



TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, June 14, 2021
2:00 p.m.

Livestream at www.campotexas.org

Individuals attending the CAMPO Transportation Policy Board Meeting are required by the meeting facility to follow the Center for Disease Control (CDC), state, and local guidance by social distancing and wearing a face mask until fully vaccinated.

AGENDA

1. Certification of Quorum – Quorum requirement is 11 members
..... Commissioner Cynthia Long, Chair
2. Public Comments
Comments are limited to transportation-related topics in the CAMPO geographic area. Up to 10 individuals may sign up to speak and must adhere to the three (3) minute time limit. Individuals wishing to submit electronic comments must email them to TPBcomments@campotexas.org by 5:00 p.m., Thursday, June 10, 2021.

EXECUTIVE SESSION:

Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.

3. Executive Session Commissioner Cynthia Long, Chair
The Transportation Policy Board will recess to an Executive Session, if necessary.
4. [Report from the Technical Advisory Committee \(TAC\) Chair](#) Ms. Laurie Moyer, P.E.
Ms. Moyer will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.

ACTION:

The public is invited to comment on items 5-9 in the section below. Speakers must adhere to the three (3) minute time limit. Individuals wishing to submit electronic comments must email them to tpbcomments@campotexas.org by 5:00 p.m., Thursday, June 10, 2021.

5. [Discussion and Take Appropriate Action on May 10, 2021 Meeting Minutes](#)
..... Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the May 10, 2021 meeting minutes.

- 6. [Discussion and Take Appropriate Action to Adopt 2022-2023 Unified Planning Work Program \(UPWP\)](#).....Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will provide an update on the draft final 2022-2023 UPWP and request Transportation Policy Board approval.
- 7. [Discussion and Take Appropriate Action on Roadway Functional Classification Changes on SH 195/SS 376/SS 377](#).....Mr. Ashby Johnson, CAMPO
Mr. Johnson will provide an overview of functional classification changes requested by TxDOT and seek Transportation Policy Board approval.
- 8. [Discussion and Take Appropriate Action on Amendments to 2021-2024 Transportation Improvement Program \(TIP\) and 2045 Regional Transportation Plan \(RTP\)](#)
.....Mr. Ryan Collins, CAMPO
Mr. Collins will request Transportation Policy Board approval of the 2021-2024 TIP amendments for the Spring cycle.
- 9. [Discussion and Take Appropriate Action on Lapsing Federal Transit Administration \(FTA\) 5310 Funding](#).....Mr. Ryan Collins, CAMPO
Mr. Collins will request Transportation Policy Board approval of FTA 5310 funding for subrecipients.

INFORMATION:



- 10. [Annual Briefing on CAMPO Financial Audit](#).....Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will invite the CAMPO audit firm, Montemayor Britton Bender, to brief the Transportation Policy Board on the completed audit.
- 11. [Discussion on CAMPO Assistance with Project Readiness for Regional Corridor Improvement Projects](#).....Mr. Ashby Johnson and Mr. Chad McKeown, CAMPO
Mr. Johnson and Mr. McKeown will brief the Transportation Policy Board on a CAMPO-led project development concept.
- 12. Executive Director’s Report on Transportation Planning Activities
- 13. Announcements
 - a. Transportation Policy Board Chair Announcements
 - b. Next Technical Advisory Committee Meeting, June 21, 2021 – 2:00 p.m.
 - c. Next Transportation Policy Board Meeting, August 9, 2021 – 2:00 p.m.
- 14. 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.

Transportation from Transit Stops:

Upon request, transportation vouchers from adjacent transit stops are available. Please call 512-215-8225 at least three (3) business days prior to the meeting to arrange for a voucher.



**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
May 17, 2021**

1. Certification of Quorum.....Ms. Laurie Moyer, P.E., Chair

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:00 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	Y	
13.	Mike Hodge	Burnet County (Smaller Cities)	Y	
14.	Will Conley	Caldwell County	Y	

15.	Dan Gibson	Caldwell County (Smaller Cities)	Y	
16.	Jerry Borcharding	Hays County	N	Winton Porterfield
17.	John Nett	Hays County (Smaller Cities)	Y	
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	Y	
25.	Heather Ashley-Nguyen	TxDOT	Y	

2. Approval of the April 19, 2021 Meeting Summary Ms. Laurie Moyer, P.E., Chair

The Chair opened the floor for comments or revisions to the April 19, 2021 meeting summary.

Hearing none, the Chair entertained a motion for approval of the meeting summary for the April 19, 2021 meeting, as presented.

Mr. Mike Hodge moved for approval of the meeting summary for the April 19, 2021 meeting, as presented.

Mr. Ed Collins seconded the motion.

The Committee voted and the motion prevailed unanimously.

3. Recommendation on 2022-2023 Unified Planning Work Program (UPWP)Ms. Theresa Hernandez, CAMPO

Ms. Theresa Hernandez, Finance & Administration Manager informed the Committee that final revisions have been incorporated into the draft UPWP for FYs 2022-2023. Ms. Hernandez provided a summary of the final revisions and highlighted the timeline for recommendation and approvals. A question and answer with comments concluded the presentation.

Mr. Ashby Johnson, Executive Director and Mr. Chad McKeown briefly discussed the role of the TAC and its focus areas included in the UPWP for FYs 2022-2023.

The Chair entertained a motion for a recommendation for approval of the 2022-2023 UPWP.

Mr. Mike Hodge moved for a recommendation for approval of the 2022-2023 UPWP.

Mr. Gary Hudder seconded the motion.

The Committee voted and the motion prevailed unanimously.

4. Recommendation on Amendments to Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)Mr. Ryan Collins, CAMPO

Mr. Ryan Collins, Short-Range Planning Manager informed the Committee that the spring amendment cycle is a regularly scheduled opportunity to make changes to the TIP and RTP. Mr. Collins reported that amendment cycles ensure that the approved TIP and RTP include current information. A summary of the TIP amendments received for Roadway projects with recent changes and TIP amendments received for Transit projects was provided. Mr. Collins reported that the spring amendment cycle is currently in the community outreach phase and a public hearing was held at the May 10, 2021 Transportation Policy Board meeting. The fall amendment cycle is anticipated in September 2021.

Ms. Doise Miers, Community Outreach Manager was invited to discuss the public outreach efforts for the spring amendment cycle for the TIP and RTP. Ms. Miers informed the Committee that the public comment period opened on May 3, 2021 and will close on June 3, 2021. Ms. Miers added that the online open house is live and includes a project list, map, project sponsor contact information, and a link to submit comments. Information for upcoming live presentations was also provided. Additional options to submit public comments were identified and discussed. The presentation was concluded by a brief question and answer with comments.

The Chair entertained a motion for a recommendation for approval of amendments to the TIP and RTP.

Mr. Mike Hodge moved for a recommendation for approval of amendments to the TIP and RTP.

Mr. Tom Gdala seconded the motion.

The motion prevailed unanimously.

The Committee voted and the motion prevailed unanimously.

5. Update on Oak Hill Parkway Project Ms. Christiana Astarita, P.E., TxDOT

Ms. Christiana Astarita, P.E., Project Manager for the Oak Hill Parkway Project informed the Committee that the Oak Hill Parkway Project is located in Austin, Travis County and included in the RTP. Ms. Astarita provided an overview of the project history from 1988 to date and informed the Committee that construction for the Oak Hill Parkway Project will begin this year and end in 2026.

The Committee received a summary of the project details, project cost, an anticipated project schedule, and public involvement effort and engagement. Ms. Astarita presented comparisons of existing and proposed improvements for the Oak Hill Parkway Project and a summary of what to expect and encounter during construction. Ms. Astarita also identified and discussed the communication methods that will be used during project construction. A question and answer with comments concluded the presentation.

6. Update on I-35 Capital Express Program

Ms. Heather Ashley-Nguyen, P.E., Advance Project Development Director provided a brief overview of the Mobility35 Program goals and objectives. Ms. Ashley-Nguyen informed the Committee that the I-35 Capital Express Program is under the Mobility35 Program umbrella and discussed the I-35 Capital Express Program's project cost. The Committee received a detailed summary of proposed improvements for the North, Central, and South segments.

Ms. Ashley-Nguyen, P.E. presented and discussed renderings of a proposed roadway at Yager Lane/Tech Ridge Blvd. and a proposed diverging diamond intersection at Wells Branch Pkwy. Visualizations of all build alternatives for I-35 at 6th St. and I-35 at 32nd St. were also presented and discussed. An overview of agency and community engagement for the I-35 Capital Express Program, which highlighted agency coordination with the City of Austin and the Downtown Austin Alliance, was provided to the Committee. TxDOT's initiatives to address homelessness and pedestrian safety were also highlighted. The presentation was concluded by a question and answer with comments.

7. Discussion on Regional Transportation Statistics and Metrics Dashboard

Mr. Nirav Ved, Data & Operations Manager provided an overview of CAMPO's Transportation Statistics and Metrics Dashboard. Mr. Ved discussed the procurement process of the consultant contract for development of the dashboard which was awarded by the Transportation Policy Board on May 10, 2021. Mr. Ved also discussed the goals of the dashboard and presented a conceptual mock-up of what the dashboard could look like. The Committee was asked to provide feedback on the preferred types of data sources or features for the dashboard prior to the next TAC meeting. The Committee was advised that the dashboard will be a discussion item for multiple future TAC meetings. A question and answer with comments concluded the presentation.

8. Discussion on Formation of Transportation Demand Management (TDM) Subcommittee

Mr. Ashby Johnson, Executive Director informed the Committee that the TDM Plan was completed in 2019. Mr. Johnson added that the formation of a TDM Subcommittee of the TAC was identified as a recommendation of the plan to assist with the implementation of recommendations included in the report. Mr. Johnson reported that the proposed TDM Subcommittee will be comprised of seven (7) members with no more than one (1) nomination from each jurisdiction. The Committee was advised to submit nominations for membership to Mr. Nirav Ved by June 18, 2021. Mr. Johnson informed the Committee that subcommittee membership recommendations will be presented for Transportation Policy Board approval at its August meeting. A question and answer with comments concluded the presentation.

9. Report on Transportation Planning Activities

There was nothing to report.

10. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on June 14, 2021 and the next TAC meeting will be held on June 21, 2021.

11. Adjournment

The Chair entertained a motion to adjourn the May 17, 2021 meeting of the Technical Advisory Committee.

Mr. Gary Hudder moved to adjourn the May 17, 2021 meeting of the Technical Advisory Committee.

Mr. Ed Collins seconded the motion.

The May 17, 2021 meeting of the Technical Advisory Committee was adjourned at 4:00 p.m.



**Capital Area Metropolitan Planning Organization
 Transportation Policy Board Meeting
 Held remotely online and by phone in accordance with local and
 state Stay at Home Orders - Livestream at www.campotexas.org
 Meeting Minutes
 May 10, 2021 – 2:00 p.m.**

1. Certification of Quorum – Quorum requirement is 11 members
 Commissioner Cynthia Long, Chair

The CAMPO Transportation Policy Board was called to order by the Chair at 2:03 p.m.

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Cynthia Long, Chair	Commissioner, Williamson County	Y	
2	Ann Kitchen, Vice-Chair	City of Austin, District 5	Y	
3	Alison Alter	City of Austin, District 10	Y	
4	Clara Beckett	Commissioner, Bastrop County	Y	
5	Andy Brown	Judge, Travis County	Y	
6	Marci Cannon	Mayor Pro Tem, City of Leander, Place 6	Y	
7	Paige Ellis	City of Austin, District 8	Y	
8	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
9	Natasha Harper-Madison	Mayor Pro Tem, City of Austin, District 1	Y	
10	Ann Howard	Commissioner, Travis County	Y	
11	Jane Hughson	Mayor, City of San Marcos	Y	
12	Mark Jones	Commissioner, Hays County	Y	
13	Rudy Metayer	City of Pflugerville, Place 4	Y	
14	Terry Mitchell	Capital Metro Board Member	Y	
15	Travis Mitchell	Mayor, City of Kyle	N	<i>*Ex-Officio/Non-Voting Member</i>
16	Craig Morgan	Mayor, City of Round Rock	Y	
17	James Oakley	Judge, Burnet County	Y	

18	Josh Schroeder	Mayor, City of Georgetown	Y	
19	Brigid Shea	Commissioner, Travis County	Y	
20	Edward Theriot	Commissioner, Caldwell County	N	Commissioner Mark Jones
21	Jeffrey Travillion	Commissioner, Travis County	Y	
22	Corbin Van Arsdale	Mayor, City of Cedar Park	N	Mayor Craig Morgan

2. Public Comments

The Chair recognized Ms. Zenobia Joseph, Private Citizen who offered public comments.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 01:21

3. Executive Session

An Executive Session was not convened.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 05:43

4. Report from the Technical Advisory Committee (TAC) Chair

In the absence of TAC Chair, Ms. Laurie Moyer, P.E., the Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who provided a report of the discussion and action items from the April 19, 2021 meeting.

