



TECHNICAL ADVISORY COMMITTEE MEETING

Monday, May 17, 2021
2:00 p.m.

Held remotely online and by phone in accordance with local and state Stay at Home Orders
Livestream at: www.campotexas.org

PURSUANT TO CODE, AND IN CONJUNCTION WITH THE GUIDANCE AND PROVISIONS SECTIONS 551.125 & 551.127 OF THE TEXAS GOVERNMENT PROVIDED BY THE GOVERNOR OF TEXAS IN THE DECLARATION OF DISASTER ENACTED MARCH 13, 2020, MEMBERS OF THE TECHNICAL ADVISORY COMMITTEE MAY BE PARTICIPATING REMOTELY IN COMPLIANCE WITH THE TEXAS OPEN MEETINGS ACT, AS TEMPORARILY MODIFIED BY THE GOVERNOR, AND POLICY BOARD BYLAWS.

AGENDA

- 1. Certification of Quorum – Quorum requirement is 13 members
..... Ms. Laurie Moyer, P.E., Chair

ACTION:

- 2. [Approval of April 19, 2021 Meeting Summary](#).....Mr. Chad McKeown, CAMPO
Mr. McKeown will seek TAC approval of the April 19, 2021 meeting summary.
- 3. [Recommendation on 2022-2023 Unified Planning Work Program \(UPWP\)](#)
.....Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will seek a recommendation for Transportation Policy Board approval of the UPWP for fiscal years 2022-2023.
- 4. [Recommendation on Amendments to Transportation Improvement Program \(TIP\) and 2045 Regional Transportation Plan \(RTP\)](#).....Mr. Ryan Collins, CAMPO
Mr. Collins will seek a recommendation for Transportation Policy Board approval of proposed amendments to the TIP and 2045 RTP

INFORMATION:

- 5. [Update on Oak Hill Parkway Project](#).....Ms. Christiana Astarita, P.E., TxDOT
Ms. Astarita will provide an update on the status of TxDOT's Oak Hill Parkway Project on US 290 and SH 71.

Persons with Disabilities:

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

6. [Update on I-35 Capital Express Program](#).....Ms. Heather Ashley-Nguyen, P.E., TxDOT
Ms. Ashley-Nguyen will provide an update on the I-35 Capital Express Program, including the North, Central, and South sections.
7. [Discussion on Regional Transportation Statistics and Metrics Dashboard](#)
.....Mr. Nirav Ved, CAMPO
Mr. Ved will facilitate discussion on the Regional Transportation Statistics and Metrics Dashboard.
8. [Discussion on Formation of Transportation Demand Management \(TDM\) Subcommittee](#)
.....Mr. Ashby Johnson, CAMPO
Mr. Johnson will discuss the formation of a Transportation Demand Management (TDM) Subcommittee to guide the implementation of CAMPO’s TDM plan.
9. Report on Transportation Planning Activities
10. TAC Chair Announcements
 - Next TPB Meeting – June 14, 2021
 - Next TAC Meeting – June 21, 2021
11. Adjournment

Persons with Disabilities:

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



**Capital Area Metropolitan Planning Organization
Technical Advisory Committee Meeting**

**Held remotely online and by phone in accordance with local and state Stay at Home Orders
Livestream at: www.campotexas.org**

**Meeting Minutes
April 19, 2021**

1. Certification of Quorum..... Chair Laurie Moyer

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:03 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Robert Spillar	City of Austin	N	Eric Bollich
4.	Tom Gdala	City of Cedar Park	Y	
5.	Will Parrish	City of Georgetown	Y	
6.	Ross Blackketter	City of Leander	Y	
7.	Emily Barron	City of Pflugerville	Y	
8.	Gary Hudder, Vice Chair	City of Round Rock	Y	
9.	Laurie Moyer, Chair	City of San Marcos	Y	
10.	Bastrop County	Bastrop County	Y	Carolyn Dill
11.	David Harrell	Bastrop County (Smaller Cities)	N	
12.	Greg Haley	Burnet County	N	
13.	Mike Hodge	Burnet County (Smaller Cities)	N	
14.	Will Conley	Caldwell County	Y	

15.	Dan Gibson	Caldwell County (Smaller Cities)	N	
16.	Jerry Borcharding	Hays County	N	
17.	John Nett	Hays County (Smaller Cities)	N	Chad Gilpin
18.	Charlie Watts	Travis County	Y	
19.	Amy Pattillo	Travis County (Smaller Cities)	Y	
20.	Bob Daigh	Williamson County	Y	
21.	Samuel Ray	Williamson County (Smaller Cities)	N	
22.	David Marsh	CARTS	N	Ed Collins
23.	Mike Sexton	CTRMA	Y	
24.	Sharmila Mukherjee	Capital Metro	N	
25.	Heather Ashley-Nguyen	TxDOT	N	

2. Approval of the March 22, 2021 Meeting Summary

..... Chair Laurie Moyer, Chair

The Chair opened the floor for comments or revisions to the March 22, 2021 meeting summary.

Hearing none, the Chair entertained a motion for approval of the minutes for the March 22, 2021 meeting, as presented.

Mr. Ed Collins moved for approval of the minutes for the March 22, 2021 meeting, as presented.

Mr. Gary Hudder seconded the motion.

The Committee voted and the motion prevailed unanimously.

3. Presentation of Capital Metro Project Connect Locally Preferred Alternative (LPA) and Potential Amendment to Transportation Improvement Program (TIP)

.....Mr. David Couch, Capital Metro

Mr. David Couch, Program Officer of Project Connect provided an overview of Capital Metro’s Project Connect LPAs that were selected in June 2020. Mr. Couch identified investments for the major components of the program and discussed its sequence plan.

Mr. Couch briefly discussed the design, service, and comparison of potential travel time for single occupancy vehicles (SOV) for Capital Metro’s Blue Line and Orange Line LPAs. Mr. Couch also highlighted the MetroRapid LPA. The presentation included a summary of program updates on the Blue and Orange Lines’ field and engineering activities. A summary of program updates on the Red Line, MetroRapid & Pick-up Service was also included in the presentation.

Mr. Couch informed the Committee that agency scoping meetings were held for the Blue Line and Orange Line LPAs in preparation to begin archeological and environmental investigations. A question and answer with comments concluded the presentation.

Mr. Ashby Johnson, CAMPO Executive Director informed the TAC of the significance of the Capital Metro Project Connect LPAs presentation in preparation for upcoming Transportation Policy Board action on an amendment to the RTP.

