency: CAMPO and City of Austin~~

~~Funding Requirement: \$280,000 STBG \$70,000 Local Funds~~

**5.2.5 US 290/RM 12 & Mercer District**

Land use, corridor and node analysis. Contract TBD.

Responsible Agency: CAMPO and City of Dripping Springs

Funding Requirement: \$360,000 STBG \$90,000 Local Funds

**5.2.6 San Marcos Platinum Planning Study**

Land use, corridor and node analysis. Contract TBD.

Responsible Agency: CAMPO and City of San Marcos

Funding Requirement: \$800,000 STBG \$200,000 Local Funds

**5.2.7 FM 150/Yarrington Road Corridor Study and Schematic Development**

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

Contract TBD.

Responsible Agency: CAMPO and Caldwell County

Funding Requirement: \$1,725,000 STBG and 431,250 Local Funds

### 5.2.8 Regional Arterial and MoKan/Northeast Subregional

Needs analysis of the regional arterial system for current and future demand and to improve mobility for people and goods.

Responsible Agency: CAMPO  
 Funding Requirement: \$215,400 PL \$185,900 State

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

#### 5.3.1 MoKan Transportation Corridor Feasibility Study – Segment 2

Study is to assist in the mission of corridor preservation and to identify future operations for this segment of the regionally significant transportation corridor.

Responsible Agency: City of Round Rock  
 Funding Requirement: \$2,000,000 STBG 500,000 TDCs

#### 5.3.2 DFW to Monterrey High Speed Rail Study

The effort to build high-speed trains connecting Dallas, Arlington, and Forth Worth – and eventually Waco, Austin, Laredo and possibly Monterrey, Mexico.

Responsible Agency: NCTCOG  
 Funding Requirement: \$300,000 STBG 200,000 Local

- FUNDING SUMMARY**

### Task 5.0 - FY 2020 & 2021

Sub task	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		STBG		Local		State		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	
5.1	CAMPO	79,495	79,495	-	-	-	-	-	-	79,495	79,495	158,990
5.2	CAMPO	215,400	-	1,429,000	1,896,000	286,000	114,000	257,150	360,000	2,187,550	2,370,000	4,557,550
5.3	OTHER Agencies	-	-	2,300,000	-	200,000	-	-	-	2,500,000	-	2,500,000
<b>TOTAL</b>		294,895	79,495	3,729,000	1,896,000	486,000	114,000	257,150	360,000	4,767,045	2,449,495	7,216,540

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

**VII. BUDGET SUMMARY** - Include the following table which provides a summary of all funding requirements for this UPWP by task and source. Include sources of funding (including carryovers).

**BUDGET SUMMARY - FY 2020 & 2021**

UPWP Task	Description	TPF <sup>1</sup> Funds	FTA Sect. 5304	FTA 5307	FTA Sect. 20005(b)	STBG	Local Funds	STATE	Total Funds
1.0	Administration-Management	3,352,432		-		1,000,000	250,000		4,602,432
2.0	Data Development and Maintenance	320,176	-	-		-	-		320,176
3.0	Short Range Planning	440,382		-		498,720	-		939,102
4.0	Metropolitan Transportation Plan	967,616	120,000						1,087,616
4.4	MTP (other agencies)		96,000	260,000	900,000	4,697,745	15,103,436	17,630,548	38,687,729
5.0	Special Studies	374,390	-	-		5,625,000	600,000	617,150	7,216,540
TOTAL		5,454,996	216,000	260,000	900,000	11,821,465	15,953,436	18,247,698	52,853,595

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

Combined Transportation Planning Funds <sup>2</sup>	\$5,126,596
Estimated Unexpended Carryover	\$ 328,400
<b>TOTAL TPF</b>	<b>\$5,454,996</b>

<sup>2</sup> Estimate based on prior years' authorizations