Mr. McKeown reported that the Committee approved minutes from its March meeting and received presentations on Capital Metro’s Project Connect Locally Preferred Alternative (LPA), FYs 2022 & 2023 Unified Planning Work Program (UPWP), Amendments to the Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP), and the Federal Register Notification of Proposed Changes to the Classification of Urban Areas.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 05:45

5. Presentation and Public Hearing on Amendments to the 2021-2024 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

The meeting was recessed at 2:10 p.m. to open the Public Hearing.

The Chair recognized Ms. Zenobia Joseph, Private Citizen who offered public comments in response to the Capital Metro projects identified on page 13 of the meeting packet.

The Chair recognized Mr. Ryan Collins, Short-Range Planning Manager who provided an overview of the spring amendment cycle and amendment schedule for the TIP and RTP.

Mr. Collins informed the Board that the deadline for amendment requests was April 16, 2021. Mr. Collins also highlighted and discussed amendments for Roadway and Transit projects.

Commissioner Brigid Shea and Commissioner Jeffrey Travillion joined the meeting.

The Chair recognized Ms. Doise Miers, Community Outreach Manager who provided an overview of the public involvement process for the spring amendment cycle. Ms. Miers informed the Board that the public comment period for the spring amendment cycle opened on April 30, 2021 and will close on June 3, 2021. Ms. Miers noted that public comment can be submitted online, by fax, email, or voicemail as there will be no in-person participation.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 07:48

Commissioner Jeffery Travillion's remote participation was disconnected due to technical difficulties.

6. Discussion and Take Appropriate Action on March 8, 2021 Meeting Minutes

The Chair entertained a motion for approval of the minutes for the March 8, 2021 meeting, as presented.

Council Member Rudy Metayer moved for approval of the March 8, 2021 meeting minutes, as presented.

Mayor Jane Hughson seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Council Member Alison Alter, Commissioner Clara Beckett, Judge Andy Brown, Mayor Pro Tem Marci Cannon, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Mayor Pro Tem Natasha Harper-Madison, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Commissioner Edward Theriot), Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan (Proxy for Mayor Corbin Van Arsdale), Mayor Schroeder, and Commissioner Brigid Shea

Nays: None

Abstain: None

Absent and Not Voting: Judge James Oakley and Commissioner Jeffrey Travillion

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 45:58

7. Discussion and Take Appropriate Action on CAMPO Executive Director to Negotiate Regional Transportation Statistics and Metrics Dashboard Contract

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who informed the Board that a Request for Proposals (RFP) was issued on February 5, 2021 and a total of five (5) firms responded. Mr. Ved identified Kimley-Horn as the top ranked firm. The presentation was concluded with a request for approval to authorize the CAMPO Executive Director to begin negotiation of a Regional Transportation Statistics and Metrics Dashboard contract.

The Chair entertained a motion for approval for the CAMPO Executive Director to begin negotiation of a Regional Transportation Statistics and Metrics Dashboard contract.

Council Member Rudy Metayer moved for approval to authorize the CAMPO Executive Director to begin negotiation of a Regional Transportation Statistics and Metrics Dashboard contract, as presented.

Mayor Pro Tem Marci Cannon seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Council Member Alison Alter, Commissioner Clara Beckett, Judge Andy Brown, Mayor Pro Tem Marci Cannon, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Mayor Pro Tem Natasha Harper-Madison, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Commissioner Edward Theriot), Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan (Proxy for Mayor Corbin Van Arsdale), Mayor Schroeder, and Commissioner Brigid Shea

Nays: None

Abstain: None

Absent and Not Voting: Judge James Oakley and Commissioner Jeffrey Travillion

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 47:32

8. Discussion and Take Appropriate Action on CAMPO Appointment to Capital Metro Board

The Chair recognized Ms. Zenobia Joseph, Private Citizen who offered public comments in opposition of CAMPO's reappointment of Mr. Terry Mitchell to the Capital Metro Board.

The Chair entertained a motion for approval for the reappointment of Mr. Terry Mitchell to the Capital Metro Board.

Mayor Pro Tem Natasha Harper-Madison moved for approval for the reappointment of Mr. Terry Mitchell to the Capital Metro Board.

Commissioner Mark Jones seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Council Member Alison Alter, Commissioner Clara Beckett, Judge Andy Brown, Mayor Pro Tem Marci Cannon, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Mayor Pro Tem Natasha Harper-Madison, Commissioner Ann Howard,

Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Commissioner Edward Theriot), Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan (Proxy for Mayor Corbin Van Arsdale), Mayor Schroeder, and Commissioner Brigid Shea

Nays: None

Abstain: None

Absent and Not Voting: Judge James Oakley and Commissioner Jeffrey Travillion

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 55:02

9. Discussion and Take Appropriate Action on Amendments to Transportation Policy Board Bylaws

The Chair recognized Mr. Tim Tuggey, CAMPO Legal Counsel who summarized the discussions that followed a report from bylaws subcommittee members, Council Member Rudy Metayer, Vice Chair Ann Kitchen, Judge James Oakley, and Commissioner Mark Jones at the March 8, 2021 Transportation Policy Board meeting.

The subcommittee reconvened on May 4, 2021 to conclude its review of additional items as directed at the March 8, 2021 Transportation Policy Board meeting. Mr. Tuggey provided an overview of the subcommittee discussions and redline version with recommended changes as included in the meeting materials. The presentation was concluded by additional remarks from subcommittee members Vice Chair Ann Kitchen and Council Member Rudy Metayer and a request for adoption of the redline version with recommended changes, as presented.

The Chair entertained a motion for adoption of the redline version of the Transportation Policy Board bylaws, as presented.

Commissioner Mark Jones moved for adoption of the redline version of the Transportation Policy Board bylaws, as presented with the addition of holding the election for the office of Secretary until the next regular election for officers.

Council Member Rudy Metayer seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Council Member Alison Alter, Commissioner Clara Beckett, Judge Andy Brown, Mayor Pro Tem Marci Cannon, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Mayor Pro Tem Natasha Harper-Madison, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Commissioner Edward Theriot), Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan (Proxy for Mayor Corbin Van Arsdale), Mayor Schroeder, and Commissioner Brigid Shea

Nays: None

Abstain: None

Absent and Not Voting: Judge James Oakley and Commissioner Jeffrey Travillion

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 01:00:23

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

The Chair recognized Ms. Theresa Hernandez, Finance & Administration Manager who provided a brief overview of the draft 2022-2023 UPWP as presented in the meeting materials. Ms. Hernandez also highlighted a timeline for final approvals by the TAC, Transportation Policy Board, and final submission to the Texas Department of Transportation (TxDOT).

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 01:00:24

11. Presentation of Capital Metro Project Connect Locally Preferred Alternative (LPA)

The Chair recognized Mr. David Couch, Program Officer of Capital Metro's Project Connect who provided an update on the Project Connect Locally Preferred Alternative (LPA).

Mr. Couch discussed the sequence plan for the Project Connect Program as approved in 2020 and provided detailed status updates on Capital Metro's Blue Line, Orange Line, and MetroRapid LPAs which included design, service, and comparisons of potential travel time for single occupancy vehicles (SOV). Mr. Couch also identified and briefly discussed investments for the major components of the program.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 01:08:29

12. Executive Director's Report on Transportation Planning Activities

a. Findings from Review of Federal Register Notice on Proposed Changes to Classification of Urban Areas

Mr. Ashby Johnson, CAMPO Executive Director reported that CAMPO staff reviewed the Census Bureau's proposed changes to the classification of urban areas and followed up with a discussion by the TAC. The assessment of CAMPO staff was that the proposed changes will not cause significant impact to the region.

Mr. Johnson informed the Board that other MPOs that receive Community Development Block Grant (CDBG) funding from Housing and Urban Development (HUD) have expressed concerns that the proposed changes could affect their funding and encouraged local governments represented on the Transportation Policy Board that are recipients of CDBG funding to review the Federal Register notice and submit comments before the deadline.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 01:20:08

b. Initial Findings on Pandemic-Induced Changes to the Region's Transportation Network

Mr. Nirav Ved provided a summary of the initial findings on the impact of the pandemic-induced changes to the region's transportation network. Mr. Ved summarized and discussed data for speed and tolls in the region. Additional data was reported as follows:

1. Crashes decreased 13%
2. Fatalities increased 11%
3. 2020 deadliest year in the region
4. Non-SOV Transportation included reduced transit ridership and increased bicycle usage

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 01:21:33

c. Briefing on Federal Transportation Bill

Mr. Ashby Johnson reported that the American Rescue Plan was signed into law at the end of last year and provided \$30 billion on the federal side to public transportation, \$350 billion to state and local governments with a total of \$15 million will be available for allocation in the CAMPO region.

Mr. Johnson reported that the American Jobs Plan was recently introduced by President Biden and proposes to provide \$2.5 trillion to create transportation projects and jobs. Mr. Johnson also highlighted the transportation infrastructure investments. The details of a period of availability, traditional 20% match requirement, and any funding availability in addition to the reauthorization is still unclear.

Mr. Johnson reported that the Senate Republican counter to the American Jobs Plan provides \$565 billion over a five (5) year period through the Renewed Federal Policies and Program. Details of the counter response or Republican Roadmap were also highlighted.

Mr. Johnson reported that the Surface Transportation Reauthorization bill was extended last year and will expire soon. Discussions regarding Transportation & Infrastructure Chairman DeFazio using HR 2 as a base bill for this year are ongoing.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 01:33:23

13. Announcements

The Chair also announced that the Transportation Policy Board will resume in-person meetings beginning with its June 14, 2021 meeting.

Mr. Ashby Johnson informed the Board that staff has been researching various facilities for a new location to resume in-person meetings of the future Transportation Policy Board. Board meetings will be held at The Junior League of Austin Community Impact Center. Mr. Johnson briefly provided details on the amenities of the new location.

Ms. Doise Miers provided additional details on the new location regarding its accommodations for Transportation Policy Board meetings and provisions for individuals wanting to give public comments.

Judge James Oakley joined the meeting.

The Technical Advisory Committee Meeting will be held on May 17, 2021 at 2:00 p.m. and the next Transportation Policy Board Meeting will be held on June 14, 2021 at 2:00 p.m.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 01:45:41

14. Adjournment

The May 10, 2021 meeting of the Transportation Policy Board was adjourned at 3:56 p.m. by unanimous consent.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/120761>. Start Video at 01:54:33



Date: June 14, 2021
Continued From: May 10, 2021
Action Requested: Adoption

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item: 6
Subject: Discussion and Take Appropriate Action to Adopt 2022-2023 Unified Planning Work Program (UPWP)

RECOMMENDATION

The Technical Advisory Committee and CAMPO staff recommend that the Transportation Policy Board (TPB) approve the FYs 2022 and 2023 Unified Planning Work Program (UPWP) and the accompanying resolution (Attachment B).

PURPOSE AND EXECUTIVE SUMMARY

The Unified Planning Work Program is the budget document for CAMPO. The UPWP not only serves as the budget for CAMPO but also is a public-facing document that gives some indication of regional planning activities that are underway and yet to start. CAMPO is required to include studies from every jurisdiction and transportation agency within its boundaries. However, it is important to note the local jurisdiction studies are included for information purposes only. The Transportation Policy Board does not approve work done by local jurisdictions and transportation agencies.

FINANCIAL IMPACT

The budget for the FYs 2022-2023 UPWP is based on anticipated FHWA PL 112 and FTA 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 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

On May 17, 2021, the Technical Advisory Committee unanimously recommended approval of the FY 2022 and 2023 UPWP with a change to the Bottleneck Study funding of \$250,000 to \$225,000.

SUPPORTING DOCUMENTS

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

Attachment B – *Resolution 2021-6-6*



FY 2022 & 2023

UNIFIED PLANNING WORK PROGRAM

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Adopted by the Transportation Policy Board: [June 14, 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 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: ~~\$68923,773~~ 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~~ \$225,000 STBG

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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

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.

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.