The Chair recommended that this item return for action at its May meeting.

Mr. Johnson confirmed that an amendment to the RTP will also be presented at the May meeting

4. Presentation of Draft 2022-2023 Unified Planning Work Program (UPWP)

.....Ms. Theresa Hernandez, CAMPO

Ms. Theresa Hernandez, Finance & Administration Manager informed the Committee that the UPWP is a federally required document that outlines CAMPO’s work tasks for a period of two (2) fiscal years. The UPWP identifies funds and funding sources for five (5) main tasks which include Administration, Data Development & Maintenance, Short-Range Planning, Metropolitan Transportation Plans, and Special Studies. Ms. Hernandez highlighted a timeline for approvals of the draft final document.

Ms. Hernandez also informed the Committee that several questions regarding the UPWP were received prior to the meeting. CAMPO staff will provide responses and forward that information to the TAC. A question and answer with comments concluded the presentation.

5. Discussion on Amendments to Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP)

.....Mr. Ryan Collins, CAMPO

Mr. Ryan Collins, Short-Range Planning Manager provided a brief overview of the TIP and RTP and discussed the planning and programming relationship of both documents. Mr. Collins informed the Committee that an amendment cycle is a regularly scheduled opportunity to make changes to the TIP and RTP twice a year. The spring amendment schedule and the amendment policy and procedures for the TIP and RTP were highlighted and discussed.

Mr. Collins briefly discussed the amendment process for the TIP and RTP, amendment types, and next steps. Mr. Collins also informed the Committee that a list of proposed amendments to the TIP and RTP will be provided to the TAC prior to the request for approval. A question and answer with comments concluded the presentation.

6. Discussion on Findings from Review of Federal Registry Notification Concerning Proposed Changes to Classification of Urban Areas

..... Mr. Greg Lancaster, CAMPO

Mr. Greg Lancaster, Travel Demand Modeling Manager presented an overview of the follow-up information as requested by the Committee at its March 22, 2021 meeting. Mr. Lancaster reported that at the request of the Committee, CAMPO staff completed a review of the Federal Registry notice released by the Census Bureau regarding the Urban Area Classification criteria for the 2020 Census.

Mr. Lancaster noted that the review was completed with data that is currently available. It was determined that 2-3 of the 7 proposed changes could affect urban areas. Mr. Lancaster identified and discussed those changes and the specific areas affected.

Mr. Ashby Johnson informed the Committee that he participated on a conference call with other MPOs across the country to discuss the Census Bureau's proposed changes to the classification of urban areas. Mr. Johnson reported that unlike CAMPO, some of its counterparts deal with Community Development Block Grant (CDBG) funding from the Department of Housing and Urban Development (HUD). Mr. Johnson added that the MPOs expressed concerns that the proposed changes would impact the CDBG funding that they receive. Mr. Johnson also encouraged Committee members to review the Federal Registry notice if their agency is a recipient of CDBG funding. A question and answer with comments concluded the presentation.

The Committee suggested that CAMPO staff prepare maps displaying the impact of the Census Bureau's proposed changes to urban areas. CAMPO staff confirmed that the requested information will be provided to the TAC in advance of the next meeting.

7. Report on Transportation Planning Activities

Mr. Chad McKeown, CAMPO Deputy Executive Director reported that corridor studies for the City of San Marcos and Caldwell County are ongoing and reaching the public involvement phase. Mr. McKeown also reported that elected officials have received briefings on the studies. The City of San Marcos and Caldwell County corridor studies are expected to reach completion and recommendations will follow later in the year.

8. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on May 10, 2021 and the next TAC meeting will be held on May 17, 2021.

The Chair also confirmed that the next meeting agenda will include action on the 2022-2023 UPWP and amendments to the TIP and RTP.

9. Adjournment

The Chair entertained a motion to adjourn the April 19, 2021 meeting of the Technical Advisory Committee.

Mr. Gary Hudder moved to adjourn the March 22, 2021 meeting of the Technical Advisory Committee.

Mr. Ed Collins seconded the motion.

The April 19, 2021 meeting of the Technical Advisory Committee was adjourned at 3:35 p.m.



Date: May 17, 2021
Continued From: April 19, 2021
Action Requested: Recommendation

To: Technical Advisory Committee
From: Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item: 3
Subject: Recommendation on FYs 2022-2023 Unified Planning Work Program (UPWP)

RECOMMENDATION

Staff requests Technical Advisory Committee recommendation to the Transportation Policy Board (TPB) for adoption of the final FYs 2022 and 2023 Unified Planning Work Program (UPWP).

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item provides the TAC an opportunity to consider a recommendation to the TPB on the final FYs 2022 and 2023 UPWP (**Attachment A**). The TPB will consider approving the final FYs 2022 and 2023 UPWP on June 14, 2021.

FINANCIAL IMPACT

The budget for the FYs 2022-2023 UPWP is based on anticipated FHWA PL 112 and 5303 funds. In FY 2021, CAMPO received a total of \$2,134,970 of Section 5303 and PL 112 funds. CAMPO has programmed these funds, along with other funds among the five main tasks.

BACKGROUND AND DISCUSSION

The Unified Planning Work Program (UPWP) is the federally required document that identifies the planning priorities and activities to be carried out within the CAMPO region.

The following revisions were made from the draft to the final:

- Page 16 – Funding change from Local Contribution to PL
- Page 16 – Additional \$15,000 funds added to Congestion Management
- Page 19 – Local Contribution Funding removed
- Page 19 – Additional \$55,000 PL funds added for Safety Analysis
- Page 23 – Freight Study added
- Page 23 – Bottleneck Study added

SUPPORTING DOCUMENTS

Attachment A – *Final FYs 2022-2023 Unified Planning Work Program*



FY 2022 & 2023

UNIFIED PLANNING WORK PROGRAM

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Adopted by the Transportation Policy Board: xx

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 2022- 2023. 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 2022 - 2023 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). 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**), develops regional transportation policy, allocates state and federal funding to implement the short- and long-range transportation plans for CAMPO. The Policy Board consists of 21 elected and appointed county, city, Texas Department of Transportation (TxDOT) and Capital Metropolitan Transportation Authority (CMTA) officials.

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. The counties also perform analyses on the state system in cooperation with the TxDOT – Austin District. 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 off-system roads within their incorporated area, 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

The CAMPO region continues partnerships with local governments and transportation agencies and has actively pursued various partnerships with entities established to advance planning for and improve the area's transportation infrastructure.