APPENDIX A

POLICY COMMITTEE MEMBERSHIP

APPENDIX B

METROPOLITAN AREA BOUNDARY MAP
(GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED)

APPENDIX C

DEBARMENT CERTIFICATION
(Negotiated Contracts)

(1) The _____ **MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:

- _____ (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
- _____ (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- _____ (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- _____ (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

(2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

_____ **federal, state or local*

Signature – Chair, MPO Policy Committee

Title

Date

APPENDIX D
LOBBYING CERTIFICATION
CERTIFICATION FOR CONTRACTS, GRANTS,
LOANS AND COOPERATIVE AGREEMENTS

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

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

Signature - Chair, MPO Policy Committee

Title

Agency

Date

APPENDIX E
CERTIFICATION OF COMPLIANCE

I, _____
(Name and Position, Typed or Printed)

a duly authorized officer/representative of _____

(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Date Signature - Chair, MPO Policy Committee

Attest:

Name

Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

-
-

(Name and Position, Typed or Printed)

a duly authorized officer/representative of _____

(MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

-
-

Date Signature - Chair, MPO Policy Committee

Attest:

Name

Title



Resolution 2021-6-6

Acknowledging the Transportation Policy Board's Adoption of CAMPO's FY 2022 & 2023 Unified Planning Work Program

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, the mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, 23 U.S.C. 134 and Section 5303 of the Federal Transit Act, require that the Metropolitan Planning Organizations, in the cooperation with the State, develop transportation plans and programs for urbanized areas of the state; and

WHEREAS, 23 CFR 450.308 requires that transportation planning activities performed with federal transportation funds be documented in a Unified Planning Work Program; and

WHEREAS, the Technical Advisory Committee and the CAMPO staff recommend approval of the accompanying *FYs 2022 & 2023 Unified Planning Work Program (UPWP)*; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve CAMPO's *FY's 2022 & 2023 Unified Planning Work Program* as reflected in this Resolution and in the accompanying studies and projects listed in Tasks One through Five; and directs the Executive Director to transmit the adopted plan to the Federal Highway Administration through the Texas Department of Transportation; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to approve the CAMPO's *2022 & 2023 Unified Planning Work Program* as reflected was made on June 14, 2021 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 14th day of June 2021.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: June 14, 2021
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 7
Subject: Discussion and Take Appropriate Action on Requested SH 195/SS 376/SS 377 Roadway Functional Classification Change

RECOMMENDATION

Staff recommends the Transportation Policy Board approve the functional classification change of SH 195/SS 376/SS 377 in northwestern Williamson County from minor to major arterial.

PURPOSE AND EXECUTIVE SUMMARY

The Texas Department of Transportation (TxDOT) – Transportation Planning and Programming (TPP) Division requests a roadway functional classification change to portions of SH 195/SS 376/SS 377 in Williamson County. The final determination of roadway functional classification is made by the Federal Highway Administration (FHWA) for federal funding eligibility. However, any functional classification change requests must have concurrence from CAMPO before FHWA will make a determination.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

On May 13, 2021, CAMPO staff was contacted by the FHWA – Texas Division Office about a roadway functional classification change request. TxDOT – TPP Division requested a change to SH 195 in northwestern Williamson County.

The requested change, if approved, will result in a section of SH 195 being upgraded to a major arterial. TxDOT – TPP is requesting the functional classification change because traffic on the roadway has increased to meet the federal threshold, the facility meets the regional significance criteria as it connects the CAMPO Central Texas Region to the Killeen-Temple MPO (Bell County) and to the largest military base in the world, Fort Hood.

The requested functional classification change would result in partial new alignments for SH 195, namely through Florence, at the intersections of County Road 241 and at Ronald Reagan. FHWA recommends SS 376/SS 377 be downgraded to collector functional classification and CAMPO staff concurs as does Williamson County staff.

CAMPO staff contacted Mr. Bob Daigh, P.E., Williamson County Sr. Director of Infrastructure on May 14, 2021 to discuss the request. CAMPO staff forwarded the functional classification request information to Mr. Daigh, P.E. and discussed it with him. Mr. Daigh, P.E. concurred with the functional classification change request.

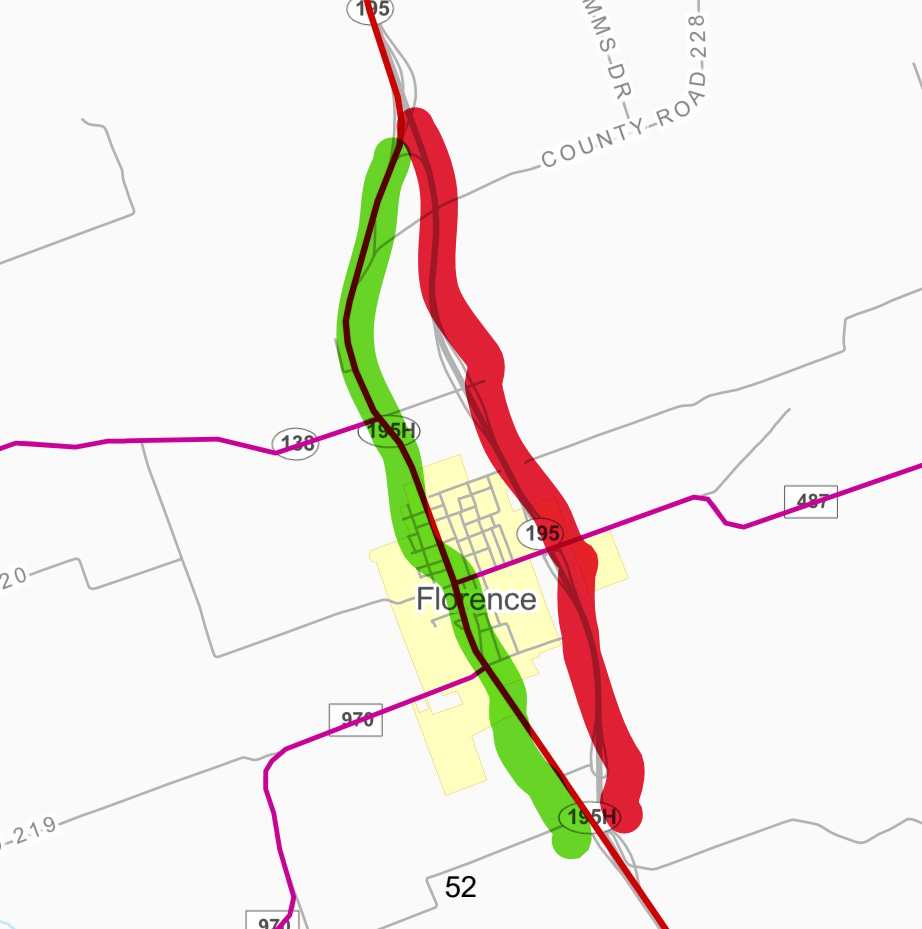
SUPPORTING DOCUMENTS

Attachment A – *Florence SH 195*

Attachment B – *FFC Change for SS 376*

Attachment C – *FFC Change for SS 377*

Attachment D – *Resolution 2021-6-7*





COUNTY-ROAD-241

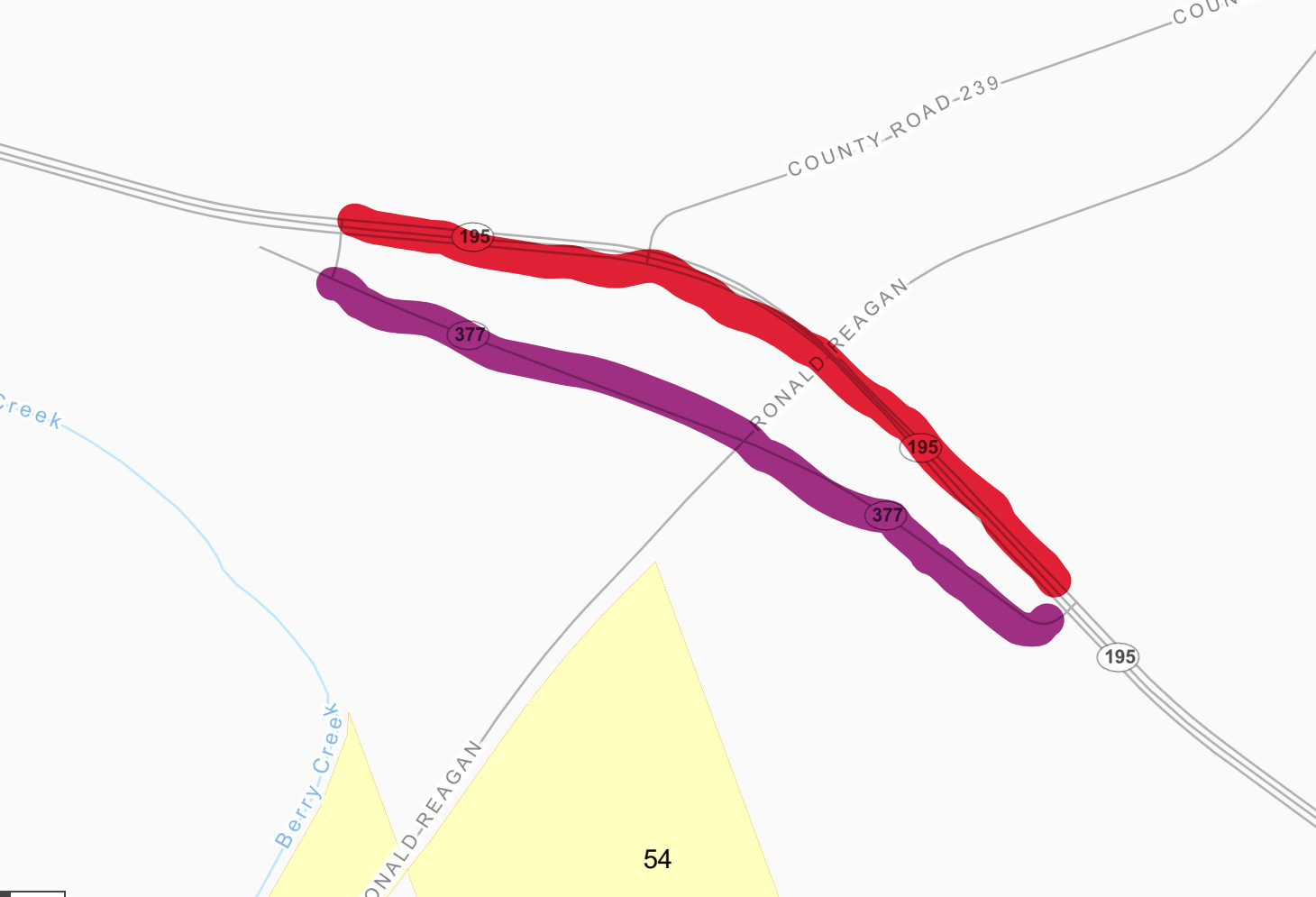
195

376

BEAVER-L

53

195



Creek

COUNTY-ROAD-239

195

377

RONALD-REAGAN

195

377

195

Berry-Creek

RONALD-REAGAN

54



Resolution 2021-6-7

Approval of the Functional Classification Change for SH 195/SS 376/SS 377

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, CAMPO is authorized by Federal and State law to conduct planning activities as required to develop regional plans and programs and to assist local entities as necessary to implement their plans and programs; and

WHEREAS, the Texas Department of Transportation (TxDOT), in coordination with the Federal Highway Administration (FHWA), periodically reviews the functional classifications of the federal and state roadway network and recommends changes based on current information; and

WHEREAS, all functional classification change recommendations must be approved by the Transportation Policy Board; and

WHEREAS, FHWA and TxDOT have submitted a roadway functional classification change request to the Transportation Policy Board for SH 195 and SS 376/SS 377 in northwestern Williamson County; and

WHEREAS, the request consists of a section of SH 195 being upgraded to a major arterial functional classification with partial new alignments at the intersections of County Road 241 and at Ronald Reagan and SS 376/SS 377 downgraded to a collector functional classification; and

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Board hereby votes to approve the functional classification change request to SH 195 and SS 376/SS 377 in northwestern Williamson County;

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to approve the functional classification change request to SH 195 and SS 376/SS 377 in northwestern Williamson County as reflected was made on June 14, 2021 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 14th day of June 2021.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

Kimberly Petty

From: Bales, Genevieve (FHWA) <Genevieve.Bales@dot.gov>
Sent: Thursday, May 13, 2021 3:46 PM
To: Sara Garza; Ashby Johnson; Rhonda.Roundy@txdot.gov; Ryan Collins
Cc: Jeremy Rogers; Ham, Justin (FHWA); Campos, Jose (FHWA)
Subject: RE: SH 195 / SS 376 / SS 377 - Functional Classification Change

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL email: Exercise caution when opening.

Hey Folks,

I know this is a busy time for everyone. However, we need to have a discussion about some FC changes for CAMPO/ AUS District for the subject segment. See the screenshot below. It is important to update/coordinate/MPO action/TxDOT action on the FC changes before the HPMS submittal for Texas in June (next month).

I am available as follows:

5/17 @1pm

5/19 @10am

5/20 @9am

I would like to hear your thoughts on how the new segments and existing segments should be classified. I understand that these are currently open to traffic. My follow up questions is what was the funding for these improvements. Again time is of the essence to update and make changes the HPMS submittal has a hard deadline in June.

Thanks!

~ *Genevieve*

Genevieve Bales, Statewide Planner
USDOT – FHWA, Texas Division
Ph: 512-536-5941
Genevieve.Bales@dot.gov

Map Legend

Functional Classification

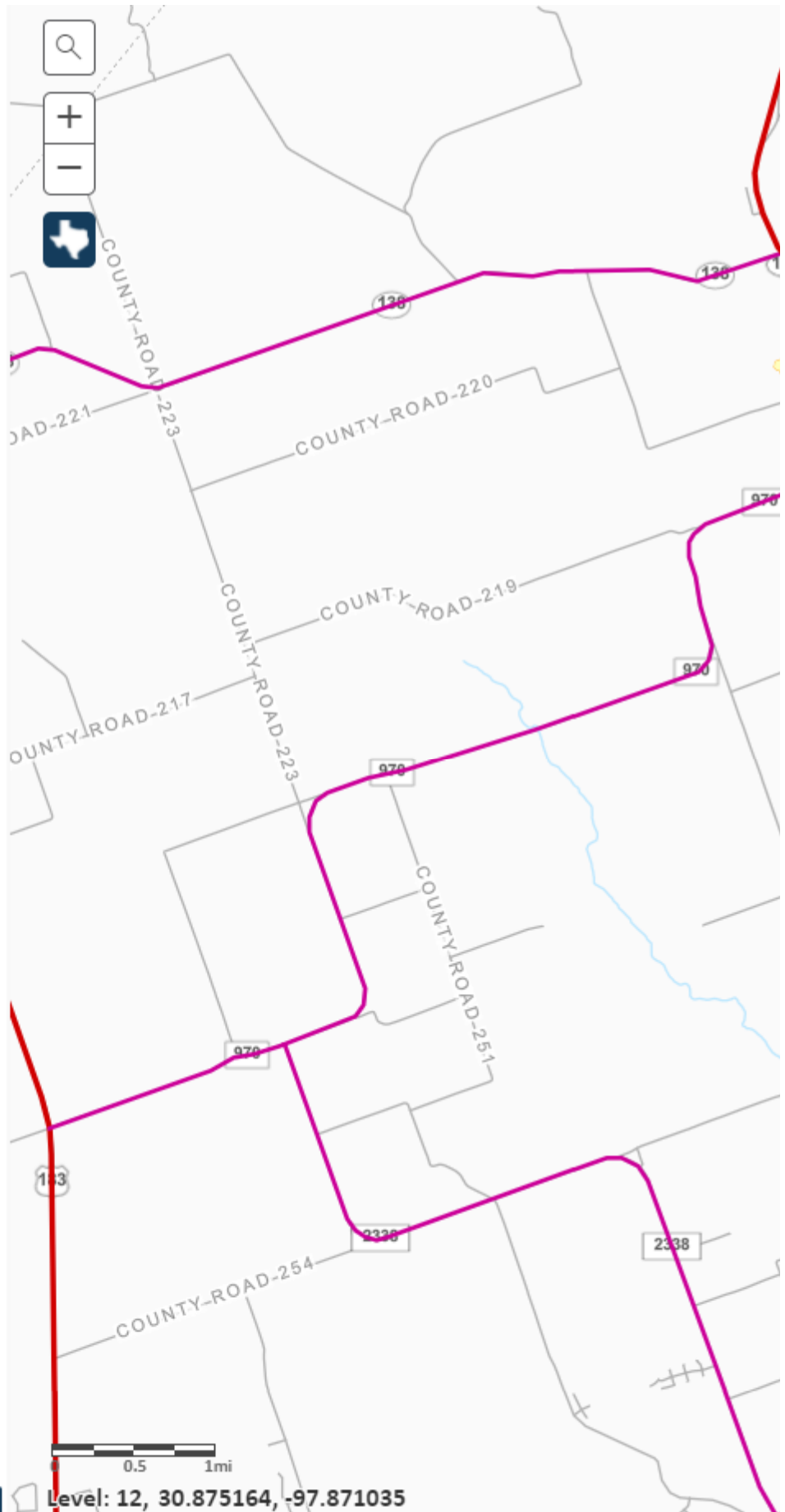
- Interstate
- Principal Arterial - (Other Freeways and Expressways)
- Principal Arterial - Other
- Minor Arterial
- Major Collector
- Minor Collector

2010 Adjusted Urban Areas

- Urbanized Area
- Small Urban Area

NOTES:

Functional Classification last updated on: 1/4/2021



Download Data

Level: 12, 30.875164, -97.871035

Jeremy Rogers | Roadway Inventory Branch Manager

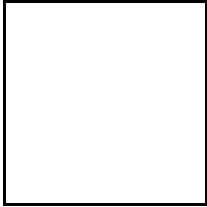
Transportation Planning & Programming

Office: 512-486-5073

Cell: 512-879-8045



Helpful Links: [Annual Reports](#) | [Highway Designation Files](#) | [Open Data Portal](#) | [Project Tracker](#) | [Statewide Planning Map](#)





Date: June 14, 2021
Continued From: May 10, 2021
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 8
Subject: Discussion and Take Appropriate Action on Amendments to 2021-2024 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

RECOMMENDATION

Staff and the Technical Advisory Committee (TAC) are recommending that the Transportation Policy Board (TPB) approve the amendments to the 2021-2024 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP) and Resolution 2021-6-8.

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 – Resolution 2021-6-8 and Amendment List (Draft)

Attachment B – Community Outreach Report



Resolution 2021-6-8

Acknowledging the Transportation Policy Board's Approval of Amendments to the 2021-2024 Transportation Improvement Program and 2045 Regional Transportation Plan

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties in Central Texas; and

WHEREAS, CAMPO is required to create a twenty-year Regional Transportation Plan and a four-year Transportation Improvement Program; and

WHEREAS, CAMPO adopted the *2021-2024 Transportation Improvement Program* on June 8, 2020; and

WHEREAS, CAMPO adopted the *2045 Regional Transportation Plan* on May 4, 2020; and

WHEREAS, CAMPO solicited requests from regional partners for amendments to the *2045 Regional Transportation Plan* and *2021-2024 Transportation Improvement Program* as part of a semi-annual amendment cycle; and

WHEREAS, CAMPO has an adopted *Public Participation Plan* that identifies public involvement requirements for amendments to the *2045 Regional Transportation Plan* and *2021-2024 Transportation Improvement Program* and the requested amendments were subject public participation process; and

WHEREAS, CAMPO published all requested amendments to the *2045 Regional Transportation Plan* and *2021-2024 Transportation Improvement Program* and supporting information in compliance with the *Public Participation Plan*; and

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Board hereby votes to approve the requested amendments to the *2045 Regional Transportation Plan* and *2021-2024 Transportation Improvement Program* as reflected in this resolution and in the accompanying amendment listing; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to amend the *2045 Regional Transportation Plan* and *2021-2024 Transportation Improvement Program* as reflected was made on June 14, 2021 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 14th day of June 2021.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

Spring 2021 Amendment Cycle – Requested Amendments

MPO ID	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Let Year	Cost	Amendment Requested
41-00251-00	Hays County	FM 150	FM 2770	RM 3237	Realign and improve 2-lane to 4-lane roadway	Construction	2023	\$82,867,452.00	Remove from the Transportation Improvement Program and add to the Project Development and Environmental Listing Appendix.
41-00252-00	Hays County	FM 150	FM 2770	Burleson St	Realign and improve 2-lane to 4-lane roadway	Construction	2023	\$20,345,515.00	
41-00253-00	Hays County	FM 150	RM 12	RM 3237	Realign and improve 2-lane to 4-lane roadway	Construction	2023	\$121,790,160.00	
41-00194-00	Hays County	FM 621	West of De Zavala Dr	East of CR 266	Widen 2-Lane roadway to include a center turn lane and shoulder enhancements	Construction	2021	\$6,872,000.00	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.
44-00027-00	Hays County	FM 621	0.2 MI N of Old Bastrop Hwy	0.2 MI S of Old Bastrop Hwy	Widen 2-Lane roadway to include a center turn lane and shoulder enhancements	Construction	2021	\$858,597.00	
44-00194-01	Hays County	FM 621	0.1 miles SE of Picasso Dr.	0.2 MI SE of Old Bastrop Hwy	Widen paved shoulder to 5 ft. or less, and add left turn lane	Construction	2021	\$1,417,473.00	
44-00105-00	Hays County	Old Bastrop Highway	On CR 266 (Old Bastrop Hwy)	At FM 621	Reconstruct and realign intersection	Construction	2021	\$532,529.00	
41-00188-00	City of Buda	FM 2001	Overpass Road/FM 2001	FM 119/Old Goforth Road	Construct a 10-foot wide multi-use path for pedestrian and bicycle traffic along the east side of FM 2001 and Overpass Road	Construction	2021	\$696,983.00	
51-00353-00	TxDOT	IH 35	FM 1825	US 290	Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes	Construction	2022	\$318,279,652.00	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
51-00351-00	TxDOT	IH 35	SH 45N	FM 1825	Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes	Construction	2022	\$121,745,348.00	
51-00352-00	TxDOT	IH 35	US 290W/SH 71	LP 275-Slaughter Lane	Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes	Construction	2022	\$147,452,192.00	

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.	Preliminary Engineering and Environmental	2021	\$2,400,000.00	Add to the Transportation Improvement Program
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.	Preliminary Engineering and Environmental	2021	\$2,100,000.00	
53-00080-00	Capital Metro	McKalla Station			6400 LF of double tracking for the new McKalla Station on the Red Line	Construction	2021	\$3,000,000.00	
53-00082-00	Capital Metro	Maintenance Facility Return Track			New return tail track into the rail maintenance facility at North OPS	Construction	2021	\$1,350,000.00	
53-00011-00	Capital Metro	Red Line Double Tracking			Double tracking in the rail segment between Lakeline Station and Leander Station on Red Line	Preliminary Engineering	2021	\$725,000.00	
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	Preliminary Engineering and Environmental	2021	\$400,000.00	
43-00024-00	City of San Marcos	Transit Vehicle Procurement			Procurement of 25-foot buses.	Capital Expenditure	2021	\$366,726.00	

 **Transportation Improvement Program (TIP) Amendment***

 **Regional Transportation Plan (RTP) Amendment**

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



Community Outreach Report

**2021-2024 TIP / 2045 RTP
Amendment Cycle**

Spring 2021

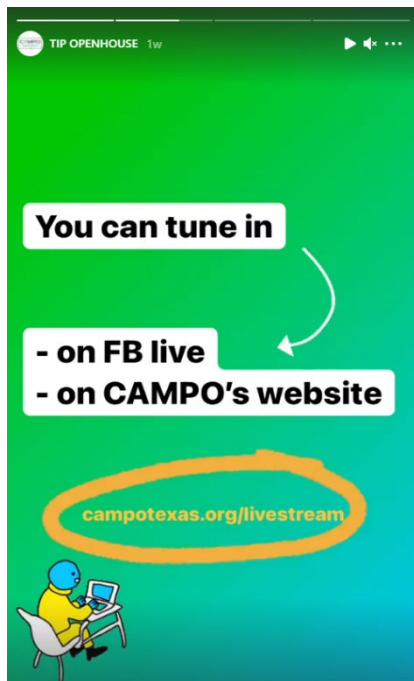
Background

In May 2021, the Capital Area Metropolitan Planning Organization (CAMPO) launched a community outreach effort in accordance with its Public Participation Plan that adhered to Covid-19 practices approved by the CAMPO Transportation Policy Board (TPB) on April 6, 2020. The purpose of this effort was to engage the public and solicit input on proposed amendments to the 2021-2024 Transportation Improvement Program (TIP) that would also be incorporated into the 2045 Regional Transportation Plan (RTP), pending approval by the Transportation Policy Board (TPB).

Twenty TIP amendments and no RTP amendments were submitted this amendment cycle, with one amendment application rescinded on May 12, 2021. Amendments to the TIP will be incorporated into the RTP per CFR 450.218.

Notifications

Notification of this community outreach effort was done through a news release, emails, and social media messages which outlined opportunities to learn more and provide input over the month-long comment period.



One of three Instagram stories promoting the live presentation



Spanish Twitter promotion of the online open house

Community Outreach

This community outreach effort used virtual and remote methods of providing information and collecting comments, with consideration given to ensuring outreach remained equitable. In addition to an online open house that contained information about the TIP, submitted amendments, and commenting options, an outreach hotline was available for the public to request information by mail and leave voicemail comments. Comments could also be submitted by mail and fax.