- 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 corridor studies to improvements to the regional travel demand model. The use of consultants will continue as needed.
- 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 2022 and 2023. 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
FY 2021 & FY 2022 Single Audit
Unified Planning Work Program (FYs 2022 & 2023) and amendments
Unified Planning Work Program (FYs 2024 & 2025)
FY 2021 & 2022 Annual Project Listing
FY 2021 & 2022 Annual Performance and Expenditure Report
Statistics and Metrics Dashboard
New equipment and computer hardware/software

- **PREVIOUS WORK**

Performed general administrative functions
FY 2020 & 2021 Unified Planning Work Program and amendments
FY 2019 & 2020 Annual Project Listing
FY 2019 & 2020 Annual Performance and Expenditure Report
FY 2019 & 2020 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
Regional Transit Study
Bergstrom Spur Study
Regional Transportation Demand Management (TDM) Study

- **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 2022 & 2023 Unified Planning Work Program, development of the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL), development of the FY 2024 & 2025 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:	\$3,908,388 PL
Product(s):	Certified transportation planning process; Updated or new documents and reports Statistics and Metrics Dashboard 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: \$200,000 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

- FUNDING SUMMARY**

Task 1.0 - FY 2022 & FY 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	
1.1	CAMPO	1,978,501	1,929,887					1,978,501	1,929,887	3,908,388
1.2	CAMPO	75,000	125,000					75,000	125,000	200,000
1.3	CAMPO	25,000	25,000					25,000	25,000	50,000
				-	-	-	-	-	-	-
TOTAL		2,078,501	2,079,887	-	-	-	-	2,078,501	2,079,887	4,158,388

¹ 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; 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: \$449,225 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 2022 & FY 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5304		Local		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	
2.1	CAMPO	219,332	229,893					219,332	229,893	449,225
2.2	CAMPO	-	-					-	-	-
2.3	CAMPO	-	-					-	-	-
TOTAL		219,332	229,893					219,332	229,893	449,225

¹ 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**
2021-2024 Transportation Improvement Program
2023-2024 Transportation Improvement Program
10 Year Plan
Performance Measure Report
Project Progress Report
2023-2026 TASA 4-Project Call
Project Prioritization Process
Congestion Management Process
- **PREVIOUS WORK**
2019-2022 Transportation Improvement Program
Project Tracking
Performance Measure Report
Congestion Management Process (CMP)
Special Funding Report
- **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 2021-2024 Transportation Improvement Program, development of the FY 2023-2026 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: \$565,667 PL
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos, 2021-2023 TIP amendments, 2023-2026 TIP, Congestion Management Process (CMP) Plan

Subtask 3.2 Congestion Management – Consultant Work

3.2.1 Congestion Management Process 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: ~~\$3045,000~~ ~~LC-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 2022 & FY 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	
3.1	CAMPO	278,080	287,587					278,080	287,587	565,667
3.2	CAMPO	-	-			30,000		30,000	-	30,000
3.3	CAMPO	-	-	498,720	-			498,720	-	498,720
TOTAL		278,080	287,587	498,720	-	30,000	-	806,800	287,587	1,094,387

¹ 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.

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	
3.1	CAMPO	323,080	287,587					323,080	287,587	610,667
3.2	CAMPO	-	-			-		-	-	-
3.3	CAMPO	-	-	498,720	-			498,720	-	498,720
TOTAL		323,080	287,587	498,720	-	-	-	821,800	287,587	1,109,387

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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 of the 2045 Regional Transportation Plan
Coordinated Public Transit – Health and Human Services Transportation Plan Update
Performance Measures

- **PREVIOUS WORK**

2045 Regional Transportation Plan
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

- **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: ~~\$868,923~~,773 PL ~~\$40,000 LC~~
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

Maintenance of the CAMPO 2045 Regional Transportation Plan.

Responsible Agency: Capital Area Metropolitan Planning Organization
Product(s): Meeting materials, technical report(s), 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 ongoing.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$100,000 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 CARTS Transportation Development Plan

Develop a comprehensive 5-year transportation development plan for CARTS 9-county district to serve as a blueprint for refining existing passenger services and defining future expansion of passenger services.

Responsible Agency: CARTS
 Funding Requirement: \$166,667 FTA 5304 and \$33,333 TxDOT

4.4.2 Austin Urban Trails, Pedestrian and Sidewalks, and Bicycle Plan Updates

The City of Austin is updating its Urban Trails, Bikeways, and Sidewalk plans in the 2020-2022 timeframe. In addition to updating these three existing plans, the process will include the addition of both a pedestrian crossing infrastructure plan component and an equity framework component.

Responsible Agency: City of Austin
 Funding Requirement: \$1,650,000 City of Austin local funds

• **FUNDING SUMMARY**

Task 4.0 - FY 2022 & FY 2023

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5304		STBG		STATE		LOCAL		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	
4.1	CAMPO	425,472	443,301							40,000		465,472	443,301	908,773
4.2	CAMPO	-	-									-	-	-
4.3	CAMPO			75,000	25,000							75,000	25,000	100,000
4.4	OTHER AGENCIES	-	-	166,667		-	-	33,333	-	1,650,000	-	1,850,000	-	1,850,000
		-	-			-	-			-	-	-	-	-
	TOTAL	425,472	443,301	241,667	25,000	-	-	33,333	-	1,690,000	-	2,390,472	468,301	2,858,773

¹ 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.

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5304		STBG		STATE		LOCAL		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	
4.1	CAMPO	480,472	443,301									480,472	443,301	923,773
4.2	CAMPO	-	-									-	-	-
4.3	CAMPO			75,000	25,000							75,000	25,000	100,000
4.4	OTHER AGENCIES	-	-	166,667		-	-	33,333	-	1,650,000	-	1,850,000	-	1,850,000
		-	-			-	-			-	-	-	-	-
TOTAL		480,472	443,301	241,667	25,000	-	-	33,333	-	1,650,000	-	2,405,472	468,301	2,873,773

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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
Western Caldwell County Transportation Study and Schematic Development
FM 1626/RM 967 Intersection
Garlic Creek Parkway
US 290/RM 12 & Mercer District
[Freight Study](#)
[Bottleneck Study](#)

- **PREVIOUS WORK**

Regional Arterial and MoKan/Northeast Subregional
San Marcos Transportation Corridor 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: \$192,644 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 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

5.2.2 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

5.2.3 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

5.2.4 Western Caldwell County Transportation Study and Schematic Development

Conduct feasibility study for new location roadway. Contract ongoing.

Responsible Agency: CAMPO and Caldwell County
Funding Requirement: \$1,200,000 STBG and \$300,000 State Funds

5.2.5 Freight Study

The Freight Study will evaluate freight and shipping needs throughout CAMPO's six-county region. The study will build on the work TxDOT completed in its 2018 Freight Mobility Plan and evaluate how the needs for freight policies and projects are shifting in Central Texas as the economy is changing. With the development of new industrial, warehousing, and distribution facilities being constructed throughout the region, along with the continuing growth of e-commerce, the changing nature of freight planning must be better understood to encourage efficient freight transportation and enhance economic development. Contract TBD.

Responsible Agency: CAMPO
Funding Requirement: \$200,000 STBG

5.2.6 Bottleneck Study

The Bottleneck Study will evaluate major interchanges throughout CAMPO's six-county region. Currently, most freeway-to-freeway interchanges in the CAMPO region lack full connectivity through direct-connect ramps and drivers must use frontage road intersections to make connections between many highways. The Bottleneck Study will evaluate these interchanges to identify where improvements between highways may be needed, including additional direct-connect ramps. The

Study will also evaluate connections between high-volume principle arterial roadways to identify bottlenecks where intersection or interchange improvements may be needed. Contract TBD.

Responsible Agency: CAMPO
Funding Requirement: \$250,000 STBG

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

• FUNDING SUMMARY

Task 5.0 - FY 2022 & 2023

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		State		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	
5.1	CAMPO	94,097	98,547	-	-	-	-	-	-	94,097	98,547	192,644
5.2	CAMPO	-	-	2,000,000	-	200,000	-	300,000	-	2,500,000	-	2,500,000
5.3	OTHER Agencies	-	-	-	-	-	-	-	-	-	-	-
TOTAL		94,097	98,547	2,000,000	-	200,000	-	300,000	-	2,594,097	98,547	2,692,644

¹ 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.

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		State		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	
5.1	CAMPO	94,097	98,547	-	-	-	-	-	-	94,097	98,547	192,644
5.2	CAMPO	-	-	2,425,000	-	200,000	-	300,000	-	2,925,000	-	2,925,000
5.3	OTHER Agencies	-	-	-	-	-	-	-	-	-	-	-
TOTAL		94,097	98,547	2,425,000	-	200,000	-	300,000	-	3,019,097	98,547	3,117,644

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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 2022 & 2023

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5304	FTA 5307	FTA Sect. 20005(b)	STBG	Local Funds	STATE	Total Funds
1.0	Administration-Management	4,158,388							4,158,388
2.0	Data Development and Maintenance	449,225							449,225
3.0	Short Range Planning	565,667				498,720	30,000		1,094,387
4.0	Metropolitan Transportation Plan	868,773	100,000				40,000		1,008,773
4.4	MTP (other agencies)		166,667				1,650,000	33,333	1,850,000
5.0	Special Studies	192,644				2,000,000	200,000	300,000	2,692,644
TOTAL		6,234,697	266,667	-	-	2,498,720	1,920,000	333,333	11,253,417

¹TPF – 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 ² \$5,826,136
 Estimated Unexpended Carryover \$ 408,561
TOTAL TPF \$6,234,697

² Estimate based on prior years' authorizations.

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5304	FTA 5307	FTA Sect. 20005(b)	STBG	Local Funds	STATE	Total Funds
1.0	Administration-Management	4,158,388							4,158,388
2.0	Data Development and Maintenance	449,225							449,225
3.0	Short Range Planning	610,667				498,720	-		1,109,387
4.0	Metropolitan Transportation Plan	923,773	100,000				-		1,023,773
4.4	MTP (other agencies)		166,667				1,650,000	33,333	1,850,000
5.0	Special Studies	192,644				2,425,000	200,000	300,000	3,117,644
TOTAL		6,334,697	266,667	-	-	2,923,720	1,850,000	333,333	11,708,417

Combined Transportation Planning Funds ² \$5,826,136
 Estimated Unexpended Carryover \$ 508,561

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TOTAL TPF \$6.334.697

² Estimate based on prior years' authorizations.



Date: May 17, 2021
Continued From: April 19, 2021
Action Requested: Recommendation

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 4
Subject: Recommendation on Amendments to the Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

RECOMMENDATION

Staff is requesting the Technical Advisory Committee (TAC) make a recommendation to the Transportation Policy Board (TPB) regarding the amendments to the Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP).

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) develops and maintains the TIP and RTP. As part of the regular amendment process for the program and plan, CAMPO has requested amendments from local government sponsors and regional transportation agencies. The schedule for the amendment cycle is below:

Date	Milestone
4/16/2021	Last Day for Submissions for the Spring Amendment Cycle
4/19/2021	Technical Advisory Committee – Information
5/10/2021	Transportation Policy Board – Information/Public Hearing
5/17/2021	Technical Advisory Committee – Recommendation
6/14/2021	Transportation Policy Board – Adoption

FINANCIAL IMPACT

This amendment cycle does not allocate funding from any programs administered directly by the TPB, however projects selected for funding through any other federal programs listed in 23 U.S.C. and 49 U.S.C. including those administered by the Federal Highway Administration and Federal Transit Administration, must be included in the TIP and approved by the TPB for federal funding to be authorized.

BACKGROUND AND DISCUSSION

The amendment cycle is part of the regularly scheduled amendment process. This amendment cycle does not allocate any new CAMPO funding for projects and only provides an opportunity for project sponsors to make changes to existing projects, add projects, or remove projects currently listed in either the TIP or RTP.

SUPPORTING DOCUMENTS

Attachment A – Community Outreach Boards



CAMPO 101

What is CAMPO?