Screenshot of the live presentation detailing comment options

Two live presentations provided details on the submitted amendments and outlined the various options for submitting comments. These live presentations were livestreamed on the CAMPO website, Facebook Live, and included a call-in option for those needing or preferring a lower-tech option to participate. The presentation included information about the TIP, each amendment submission, project sponsor contact information, and how to submit comments by phone, email, mail, or fax.

Public Comments

The comment period ran from May 3 to June 3, 2021 with a public hearing at the May 10, 2021 TPB meeting.

Thirteen public comments were submitted during this public comment period; two specifically on amendments submitted for the 2021-2024 TIP and the other eleven on the TIP and transportation planning generally but did not specifically provide input on the amendments submitted during this amendment cycle.

All comments received are included as an attachment to this report.

From: [clm](#)
To: [CAMPO Comments](#); katie.wettick@austintexas.gov
Subject: CAMPO project comment
Date: Sunday, May 30, 2021 12:44:54 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO Committee and Staff,

In speaking with fellow trail lovers and mountain bike enthusiasts I am hearing how disappointed people are in the loss of the wild that is happening with overly wide trails such as Violet Crown.

The feeling is that 12ft is simply too wide. The point of trails is to be closer to nature. It should be possible to be ADA + walker + bike friendly without ruining the very reason that people want to get out in nature: to see NATURE. The proposed extension to Violet Crown Trail is not in the middle of downtown like Town Lake and should have a different look and feel.

Thank you for your time and consideration,

Lynn Moses

From: [Bobby Levinski](#)
To: [CAMPO Comments](#)
Cc: [Kitchen, Ann](#); [Cynthia Long](#); [Alison Alter](#); [clara.beckett@co.bastrop.tx.us](#); [andy.brown@traviscountytx.gov](#); [mcannon@leandertx.gov](#); [Ellis, Paige](#); [tucker.ferguson@txdot.gov](#); [natasha.madison@austintexas.gov](#); [ann.howard@traviscountytx.gov](#); [jhughson@sanmarcostx.gov](#); [mark.jones@co.hays.tx.us](#); [terryemitchell@gmail.com](#); [rudy.metayer@pflugervilletx.gov](#); [craigmorgan@roundrocktexas.gov](#); [Travis County Commissioner Brigid Shea](#); [Jeffrey Travillion](#); [mayor.vanarsdale@cedarparktexas.gov](#); [ed.theriot@co.caldwell.tx.us](#); [mayor@georgetown.org](#); [tmitchell@cityofkyle.com](#)
Subject: SOS Comments on TIP Amendments - Opposition to Wildflower Park & Ride
Date: Thursday, June 3, 2021 4:09:45 PM
Attachments: [SOS_WildflowerCenterTIP.pdf](#)

EXTERNAL email: Exercise caution when opening.

Please find attached to this email comments from the SOS Alliance on the proposed amendments to the 2021-2024 TIP.

Many thanks,

--

Bobby Levinski
Attorney, Save Our Springs Alliance

4701 Westgate Blvd, Ste. D-401

Austin, Texas 78745

512-636-7649 (mobile)

www.sosalliance.org

Please consider making a [donation](#) to support the education, advocacy, and action necessary to save our springs, creeks, and open spaces. SOS is 501(c)(3) nonprofit organization.



June 3, 2021
Via Electronic Delivery

Transportation Policy Board
Capital Area Metropolitan Planning Organization
PO BOX 1088
Austin, TX 78767
campo@campotexas.org

Re: 2021-2024 TIP Comments; Opposition to Wildflower Park & Ride Facility

Dear Members of the CAMPO Policy Board,

The Save Our Springs Alliance (“SOS”) respectfully requests that the Wildflower Park and Ride (MPO 53-00024-01) be removed from the potential amendments to the 2021-2024 CAMPO Transportation Improvement Program (“TIP”). Based on discussions that we have had with key stakeholders and an announcement made at the May 26th Board Meeting of the Central Texas Regional Mobility Authority (“CTRMA”), we understand that the park and ride facility originally planned to pave over a conservation easement at the Wildflower Center in Southwest Austin is no longer considered a viable option. We applaud this decision to abandon this ill-conceived project, and we request that it be removed from the TIP amendments. CapMetro should not be sponsoring—and CAMPO should not be approving—a project that would require the deletion of permanent protections from a conservation easement.

Background of Conservation Easement

The proposed “Wildflower Park & Ride” facility would be located at the southeast intersection of LaCrosse Avenue and South Mopac, on a 16-acre parcel of land that is currently protected by a conservation easement. This conservation easement was established as part of a settlement agreement known as the Development Agreement Between City of Austin and Circle C Land Corp., dated effective August 15, 2002 (the “Settlement Agreement”). At its core, the Settlement Agreement resolved a longstanding dispute between the City of Austin and the Circle C Land Corp. (aka, “Stratus”) regarding the applicability of the City of Austin’s watershed regulations, including the Save Our Springs Initiative Ordinance (“SOS Ordinance”), to approximately 1,260 acres of land in Southwest Austin (much of what one would consider “Circle C” today).

The Settlement Agreement essentially established agreement between the City and Stratus on certain vested rights (i.e., grandfathering). In exchange for approximately \$15 million in fee waivers and infrastructure improvements, Stratus agreed that the entire 1,260 acres of land would be subject certain environmental regulations, including the establishment of the conservation easement in question, recorded under Instrument No. 20012151985 of the Real Property Records of Travis County, Texas (the “Conservation Easement”). This Conservation Easement runs with the land and is binding on any succeeding owners of the land, which includes the current owner, The University of Texas.

The Settlement Agreement, together with the Conservation Easement, did two major things: (i) it applies the limits of the SOS Ordinance to the entire 1,260 acres of land by redistributing the total aggregate of allowable impervious cover on a tract-by-tract basis (e.g, all allowable impervious cover from Parcel 111 was transferred to other properties); and (ii) it designated three specific parcels, containing known critical environmental features within the Recharge Zone, as no-development, conservation lands to be deeded over to the Wildflower Center (which at the time was a 501(c)(3) nonprofit corporation).

Within the Settlement Agreement, the 16-acre parcel of land upon which the Wildflower Park & Ride would be located is known as “Parcel 111”. It was one of the three parcels of land that, as a material condition of the Settlement Agreement, Stratus dedicated to the Wildflower Center to meet its water quality requirements. All allowable impervious cover derived from those three parcels of land were retained by Stratus for use on their remaining lands. The impervious cover transfer was made possible via the establishment of the Conservation Easement, of which Parcel 111 and the two other conservation parcels are an integral part. Furthermore, as part of the explicit terms of the Settlement Agreement—and as a separate obligation from the Conservation Easement itself—Parcel 111 was expressly restricted to “open space, except that pedestrian walkways, underground utility facilities, native landscaping, water quality controls and related facilities, sidewalks, and hike and bike trails . . .” used in connection with the Wildflower Center and the dedicated conservation lands.

On August 15, 2002, simultaneously with the City Council’s approval of the Settlement Agreement, Straus conveyed Parcel 111 (along with the two other conservation parcels) to the Wildflower Center. Pursuant to the relevant deed, the land was explicitly conveyed subject to both the terms and conditions of the Circle C Settlement Agreement and the Conservation Easement. The deed states that the property “is being conveyed without an allocation of Allowable Impervious Cover (as defined in the Conservation Easement) and without any Development Allocation (as defined in the [Settlement Agreement])” (emphasis added).

In June 2006, The University of Texas and the Lady Bird Johnson Wildflower Center executed a Memorandum of Intent (“MOI”), under which the Wildflower Center became part of

the University of Texas System. As a key provision of such MOI, the University agreed to use any assets transferred from the Wildflower Center in furtherance of the Wildflower Center's mission or in other ways that would not interfere with such mission. Effective September 1, 2006, the Wildflower Center officially donated to the University of Texas Parcel 111 (along with the rest of the Wildflower Center's lands) via a Donation Deed, filed under Instrument No. 2006180773 of the Real Property Records of Travis County, Texas (the "Donation Deed"). The Donation Deed states that the mission of the Wildflower Center is "to increase the sustainable use and conservation of native wildflowers, plants, and landscapes." Because the land was being gifted to the University "for the expressed purpose of advancing the educational mission of [the Wildflower Center]," the Donation Deed includes several restrictive covenants. The Donation Deed states that the property shall be used solely in furtherance of certain permitted purposes, and in the event that the University ceases to use the land for the stated purposes, the Wildflower Center would have a right to reclaim the land.

To summarize:

1. The Conservation Easement was an important part of the legal settlement between the City of Austin and Stratus, resolving a decade-long dispute over vested rights.
2. The Settlement Agreement formally established that the SOS Ordinance was applicable to the entire 1,260 acres, on an aggregate basis.
3. Parcel 111 was allotted 0% impervious cover and no development rights, by both the Settlement Agreement and the Conservation Easement.
4. Parcel 111 was conveyed to the Wildflower Center for conservation purposes to safeguard it from future development.
5. When the Wildflower Center was assumed by The University of Texas, all conveying documents acknowledged the continuing applicability of the Conservation Easement and the lack of development rights on Parcel 111.

Environmental Concerns

As you may be aware, the location of the proposed Wildflower Park & Ride (Parcel 111) is located in the heart of the Edwards Aquifer Recharge Zone. The 16-acre parcel contains an active cave that is home to several threatened species and is known to be a critical recharge feature that delivers water—with very little filtration—directly to Barton Springs within a matter of days. Protecting this area, including this particular parcel, is critically important for the water quality and water quantity of Barton Springs and the Edwards Aquifer. It is for this reason, this land was saved; and, it is for this reason, the City of Austin has spent the last ~30 years acquiring conservation easements and other conservation lands within the Recharge Zone. Deleting the protections for these conservation lands would send a very dangerous signal for all of Austin's conservation easements: "permanent protections" are meaningless under the

mounting pressures of economic growth, and governmental agencies, like the City of Austin, cannot be trusted as the holder of these easements.

In addition to the general concern of deleting conservation easement protections, we are also very much concerned about the renderings that show a driveway wrapping around the protected cave. Based on these renderings, it appears that the cave won't even be afforded the standard buffer protections of a critical environmental feature under the City Code. As an open cave, it is highly vulnerable to pollutants. Right now, this cave is protected with acres of land around it; the new proposal would allow oil-dripping cars and buses to drive across what should be a natural buffer zone to protect the cave (not to mention construction-phase contamination). This isn't just a conservation easement; it's a wildlife refuge. The resulting polluted stormwater and other contaminants that make its way into this cave and other potential recharge features on Parcel 111 would be a direct threat to the endangered Barton Springs Salamander and Austin Blind Salamander that live downstream at Barton Springs, as well as several threatened karst invertebrates and other cave species that call LaCrosse Cave home.

While specific site plan details have not been provided to us, we understand that the proposed development of the parking lot, together with the potential for a housing complex, would involve a significant amount of impervious cover, well beyond the limits of the SOS Ordinance (which would be 15% NSA in this area). It would also exceed the provisions of the Settlement Agreement and Conservation Easement, which establish that, with the exception of a few named sites, any site receiving transferred impervious cover is also subject to the limits of the SOS Ordinance.

The SOS Ordinance is one of Austin's most effective tools in protecting the water quantity and quality of Barton Creek, Barton Springs, and the Edwards Aquifer. The ordinance is based on two basic principles: (i) mitigating pollution caused by development by enhancing water quality controls; and (ii) promoting aquifer infiltration and minimizing environmental impacts by reducing overall impervious cover within the Barton Springs zone. Both components of the ordinance are critical on their own but also work in concert with one another in achieving the ordinance's—and the voter's—intent. As such, proposed amendments to the SOS Ordinance should receive the highest level of scrutiny and public review, with a process that engages all stakeholders for meaningful input, deliberation, and study.

With respect to the current issue, this level of scrutiny and public review has not occurred. Rather, the proposal would alter the terms of a compromise agreement that settled a decade-long dispute between the City of Austin and Stratus. At this point in time, all of the negotiations between the City of Austin and The University of Texas have occurred behind closed doors. Most of the dialogue has occurred without the benefit of the context of the prior

history that surrounds this site and the establishment of the Conservation Easement. And, there has been no formal notice to environmental stakeholders or the affected neighborhood associations about these ongoing discussions.

What's worse is that most of these conversations have proceeded without even getting an accurate survey of the impervious cover that has already been built under the Circle C Settlement Agreement. Having spoken directly with the City of Austin staff person who monitors the agreement, SOS is aware of the problems of relying on that data. Much of it is incomplete, some of it is inaccurate, and none of it is reliable. Prior to proceeding with adjusting impervious cover provisions under the Conservation Easement, CapMetro (and the City of Austin) has a responsibility to get an accurate survey of the impervious cover that has been installed and entitled over the 1,260 acres. SOS has reached out the CapMetro several times regarding this project, and we have not been afforded even a returned phone call.

To summarize:

1. Parcel 111 is in the heart of the Edwards Aquifer Recharge Zone and was prioritized for protection as part of Stratus's compliance with the SOS Ordinance, a water quality protection ordinance.
2. Deleting conservation easement protections sends a very dangerous signal for all of Austin's conservation easements, that "permanent protections" are meaningless if there are competing economic interests, and the City of Austin can no longer be entrusted with the responsibility of holding conservation easements for their protection.
3. Parcel 111 has an active cave on it that would be threatened by the driveway, parking lot, and other development on this site. Pollution that enters this cave would flow directly towards Barton Springs, in a matter of days, threatening the Barton Springs Salamander and Austin Blind Salamander, as well as cave invertebrates that inhabit the cave.
4. The proposed use of the site would violate the provisions of the SOS Ordinance, the Settlement Agreement, and the Conservation Easement, and we don't even have a reliable baseline from which to work from.

Moving Forward

Prior to including the Wildflower Park & Ride Facility within the TIP, we ask the following:

1. The "Wildflower Park & Ride Facility" should be renamed to remove the presumptive location of this park and ride facility on a conservation easement.
2. Alternative locations for the proposed Park & Ride should be considered that do not necessitate the deletion or alteration of conservation protections, such as existing parking lots that largely sit empty during the day, at churches and shopping centers.

3. The entire South Mopac project, for which the park and ride facility would serve, should be reevaluated in light of changing commuting patterns, the adoption of mass transit alternatives within Project Connect, and the growing need to address climate change. We would encourage CAMPO to consider a pilot project where existing lanes would be striped as HOV lanes, to study how existing lanes could serve the need for traffic demand management, without more pavement.

Please feel free to contact me, if you have any questions about the above concerns. We appreciate your consideration.

Thank you,

Bobby Levinski

Attorney, Save Our Springs Alliance

4701 Westgate Blvd, Ste. D-401

Austin, Texas 78745

512-636-7649 (mobile)

www.sosalliance.org

From: [David Orr](#)
To: [CAMPO Comments](#)
Subject: 2021 CAMPO TIP comments
Date: Tuesday, June 1, 2021 2:34:09 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I wish to offer a few comments on the proposed TIP amendment:

- 1) I'm pleased to see from the pdf file that you appear to have no new roads or roadway extensions in the plan. This indicates real progress and a welcome change in CAMPO's focus. We should all agree that the road network in this MPO area is essentially complete. We need to commit to (re-)building our cities and suburbs to become focused on public transportation, and de-emphasize personal autos for commuting and longer trips. It will not be easy but it is essential to re-think transportation and make it human- and climate-friendly. Pay now or pay more dearly later.
- 2) I don't understand why there is no mention in the pdf of projects in Williamson County. There are several new roads proposed or under construction, and little or no public transportation service in the county, save for that part of the county in the Austin city limits (Metro Rail) and local service in Round Rock and Georgetown that serves people in low-income areas. And there's a commuter bus (that didn't operate during the pandemic) on weekdays. This is totally insufficient for a fast-growing county. Decisions are being made now that will determine whether public transportation will be economical to serve in the future. The county is missing a critically important opportunity to incorporate transit into its planning. I hope CAMPO will provide leadership and influence with local governments and community leaders to change their priorities and put the county in the forefront of Texas cities in committing to a future where residents can get around without personal autos.
- 3) I fully support Project Connect and I look forward not only to its successful completion but also to its expansion. Williamson and Hays counties need to participate. Austin's traffic congestion is due in part to commuting drivers from out-of-county commuters. Austin taxpayers are therefore subsidizing growth in those counties. The best solution in terms of equity, traffic management, air pollution reduction and climate-change response is for these counties to participate as full-paying members of Capital Metro, building out a system into close-in communities such as Round Rock, Georgetown, Buda, Kyle, and Dripping Springs. Light rail is an obvious piece of that.
- 4) I fully support the development of safe bicycle paths and routes along roads, especially where those routes can be separated from auto traffic.
- 5) We need to improve facilities and services for pedestrians and especially for people with disabilities, wherever possible. CAMPO needs to support construction of sidewalks in existing urban and suburban areas throughout the MPO area. Too many older subdivisions and roads have little if any sidewalks or other ADA-required infrastructure. Safe pedestrian travel infrastructure is essential for (re-)building communities to provide an environmentally responsible and equitable transportation system for everyone.

6} In closing, I am very pleased on the whole with the direction that CAMPO seems to be going in. When the surrounding communities commit to working with Austin in making equitable, safe and climate-friendly transportation a top priority, and when the entire MPO region becomes the statewide leader in making its cities and rural areas less reliant on personal autos and making communities accessible and liveable for all residents, we will have accomplished something which we will justly be proud of.

I am looking forward to a future where our local governments unite in this movement for more socially just and environmentally responsible transportation. It is all about our collective future.

David Orr

From: [CAMPO](#)
To: [Campo](#); [Doise Miers](#); [Emily Hepworth](#)
Subject: New submission from Contact Form
Date: Monday, May 31, 2021 3:45:11 PM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/open-house/2021-2024-tip-amendments/>

Name

GARY BREWER

Email

[REDACTED]

Comment

Why has TXDOT not put back the NO ENGINE BRAKE SIGNS on IH35 between RUNDBERG and YAGER LN/PARMER. They used to be on this section of IH35 before they reworked this section of 35 years ago. Ever since these signs were removed in construction and not replaced our NOISE LEVEL IN EUBANK ACRES SUBDIVISION HAS GONE UP BY 10 TO 20 DECIBELS (actual sound measurements done in our neighborhood) FROM DIESEL JAKE/ENGINE BRAKING.

We have been complaining and bugging TXDOT about this for years and have received no feedback from them. Their reps keep telling us they will look into it and get back with us on it, but as far as I know, never have.

We have measured on OAKWOOD as high as 96 DECIBELS of traffic noise from IH35 since the rework from BRAKER to PARMER in the early 2000's.


WHEN IH35 IS UPDATED/REWORKED AGAIN, SOUND WALLS SHOULD BE CONSIDERED FOR THE WEST SIDE OF IH35 BETWEEN BRAKER AND BIG WALNUT CREEK!!!

THANKYOU
SEEYALATERBYE
AND HAVE A NICE DAY
GARY L BREWER former WCNA president

From: [Jack Harrington](#)
To: [CAMPO Comments](#)
Subject: TIP
Date: Friday, May 28, 2021 4:25:05 PM

EXTERNAL email: Exercise caution when opening.

I realize that my comment will be dismissed but all you automobile haters should realize that in 6-7 years there will be more & more electric, non-polluting cars on the road. Planning that increases congestion for automobiles to provide bike and bus lanes will not improve the quality of life in Austin. Wishful thinking does not replace logical planning.

Jack Harrington

Austin, TX 78726

From: [CAMPO](#)
To: [Campo](#); [Doise Miers](#); [Emily Hepworth](#)
Subject: New submission from Contact Form
Date: Wednesday, June 2, 2021 11:13:15 AM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/open-house/2021-2024-tip-amendments/>

Name

Susan Holstrom

Email

[REDACTED]

Comment

Really would of liked to see a plan with FM 620 between 183 and 2222. This area has had worseing congestion for years and with further development happening and lack of alternate routes this area is in desparate need of a solution soon.

From: [CAMPO](#)
To: [Campo](#); [Doise Miers](#); [Emily Hepworth](#)
Subject: New submission from Contact Form
Date: Tuesday, May 4, 2021 11:05:25 AM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/open-house/2021-2024-tip-amendments/>

Name

Clarence Klekar

Email

[REDACTED]

Comment

I scanned through all the pages of the Transportation Improvement Program and nowhere did I see an improvement to State Hwy. 80 from Luling to San Marcos. Hwy 80 needs to be expanded to 4 lanes like it used to be.

It is a heavily travelled highway with the occasional truck-tractor and some cars driving well below the posted speed limit. These slower vehicles impede the flow of traffic causing a string of vehicles to follow behind the slow vehicle. These slower vehicles could move over onto the 10-foot improved shoulder to allow traffic to get around them, but they don't. Perhaps a PSA or signs on the highway asking slower motorists to move over would help.

There are limited places to pass on Hwy 80 and this sometimes causes the more impatient drivers to pass where it is not allowed by law. Which in my opinion puts all motorists in danger.

Are there any plans to expand Hwy 80 to 4 lanes in the future? It is the only highway from the south going into San Marcos. It would help with mobility if it were expanded.

Thank you,
Clarence Klekar
Luling, Texas

From: [CAMPO](#)
To: [Campo](#); [Doise Miers](#); [Emily Hepworth](#)
Subject: New submission from Contact Form
Date: Monday, May 3, 2021 4:23:39 PM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/open-house/2021-2024-tip-amendments/>

Name

Stephen Kupec

Email

[REDACTED]

Comment

Please add some improved prioritization of the RM620 projects to improve flow from SH71 to Tollway 45.

From: [ron levin](#)
To: [CAMPO Comments](#)
Subject: CAMPO
Date: Friday, May 28, 2021 2:07:20 PM

EXTERNAL email: Exercise caution when opening.

We're excited to see expanded Public transportation projects but nothing is ever planned for those of us who live in or near 4 Points.....

Sent from my iPhone

From: [Joette Reger](#)
To: [CAMPO Comments](#)
Subject: suggestions
Date: Wednesday, June 2, 2021 5:01:54 PM

EXTERNAL email: Exercise caution when opening.

1. Lose red lights on 360...add access roads alongside 360 into and out of neighborhoods
2. We could all use a corridor between East Austin or even I 35 and Lakeway..

From: [Jayant Sheth](#)
To: [CAMPO Comments](#)
Subject: North Austin I35 section
Date: Friday, May 28, 2021 2:25:33 PM

EXTERNAL email: Exercise caution when opening.

Need to clarify what is additional controlled lane is for. Is it High Occupancy Vehicles Lane? If so, It is a good thing.

Jayant Sheth
Sent from my iPhone

From: [CAMPO](#)
To: [Campo](#); [Doise Miers](#); [Emily Hepworth](#)
Subject: New submission from Contact Form
Date: Tuesday, May 4, 2021 3:38:50 PM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/contact/>

Name

Stahl Urban

Email

[REDACTED]

Comment

Hello, I was looking at the upcoming open house and was wondering if I could get information on: MPO ID -75-00002-00 / CSJ 0914-33-082 / County Hays / Roadway Garlic Creek Parkway / Description Corridor and connectivity analysis. Im looking to better understand the scope and parameters of the study, what has been done to date and any documentation available. Please let me know if you have any questions and thank you for your time.

From: [REDACTED]
To: Campo
Subject: Re: Less than one week left to share your comments on amendments to the 2021-2024 TIP!
Date: Thursday, June 3, 2021 9:41:30 AM

EXTERNAL email: Exercise caution when opening.

Forget the traffic stopping train and expand the bus routes. Fifty cars stopped and idling while three passengers pass by! How will that EVER make sense?
It won't

On Fri, May 28, 2021, 2:04 PM CAMPO <campo@campotexas.org> wrote:



CAMPO seeks input on amendments to the 2021-2024 Transportation Improvement Program (TIP). The comment period is open May 3 - June 3, 2021. [Participate online](#) or call **737-708-8144** to request material by mail, ask questions, or leave a voicemail comment.

A public hearing was held at the May Transportation Policy Board (TPB) meeting on May 10, 2021. Two live presentations were held on May 19 and 20, 2021. The presentations include information on each proposed amendment and details on how to provide comments.

TIP Online Open House

Watch Presentation Recording

Public commenting is open until June 3, 2021



Date: June 14, 2021
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 9
Subject: Discussion and Take Appropriate Action on Lapsing Federal Transit Administration (FTA) 5310 Funding

RECOMMENDATION

Staff recommends the Transportation Policy Board approve the allocation of Fiscal Year (FY) 2019 FTA 5310 funding in the amount \$201,253 to Capital Metro’s Office of Mobility Management (OMM).

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) manages the competitive project selection process for awarding Federal Transit Administration (FTA) funding through the Section 5310 Program. This process awards approximately one million dollars to local non-profits and local governments annually. This program is administered by the Capital Metropolitan Transportation Authority (Capital Metro).