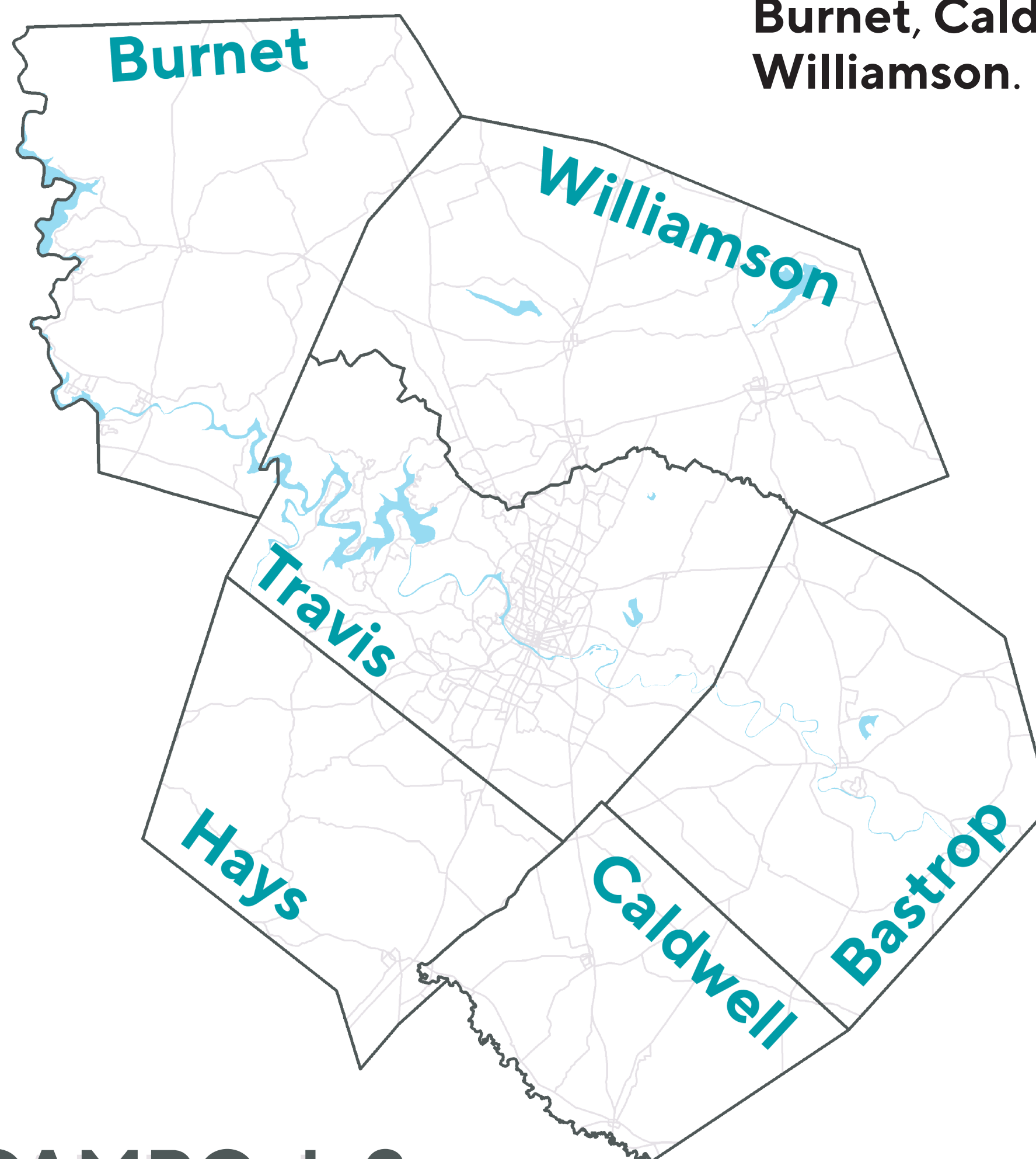
The Capital Area Metropolitan Planning Organization (CAMPO) is **the Austin region’s transportation decision-making body, coordinating regional transportation planning between counties, local governments and transportation agencies.** The organization is made up of a **21-member Transportation Policy 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 Williamson.**



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**:

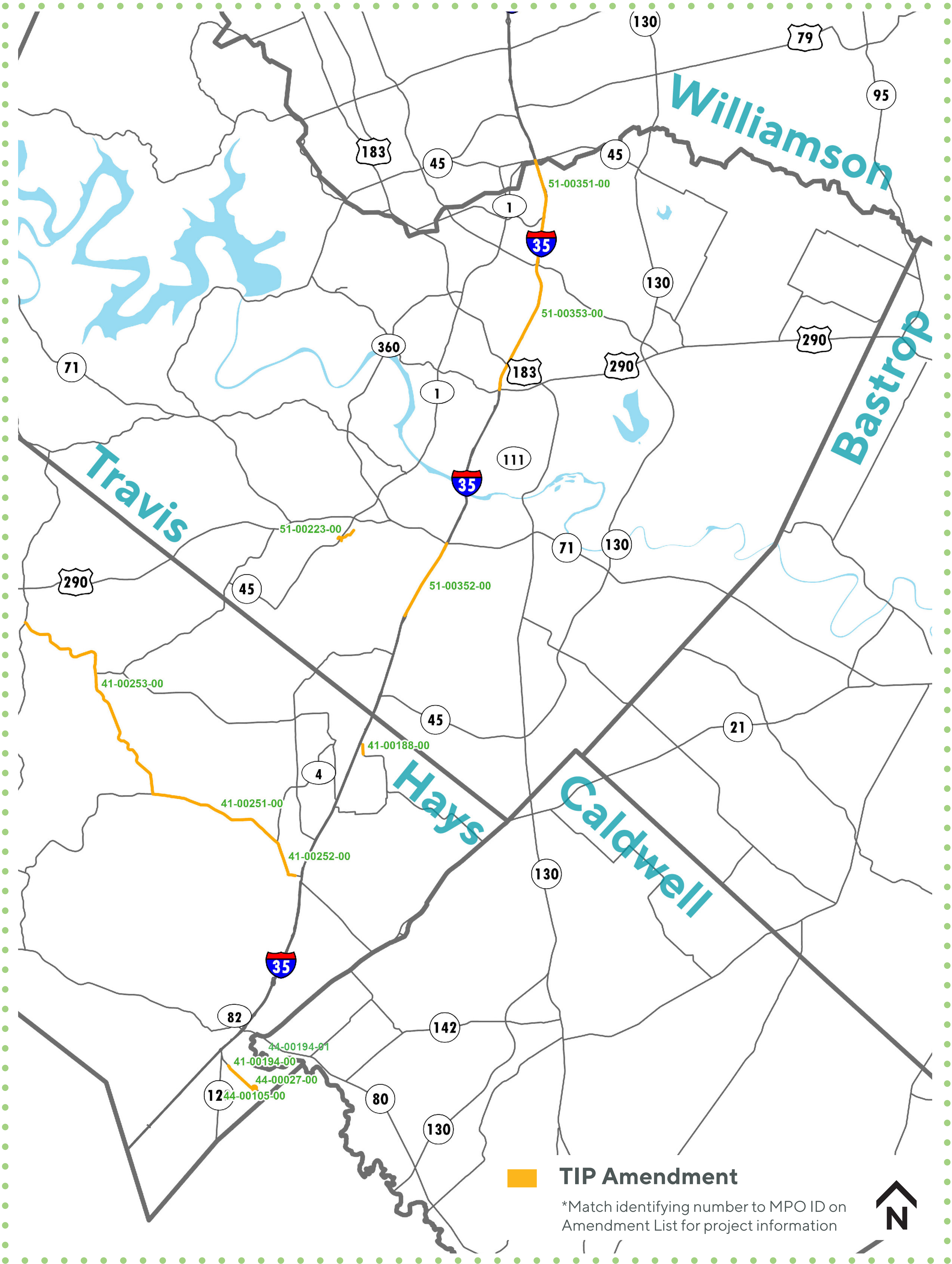
- > the **Regional Transportation Plan (RTP)** is a 20+ year plan, which is adopted every five years, and;
- > the **Transportation Improvement Program (TIP)**, which is adopted every two years but covers a four-year window.