In May, CAMPO and Capital Metro were informed by the FTA that \$201,253 in FTA 5310 Traditional Funding from FY 2019 will lapse at the end of the federal fiscal year, October 1, 2021. Grant applications for these funds must be submitted by the end of June to give FTA sufficient time to process the grant. Due to the time constraints these funds could not be subject to the normal competitive process that is used for the general 5310 funding call, however CAMPO staff, in coordination with FTA – Region 6 in Fort Worth and the designated recipient, identified the following requirements to be used for consideration and recommendation:

- Sponsors and projects must meet the eligibility criteria of traditional funding.
- Sponsors must currently be in the federal system and have an active grant.
- Sponsors must be actively drawing down on their current grants. (Sponsors with substantial unused traditional funding were not considered)
- Sponsor must provide project information, schedule and meet the performance management and data reporting requirements.

CAMPO staff underwent a thorough review of all potential sponsors and projects and the OMM was the only program to meet all of the criteria necessary to get the funding allocated prior to lapse, therefore staff recommends the Transportation Policy Board award the funding to Capital Metro’s Office of Mobility Management.

FINANCIAL IMPACT

This item will allocate FY 2019 FTA 5310 funding in the amount \$201,253 to Capital Metro for the OMM. This funding allocation will address the potential loss of funding from the region, will not affect the upcoming two-year 5310 funding amount, and will reduce sponsor funding demand in the upcoming call thereby increasing funding availability to other programs and sponsors.

BACKGROUND AND DISCUSSION

The FTA Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans With Disabilities Act (ADA) complementary paratransit services.

Capital Metro serves as the designated recipient of FTA Section 5310 funds in the Austin Urbanized Area and serves as the program administrator. Recipients of the grant funding are selected by the CAMPO through a competitive process. Selected applicants enter into a grant agreement with Capital Metro and become subrecipients for these funds. These grant agreements outline federal, state, and local requirements related to project administration and reporting and vary depending on the type of funding, project proposed, agency, and other factors.

The FTA Section 5310 Program is a reimbursable grant program, where the selected sub-recipients incur expenses and are reimbursed through the program at a rate of 80 percent for eligible traditional capital expenses and 50 percent for eligible other expenses such as operations until the federal award is exhausted. Because of this, sub-recipients must have sufficient funds available to incur program expenses.

SUPPORTING DOCUMENTS

Attachment A – *Resolution 2021-6-9*

Attachment B – *Office of Mobility Management Summary*



Resolution 2021-6-9

Acknowledging the Transportation Policy Board's Allocation of Fiscal Year 2019 Federal Transit Administration 5310 Traditional Funding to the Office of Mobility Management

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties in Central Texas; and

WHEREAS, on February 4, 2013, the CAMPO Transportation Policy Board approved the dual designated recipient status of the Texas Department of Transportation and the Capital Metropolitan Transportation Authority (Capital Metro) for the Federal Transit Administration *Enhanced Mobility of Seniors and Individuals with Disabilities* Program (§5310) Program; and

WHEREAS, CAMPO manages the competitive project selection process for awarding Federal Transit Administration 5310 funding in the Austin Urbanized Area; and

WHEREAS, CAMPO and Capital Metro were informed by the Federal Transit Administration that \$201,253 in 5310 Funding from FY 2019 will lapse at the end of the federal fiscal year, October 1, 2021; and

WHEREAS, CAMPO staff, having undergone a thorough review process of all available options and potential recipients, identified the Office of Mobility Management as the only program available to be able to utilize these funds prior to lapsing; and

WHEREAS, CAMPO staff recommended \$201,253 in Fiscal Year 2019 Federal Transit Administration 5310 funding to the Office of Mobility Management; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to award \$201,253.00 in Federal Transit Administration 5310 funding to the Office of Mobility Management as reflected in this Resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to approve \$201,253.00 in Federal Transit Administration 5310 funding to the Office of Mobility Management as reflected in this resolution was made on June 14, 2021 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 14th day of June 2021.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

Information on the Office of Mobility Management

Project Summary

This project will provide continued funding for staffing of the Office of Mobility Management (OMM), as well as expenses associated with outreach and printing. In 2013, CARTS and Capital Metro created OMM with the purpose of increasing connectivity among all transportation providers in the region and creating a seamless network for people who need transportation, particularly seniors and individuals with disabilities. The OMM focuses on closing gaps in service by working with local jurisdictions, coordinating with service providers and implementing new transportation tools in Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Llano, Travis and Williamson counties. The OMM coverage area mirrors the Regional Transportation Coordination Committee (RTCC) planning area; however, this project will primarily benefit seniors and individuals with disabilities in the urbanized area and those connecting to the urbanized area. The OMM currently consists of a Manager, Regional Coordination Planning and the Trip Planning Specialist. There will be an additional full-time employee added to the team this fiscal year. This project would continue funding staff for the OMM and will allow the office to expand engagement and project implementation for seniors and individuals with disabilities

The OMM has developed projects to support this need, such as new Senior Service Routes, but continued focus is needed to create a full menu of transportation services for seniors and individuals with disabilities in the region. This project will also help to expand upon the CARTS and Capital Metro Regional Mobility Agreement (RMA). The RMA has been a successful tool in allowing the agencies to partner on projects that cross jurisdictional boundaries.

In addition, the OMM maintains and publishes the Ride Guide. This transportation services guide is available in English or Spanish and provides information on public transportation, non-profit service providers and transportation resources for the region. This is in partnership with Aging Service Council.

With this funding, the OMM will have the capacity to continue to identify and implement projects that support transportation for seniors and individuals with disabilities in a well-coordinated, regional manner.

Grant funding for the OMM staff is important because much of the office's work is outside the Capital Metro service area and addresses gap zones in the RTCC Coordinated Plan.

Key Individuals

The project will provide continued staff funding for the Office of Mobility Management, which consists of three key individuals:

Julie Mazur, Manager, Regional Coordination Planning: Julie is experienced in transportation program management, transportation/transit planning, partnership development, regional coordination, and communications (with a focus on transportation projects, programs and services). Julie leads strategic transit policy and plan implementation efforts for the purpose of furthering regional connectivity between transportation service providers, health and human

service agencies, and other regional partners. The OMM's vision is to assist the region in realizing an integrated system of connected transportation services that improves access and mobility for everyone.

Tina Porter, Trip Planning Specialist: Tina is experienced in coordinating transportation for seniors and individuals with disabilities. Tina serves as the office's expert in paratransit services. She is also experienced producing reports for tracking her time with JARC and 5310 programs. In addition, Tina leads the efforts for the Ride Guide. She works closely with several Non-Emergency medical Transportation (NEMT) providers in Austin and surrounding counties that provide transportation to seniors and those with disabilities. Tina serves on the Van Grant Committee that grants out retired MetroAccess vehicles to qualified non-profit organizations, that use the vans to serve unmet needs of transportation in the community for seniors and those with disabilities. Tina also works closely with CapMetro's Innovation team "Pickup by Metro", by performing outreach and offering reduced fare ID sign-up for seniors.

Open position: Planner, Regional Transit and Mobility. The Regional Transit and Mobility Planner will conduct planning activities for the purpose of furthering the regional connectivity between multiple transportation service providers and health and human service agencies in the region. This position will support the OMM, as well as assist the manager in the Service Expansion Program.

Service Area

The OMM provides transit coordination and information in the 10-county RTCC planning area; however, most of the office's work is in the Austin urbanized area.



Date: June 14, 2021
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item: 10
Subject: Annual Briefing on CAMPO Financial Audit

RECOMMENDATION

None. This item is for informational purposes.

PURPOSE AND EXECUTIVE SUMMARY

In accordance with 2CFR 200 Subpart F, a single audit is required for an entity that expends \$750,000 or more in Federal awards during the entity's fiscal year.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Over the past several months, the CAMPO Finance & Administration Manager has worked closely with the auditors, Montemayor Britton Bender PC, to ensure they had the necessary documents to perform the required audit.

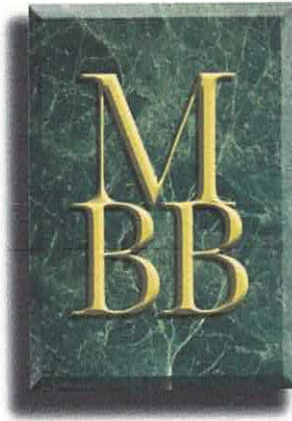
Per the Schedule of Findings and Questioned Costs for the Year Ended September 30, 2020, some of the highlights in the Summary of the Auditor's Results (shown on Page 22 of Attachment A) include:

- a. No significant deficiencies relating to the audit of the financial statements were reported in CAMPO's Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards.
- b. No instances of noncompliance material to the financial statements were noted.
- c. No significant deficiencies relating to the audit of the major federal programs were reported in CAMPO's Independent Auditor's Report on Compliance for Each Major Program and on Internal Control Over Compliance as required by OMB Compliance Supplement.
- d. There are no audit findings that are required to be reported in accordance with 2 CFR section 200.516(a).

SUPPORTING DOCUMENTS

Attachment A – *Financial Statements and Independent Auditor's Reports, September 30, 2020*

Attachment B – *Communication with Those Charged with Governance*



Montemayor Britton Bender PC

CERTIFIED PUBLIC ACCOUNTANTS

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

**FINANCIAL STATEMENTS
AND
INDEPENDENT AUDITOR'S REPORT**

30 SEPTEMBER 2020

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

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Montemayor Britton Bender PC
CERTIFIED PUBLIC ACCOUNTANTS

Transportation Policy Board
Capital Area Metropolitan Planning Organization

INDEPENDENT AUDITOR'S REPORT

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities and general fund of Capital Area Metropolitan Planning Organization (CAMPO), as of and for the year ended 30 September 2020, and the related notes to the financial statements, which collectively comprise CAMPO's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and general fund of CAMPO, as of 30 September 2020, and the

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respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the budgetary comparison information on pages 3-5 and 14 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise CAMPO's basic financial statements. The schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* and is not a required part of the basic financial statements.

The schedule of expenditures of federal awards is the responsibility of management and was derived from, and relates directly to, the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated 6 May 2021, on our consideration of CAMPO's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering CAMPO's internal control over financial reporting and compliance.

Montemayor Britton Bender PC

6 May 2021
Austin, Texas

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION MANAGEMENT'S DISCUSSION AND ANALYSIS

The following is a narrative overview and analysis of the financial activities of the Capital Area Metropolitan Planning Organization ("CAMPO") for the year ended 30 September 2020. Please read it in conjunction with CAMPO's financial statements, which follow this section.

Financial Highlights

- Government awards receivable amounted to \$1,437,331 at 30 September 2020, which represented a decrease compared to the \$2,106,899 government awards receivable at 30 September 2019.
- Total liabilities decreased by \$791,706 due mostly to the timing of the payment of monthly bills and increased retainage payable from continuation of projects.
- Government award revenue was \$4,324,571 in fiscal year 2020 and \$4,245,942 in fiscal year 2019 due to new awards received in the current year and the timing of expenses incurred.

Overview of the Financial Statements

This annual report consists of three parts—*management's discussion and analysis* (this section), *basic financial statements*, and *supplementary information*. The *basic financial statements* include two kinds of statements that present different views of CAMPO. The financial statements also include notes that explain some of the information in the financial statements and provide more detailed data. The statements are followed by a section of *required supplementary information* that further explains and supports the information in the financial statements.

Financial Statements

The *Statement of Net Position* presents information on all of CAMPO's assets and liabilities, with the difference between the two reported as net position. Increases or decreases in net position may serve as a useful indicator of whether the financial position of CAMPO has improved or deteriorated.

The *Statement of Activities* presents information showing how CAMPO's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, revenues and expenses are reported in this statement for some items that will result in cash flows in future fiscal periods (example: accounts receivable).

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control and account for resources that have been segregated for specific activities or objectives. CAMPO, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal or contractual requirements.

Governmental Funds: The General Fund is used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, the governmental funds financial statements focus on current fiscal year cash inflows and outflows, as well as balances of resources available for spending at the end of the fiscal year. Such information may be useful in evaluating CAMPO's recent financing requirements.

Because the focus of the governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for the General Fund with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of CAMPO's recent financing decisions. Both the Governmental Funds Balance Sheet and the Governmental Funds Statement of Revenues, Expenditures,

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION MANAGEMENT'S DISCUSSION AND ANALYSIS

and Changes in Fund Balances provide a reconciliation to facilitate this comparison between Governmental Fund and government-wide financial statements.

The Statement of Activities presents information showing how CAMPO's net position changed during the fiscal year. All of the current year's revenues and expenses are accounted for in the Statement of Activities regardless of when cash is received or paid. This statement separates program revenue (grants, local match, and other) to show the extent of reliance of each type of revenue.

This report also presents certain supplementary information concerning CAMPO's Schedule of Federal Awards.

Reconciliation of the government wide and fund financial statements is provided in Note 10.