TIP Amendments ROADWAY PROJECTS

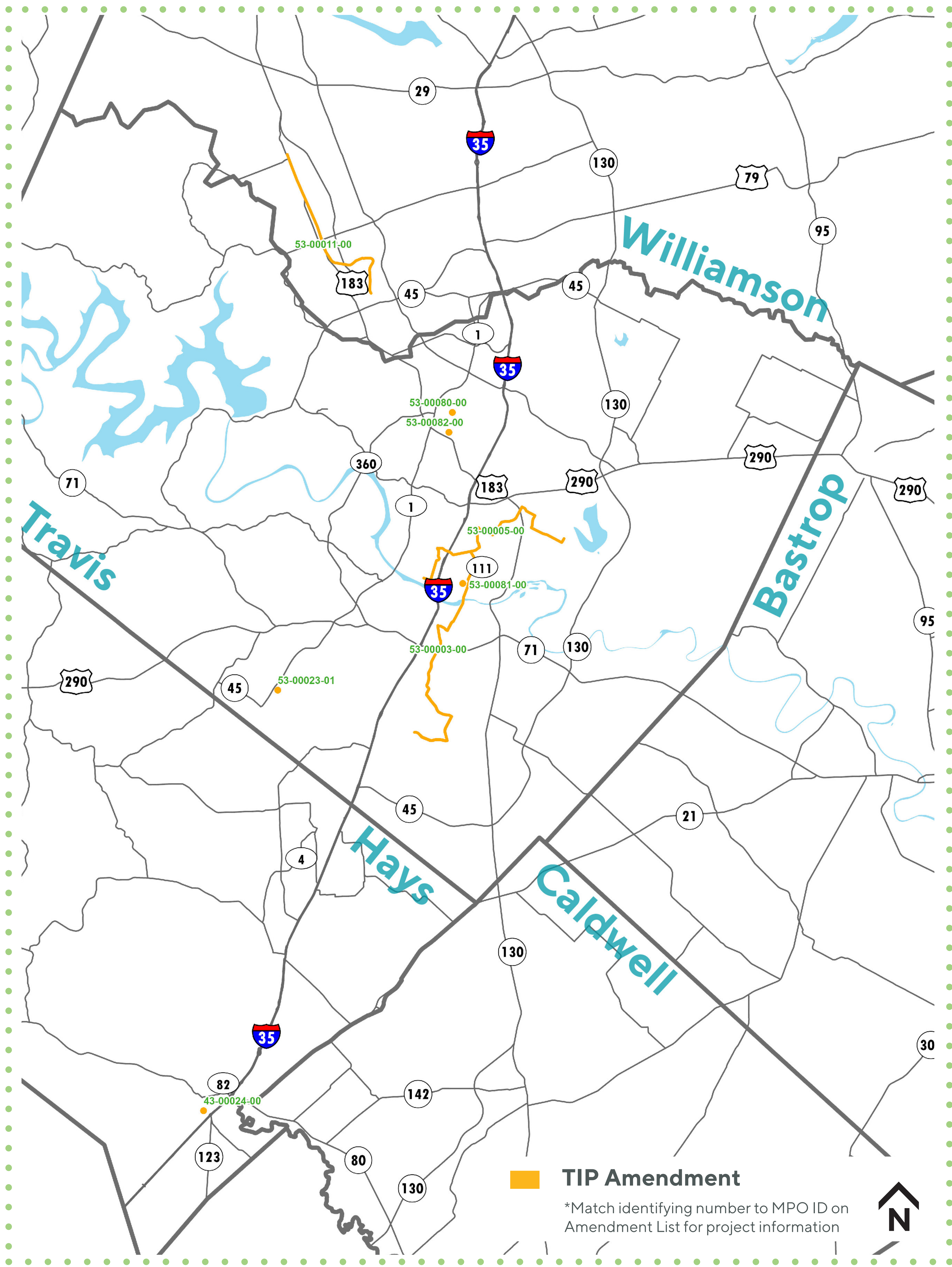
MPO ID	Sponsor	Project Name	Description	Cost	Phase	Amendment Description	Let Year	Contact Information
51-00223-00	City of Austin	Violet Crown Trail	Construct 1.2 mile 12-foot wide natural composite trail From: Home Depot Blvd. To: MoPac Expwy. and William Cannon Dr.	\$2,731,250.00	Construction	Modify project description and decrease project cost	2021	Katie Wettick 512-974-3529 katie.wettick@austintexas.gov
41-00188-00	City of Buda	FM 2001	Construct a 10-foot wide multi-use path for pedestrian and bicycle traffic along the east side of FM 2001 and Overpass Road From: Overpass Rd./FM 2001 To: FM 119/Old Goforth Rd.	\$696,983.00	Construction	Change let year from 2021 to 2022	2021	John Nett 512-523-1025 jnett@ci.buda.tx.us
41-00194-00	Hays County	FM 621	Widen 2-Lane roadway to include a center turn lane and shoulder enhancements From: West of De Zavala Dr. To: East of CR 266	\$6,872,000.00	Construction	Change funding source by removing \$1.4 million of Category 7 funding on project 41-00194-00 and adding it to 44-00027-00. Modify project limits.	2021	Cory Grell (512) 691-2241 cgrell@hntb.com
44-00027-00	Hays County	FM 621	Widen 2-Lane roadway to include a center turn lane and shoulder enhancements From: 0.2 miles N of Old Bastrop Hwy. To: 0.2 miles S of Old Bastrop Hwy.	\$858,597.00	Construction		2021	
44-00194-01	Hays County	FM 621	Widen paved shoulder to 5 ft or less, add left turn lane From: 0.1 miles SE of Picasso Dr. To: 0.2 MI SE of Old Bastrop Hwy	\$1,417,473.00	Construction		2021	
44-00105-00	Hays County	Old Bastrop Highway	Reconstruct and realign intersection From: On CR 266 To: At FM 621	\$532,529.00	Construction		2021	
41-00251-00	Hays County	RM 150	Realign and improve 2-lane to 4-lane roadway From: FM 3237 To: FM 2770	\$82,867,452.00	Construction	Remove from TIP	2023	Summer Lawton (512) 691-2215 slawton@hntb.com
41-00252-00	Hays County	RM 150	Realign and improve 2-lane to 4-lane roadway From: FM 2770 To: Burleson St.	\$20,345,515.00	Construction	Remove from TIP	2023	
41-00253-00	Hays County	RM 150	Realign and improve 2-lane to 4-lane roadway From: RM 12 To: RM 3237	\$121,790,160.00	Construction	Remove from TIP	2023	
51-00353-00	TxDOT	IH 35	Add NB and SB non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes From: FM 1825 To: US 290	\$318,279,652.00	Construction	Change funding source by removing \$15 million of Category 7 funding on projects 51-00351-00 and 51-00353-00 and adding it to 51-00352-00	2022	Diann Hodges (512) 832-7027 diann.hodges@txdot.gov
51-00351-00	TxDOT	IH 35	Add NB and SB non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes From: SH 45N To: FM 1825	\$121,745,348.00	Construction		2022	
51-00352-00	TxDOT	IH 35	Add NB and SB non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes From: US 290W/SH 71 To: LP 275-Slaughter Ln.	\$147,452,192.00	Construction		2022	

All amendments to the Transportation Improvement Program (TIP) will automatically be amended in the Regional Transportation Plan (RTP) per CFR 450.218.



MPO ID	Sponsor	Project Name	Description	Cost	Phase	Amendment Description	Let Year	Contact Information
53-00005-00	Capital Metro	Expo Center Bus Rapid Transit (BRT)	12-mile Bus Rapid Transit (BRT) route with 23 stations along the Trinity St., San Jacinto Blvd., Manor Rd. and Loyola Ln.	\$2,400,000.00	Preliminary Engineering and Environmental	Add to the TIP	2021	Lonny Stern 512-389-7509 lonny.stern@capmetro.org
53-00082-00	Capital Metro	Maintenance Facility Return Track	New return tail track into the rail maintenance facility at North OPS	\$1,350,000.00	Construction	Add to the TIP	2021	
53-00080-00	Capital Metro	McKalla Station	6400 LF of double tracking for the new McKalla Station on the Red Line	\$3,000,000.00	Construction	Add to the TIP	2021	
53-00003-00	Capital Metro	Pleasant Valley Bus Rapid Transit (BRT)	14-mile Bus Rapid Transit (BRT) route with 19 stations with near-level boarding and improved station amenities	\$2,100,000.00	Preliminary Engineering and Environmental	Add to the TIP	2021	
53-00011-00	Capital Metro	Red Line Double Tracking	Double tracking in the rail segment between Lakeline Station and Leander Station on Red Line	\$725,000.00	Preliminary Engineering	Add to the TIP	2021	
53-00081-00	Capital Metro	Temporary Rail Station	Build a temporary Rail Station along the CapMetro Right of Way in the vicinity of Pleasant Valley Road	\$400,000.00	Preliminary Engineering and Environmental	Add to the TIP	2021	
53-00024-01	Capital Metro	Wildflower Park and Ride Facility	Wildflower Park and Ride	\$350,000.00	Right-of-Way Acquisition	Add to the TIP	2021	
43-00024-00	City of San Marcos	Transit Vehicle Procurement	Procurement of 25-foot buses	\$366,726.00	Capital Expenditure	Add to the TIP	2021	Pete Binion 512-393-8451 pbinion@sanmarcostx.gov

All amendments to the Transportation Improvement Program (TIP) will automatically be amended in the Regional Transportation Plan (RTP) per CFR 450.218.





TIP Amendments

HOW TO COMMENT

REVIEW MATERIALS

ASK QUESTIONS

SHARE YOUR THOUGHTS



Review **open house materials**



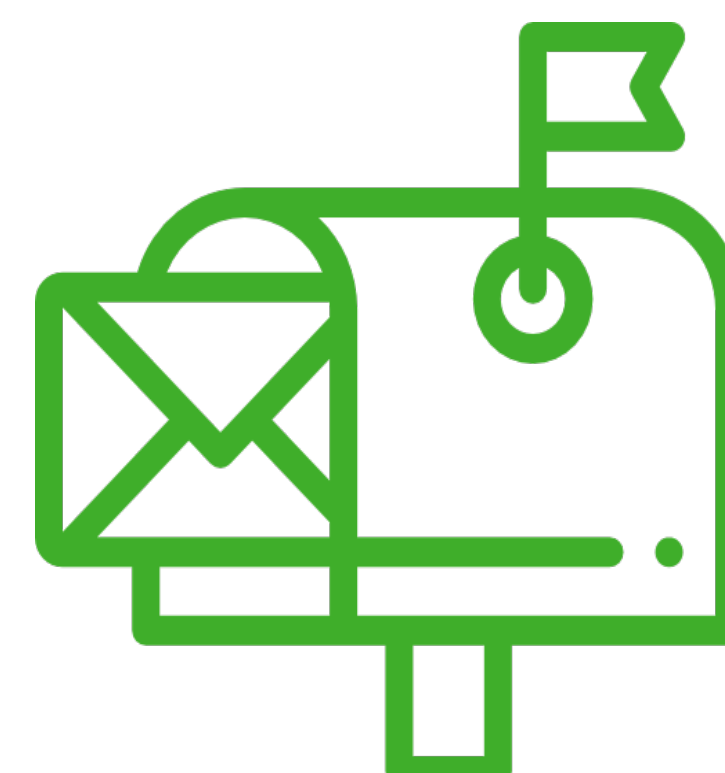
Call **737-708-8144** to leave telephone comments or receive materials by mail



Email comments to **comments@campotexas.org**



Fax Comments to **737-708-8140**



Mail comments to **3300 N IH 35 Suite 630 Austin, TX 78705**

ALL COMMENTS MUST BE SUBMITTED BY **THURSDAY, JUNE 3, 2021**





Date: May 17, 2021
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Ms. Christiana Astarita, P.E., Texas Department of Transportation
Agenda Item: 5
Subject: Update on the Oak Hill Parkway Project

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

This presentation will provide an update on the Texas Department of Transportation's (TxDOT) Oak Hill Parkway project, which will reconstruct portions of US 290 and SH 71 in southwest Travis County. With pre-construction activities underway and a formal construction groundbreaking planned for later in 2021, Ms. Astarita will provide an overview on the progress of this regional project, including a timeline of construction and planned improvements.

FINANCIAL IMPACT

None at this time.

BACKGROUND AND DISCUSSION

Plans and proposals to rebuild US 290 and SH 71 in the Oak Hill section of Travis County have been considered for many years and have been included as part of CAMPO long-range Regional Transportation Plans (RTP) for more than 25 years. The corridors included in the most recent study identify improvements to US 290 from the east end of Circle Drive to Loop 1 (MoPac) and SH 71 from US 290 to Silvermine Drive. In December 2018, TxDOT published a Final Environmental Impact Statement (EIS) for the project and received a Record of Decision in favor of the Build Alternative. This approval was followed by two EIS Re-evaluations, the most recent approved in February 2020.

The approved EIS details the reconstruction of US 290 to include 2-3 freeway mainlanes in each direction, along with 2-3 frontage road lanes in each direction. The project will include a new interchange between US 290 and SH 71, featuring flyover ramps between the roadways. Beyond the interchange, SH 71 will transition to a 5-lane highway with three northbound lanes and two southbound lanes.

SUPPORTING DOCUMENTS

None.



Date: May 17, 2021
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Ms. Heather Ashley-Nguyen, P.E., Texas Department of Transportation
Agenda Item: 6
Subject: Update on the I-35 Capital Express Program

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

This presentation will provide an update on the Texas Department of Transportation's (TxDOT) I-35 Capital Express Program. The presentation will provide an overview of current efforts in the development of environmental documents for I-35, including a schedule of milestones and proposed alternatives under consideration.

FINANCIAL IMPACT

None at this time.

BACKGROUND AND DISCUSSION

The I-35 Capital Express Program is under development by TxDOT to reconstruct I-35 throughout Travis County from SH 45 North to SH 45 Southeast. The program consists of three projects:

- North: SH 45 North to US 290 East
- Central: US 290 East to SH 71/Ben White Boulevard
- South: SH 71/Ben White Boulevard to SH 45 Southeast

Current plans call for adding one High Occupancy Vehicle (HOV) managed lane in each direction in the North project, along with two HOV lanes in each direction in the Central and South projects. The reconstruction in the Central project would also remove the freeway's upper decks and place most HOV and mainlanes throughout a large portion of the project at or below grade.

The reconstruction of I-35 is a priority of both the Texas Transportation Commission and the CAMPO Transportation Policy Board (TPB). On June 8, 2020, the TPB agreed to a series of project deferrals throughout the CAMPO region in order to provide full funding for the Capital Express Central project in partnership with the Transportation Commission.

SUPPORTING DOCUMENTS

None.



Date: May 17, 2021
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Nirav Ved, Data and Operations Manager
Agenda Item: 7
Subject: Discussion on Regional Transportation Statistics and Metrics Dashboard

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

On May 10, 2021, the Transportation Policy Board authorized the CAMPO Executive Director to begin negotiations with Kimley-Horn to develop the Regional Transportation Statistics and Metrics Dashboard. The dashboard will provide a user-friendly web platform that will provide policy makers, practitioners, and the public with data that details the region’s progress and status on transportation metrics such as congestion, fatalities, mode split, and more.

The purpose of this discussion is to gather input regarding potential data sources and metrics that staff should consider including in the dashboard.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

As the region increasingly engages in performance-based planning, a centralized location to track the various metrics directed by law, policy, and plans is essential towards making progress in meeting those goals. Additionally, a platform that can provide information to policy makers, practitioners, and the public on the state of the region’s surface transportation system in an informative and intuitive manner is crucial. The Regional Transportation Statistics and Metrics Dashboard aims to achieve both of those goals.

On February 5, 2021, CAMPO issued a Request for Proposals (RFP) to solicit planning services to develop the Regional Transportation Statistics and Metrics Dashboard. CAMPO received five response to the RFP. An evaluation committee evaluated the submissions according to established CAMPO criteria. Based on the scores of the written submittals, the evaluation committee invited two firms to participate in interviews, provide an oral presentation, and answer project related questions. On May 10, 2021, the Transportation Policy Board authorized the CAMPO Executive Director to begin negotiations with Kimley-Horn, the top-ranked firm, to develop the dashboard.

SUPPORTING DOCUMENTS

None.



Date: May 17, 2021
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 8
Subject: Discussion on Formation of Transportation Demand Management (TDM) Subcommittee

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO staff will lead a discussion on the formation of a Technical Advisory Committee (TAC) subcommittee focused on the implementation of the Regional Transportation Demand Management (TDM) Plan.

A subcommittee comprised of no more than seven (7) TAC members, with a maximum of one member per jurisdiction (alternates that officially represent a jurisdiction on TAC count towards the maximum), will provide feedback to CAMPO staff and its consultants in the management of the Regional TDM Program. Members interested in participating are asked to submit their nomination to Nirav Ved (nirav.ved@campotexas.org) by June 18, 2021. Members are encouraged to send one nomination per jurisdiction. The TDM Subcommittee will be presented for approval to the Transportation Policy Board (TPB) this summer.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

On September 9, 2019, the Transportation Policy Board adopted the Regional Transportation Demand Management Plan which included a recommendation to establish a TDM Subcommittee within TAC.

According to Section K of the TAC Bylaws, the TAC may create ad hoc or technical committees with the approval of the Transportation Policy Board.

According to Section VI, Paragraph E.4, the TAC's purpose is to advise the TPB in its development of other transportation planning activities, as directed by the TPB or CAMPO's Executive Director.

A subcommittee comprised of seven (7) TAC members is proposed to be formed to advise CAMPO staff and the TPB on the implementation of the Regional TDM Program. CAMPO staff will provide an update on nominations and subcommittee composition at the June 21, 2021 TAC meeting.

SUPPORTING DOCUMENTS

None.