Financial Analysis

As noted earlier, net position may serve over time as a useful indicator of the government's financial health. Over time, increases or decreases in CAMPO's net position are a useful indicator of whether its financial health is improving or deteriorating. However, one also needs to consider other non-financial factors such as changes in economic conditions, population growth, and new or changed governmental legislation to adequately assess its overall health.

The focus of CAMPO's Governmental Fund is to provide information on near-term inflows and outflows and on resource balances available for spending. Such information is useful in assessing CAMPO's financing requirements. In particular, unassigned fund balance serves as a useful measure of CAMPO's net resources available for spending at fiscal year-end.

During the fiscal year ended 30 September 2020, CAMPO's only Governmental Fund was the General Fund, and it reported ending total assets of \$1,486,392 a decrease of \$656,727 from 30 September 2019.

Government-wide revenues for fiscal year 2020 were \$4,679,267 compared to \$4,336,148 for fiscal year 2019, an increase of \$343,119 or 8%. Government award revenue for fiscal year 2020 totaled \$4,324,571 compared to \$4,245,942 for fiscal year 2019, or an increase of \$78,629, due to new projects started during the current year and the timing of contracts for projects.

Overall CAMPO's net position increased by \$124,881 in the fiscal year ended 30 September 2020 due to revenues in excess of expenses incurred.

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
MANAGEMENT'S DISCUSSION AND ANALYSIS**

The tables below summarize the financial position of CAMPO at 30 September 2020 and 2019 and the results of operations for the years ended 30 September 2020 and 2019.

Statement of Net Position

<u>Assets</u>	<u>2020</u>	<u>2019</u>
Current assets	\$1,486,392	\$2,143,119
Capital assets, net	<u>60,073</u>	<u>70,171</u>
Total assets	<u>1,546,465</u>	<u>2,213,290</u>
<u>Liabilities</u>		
Other liabilities	1,449,535	2,250,704
Long-term liabilities	<u>57,040</u>	<u>47,577</u>
Total liabilities	<u>1,506,575</u>	<u>2,298,281</u>
<u>Net position</u>		
Invested in capital assets	60,073	70,171
Unrestricted	<u>(20,183)</u>	<u>(155,162)</u>
Total net position	<u>\$39,890</u>	<u>(\$84,991)</u>

Statement of Activities

	<u>2020</u>	<u>2019</u>
<u>Revenues</u>		
Planning revenues:		
Government awards	\$4,324,571	\$4,245,942
Local contributions	<u>354,696</u>	<u>90,206</u>
Total revenues	<u>4,679,267</u>	<u>4,336,148</u>
<u>Expenses</u>		
General government	<u>4,554,386</u>	<u>4,374,961</u>
Change in net position	124,881	(38,813)
Net position, beginning	<u>(84,991)</u>	<u>(46,178)</u>
Net position, ending	<u>\$39,890</u>	<u>(\$84,991)</u>

Budgetary Highlights – General Fund

CAMPO's actual revenues were \$1,800,755 more than the final budget due to the Board budget excluding local contributions and projects revenue. CAMPO's actual expenses were \$1,626,860 more than the final budget due to some contracts started in fiscal year 2019 and continued in fiscal year 2020. CAMPO budgets for full amount of expenses in the year the contract started. The net result is a \$173,895 favorable budget variance. The original budget was amended throughout the year to include funds not spent in prior year.

Request for Information

This financial report is designed to provide a general overview of CAMPO's finances for all those who have expressed an interest in its finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to:

3300 N IH 35, Suite 630
Austin, TX 78705

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

GOVERNMENTAL FUNDS BALANCE SHEET AND STATEMENT OF NET POSITION

30 SEPTEMBER 2020

	<u>General Fund</u>	<u>Adjustments</u>	<u>Statement of Net Position</u>
ASSETS			
Federal awards receivable	\$1,353,337	\$0	\$1,353,337
State awards receivable	83,994	0	83,994
Security deposit and prepaid expenses	49,061	0	49,061
Furniture and equipment	<u>0</u>	<u>60,073</u>	<u>60,073</u>
	<u>\$1,486,392</u>	<u>60,073</u>	<u>1,546,465</u>
LIABILITIES			
Accounts payable	\$221,155	0	221,155
Retainage payable	181,940	0	181,940
Accrued payroll	62,075	57,040	119,115
Due to other governments	<u>984,365</u>	<u>0</u>	<u>984,365</u>
	<u>1,449,535</u>	<u>57,040</u>	<u>1,506,575</u>
DEFERRED INFLOWS OF RESOURCES			
Unavailable grants receivable	<u>716,453</u>	<u>(716,453)</u>	<u>0</u>
FUND BALANCES/NET POSITION			
FUND BALANCE			
Nonspendable- security deposit and prepaid expenses	49,061	(49,061)	0
Unassigned	<u>(728,657)</u>	<u>728,657</u>	<u>0</u>
	<u>(679,596)</u>	<u>679,596</u>	<u>0</u>
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE	<u>\$1,486,392</u>		
NET POSITION			
Net investment in furniture and equipment			60,073
Unrestricted			<u>(20,183)</u>
TOTAL NET POSITION			<u>\$39,890</u>

The accompanying notes are an integral part of this financial statement presentation.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

**GOVERNMENTAL FUNDS STATEMENT OF REVENUE, EXPENDITURES
AND CHANGES IN FUND BALANCES AND STATEMENT OF ACTIVITIES**

FOR THE YEAR ENDED 30 SEPTEMBER 2020

	<u>General Fund</u>	<u>Adjustments</u>	<u>Statement of Activities</u>
REVENUE			
Federal awards	\$3,857,067	\$290,214	\$4,147,281
State awards	177,290	0	177,290
Local contributions	<u>354,696</u>	<u>0</u>	<u>354,696</u>
	<u>4,389,053</u>	<u>290,214</u>	<u>4,679,267</u>
EXPENDITURES			
Salaries and related	1,848,478	9,463	1,857,941
Projects	1,835,288	0	1,835,288
Professional services	311,386	0	311,386
Rent	270,380	0	270,380
Administrative fee to Williamson County	105,573	0	105,573
Furniture and equipment	46,870	0	46,870
Depreciation	0	10,098	10,098
Other	<u>116,850</u>	<u>0</u>	<u>116,850</u>
	<u>4,534,825</u>	<u>19,561</u>	<u>4,554,386</u>
REVENUE OVER EXPENDITURES	(145,772)	270,653	124,881
BEGINNING FUND BALANCE/NET POSITION	<u>(533,824)</u>	<u>448,833</u>	<u>(84,991)</u>
ENDING FUND BALANCE/NET POSITION	<u>(\$679,596)</u>	<u>\$719,486</u>	<u>\$39,890</u>

The accompanying notes are an integral part of this financial statement presentation.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

NOTE 1: ORGANIZATION

Capital Area Metropolitan Planning Organization (CAMPO) is the federally required Metropolitan Planning Organization responsible for the continuous and comprehensive transportation planning process for the Williamson, Travis, Hays, Bastrop, Caldwell, and Burnet counties in central Texas. Its purpose is to coordinate regional transportation planning with counties, cities, the Capital Metropolitan Transportation Authority (Capital Metro), the Capital Area Rural Transportation System (CARTS), Texas Department of Transportation (TxDOT), and other transportation providers in the region and to approve the use of federal transportation funds within the region. CAMPO was established in 1973 and is governed by the Transportation Policy Board (CAMPO board) comprised of state, regional, and local officials.

For the year ended 30 September 2020, CAMPO had a staffing arrangement with Williamson County, whereby all CAMPO personnel services were performed by certain Williamson County employees. The salaries and related fringe benefits of such Williamson County employees were reimbursed to Williamson County by CAMPO.

NOTE 2: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

MEASUREMENT FOCUS, BASIS OF ACCOUNTING AND FINANCIAL STATEMENTS PRESENTATION

The governmental fund financial statements are presented on the modified accrual basis of accounting, which recognizes revenues in the accounting period in which they become measurable and available and recognizes expenditures when the related fund liability is incurred, if measurable. All revenue is considered program revenue because CAMPO receives no taxes or other general revenue.

The government wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded as earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider are met.

Separate financial statements are provided for governmental funds. A fund financial statement is presented for CAMPO's only fund, the general fund.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, CAMPO considers revenues to be available if they are collected within 60 days of the end of the current period, unless collections are delayed beyond a normal time of receipt due to unusual circumstances. Expenditures generally are recorded when a liability is incurred, as under accrual accounting.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

NOTE 2: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

MEASUREMENT FOCUS, BASIS OF ACCOUNTING AND FINANCIAL STATEMENTS PRESENTATION

GASB 54 has provided a classification hierarchy of fund balances based on spending constraints.

Unassigned fund balance represents fund balance that has not been assigned to other funds and that has not been restricted, committed, or assigned to specific purposes.

Nonspendable fund balance represents amounts that are not in a spendable form.

Net position in government wide financial statements is classified as net investment in capital assets, restricted, and unrestricted. Restricted net position represents constraints on resources that are externally imposed by creditors, grantor, contributors, or laws or regulations of other government, or imposed by law.

When both restricted and unrestricted resources are available for use, it is CAMPO's policy to use restricted resources first, then unrestricted resources as they are needed.

Encumbrance accounting, under which purchase orders, contracts, and other commitments for the expenditure of monies are recorded in order to reserve that portion of the applicable appropriation, is employed as an extension of formal budgetary integration in the General Fund.

CASH

Cash balances are pooled and invested with other funds by Williamson County, under a fiscal agent agreement. Interest earned is deposited to the account of each participating fund.

RECEIVABLES

All receivables and amounts due from other governments are reported net of an allowance for uncollectible accounts, which is based upon management's analysis of historical trends.

FURNITURE AND EQUIPMENT

Capital assets, which include furniture and equipment, are reported in the Statement of Net Position. CAMPO defines capital assets as assets with an initial, individual cost of \$5,000 or more. All capital assets are valued at historical cost or estimated historical cost if actual historical cost is not available. Donated capital assets are valued at their estimated fair value on the date donated. The depreciable lives of capital assets are estimated to be five to ten years.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

NOTE 2: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

ESTIMATES

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amount of assets and liabilities, disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from these estimates.

NOTE 3: CASH

At 30 September 2020, CAMPO had no cash funds. CAMPO, through Williamson County Commissioners Court, follows the requirements of Chapter 2256 of the Texas Government Code which authorizes the County to invest its funds under a written investment policy. These deposits are invested pursuant to the investment policy, which is approved annually by the Williamson County Commissioners Court.

Interest Rate Risk - Investments are governed as discussed above.

Credit Risk - CAMPO's investment policies are governed as discussed above.

Concentrations of Credit Risk - CAMPO's investment policies are governed as discussed above.

Custodial Credit Risk - Custodial Credit Risk is the risk that in the event of a failure of a depository, CAMPO's deposits may not be returned to it. At 30 September 2020, CAMPO had no custodial credit risk.

NOTE 4: COMPLIANCE AND ACCOUNTABILITY

An individual annual budget was adopted for CAMPO's governmental fund. The basis on which the budget was prepared is consistent with generally accepted accounting principles for the fund. All annual appropriations lapse at fiscal year end.

No later than four (4) months prior to fiscal year end, the proposed budget is presented to the Transportation Policy Board (Board) for review. The Board holds public meetings and a final budget is adopted prior to July 1. The annual budget is prepared by department and object code. Transfers of appropriations between departments require approval of the Board. The legal level of budgetary control is at the department level.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

NOTE 5: OPERATING LEASE

In May 2017 CAMPO signed a lease agreement for office space. CAMPO will make monthly payments beginning November 2017 through October 2023. Future minimum lease payments for the operating lease are as follows:

2021	\$174,316
2022	178,611
2023	182,906
2024	<u>15,272</u>
	<u>\$551,105</u>

NOTE 6: CONCENTRATIONS

CAMPO's receivables at 30 September 2020 are due from a single grantor. Funding received from one grantor makes up 92% of total revenue.

NOTE 7: RISK MANAGEMENT

CAMPO is exposed to various risks of loss related to torts, theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters, all of which are satisfactorily insured by general liability insurance. Commercial insurance policies are also obtained for all other risks of loss, including worker's compensation and employee health and accident insurance.

NOTE 8: CONTINGENCIES

Amounts received or receivable from grantor agencies in current and prior years are subject to audit and adjustment by grantor agencies, principally the federal and state governments. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amount, if any, of expenditures which may be disallowed by the grantor cannot be determined at this time although management expects such amounts, if any, to be immaterial.

NOTE 9: BUDGET VARIANCES

CAMPO adopts an annual budget for the General Fund and amends the budget as needed during the year. The budget was amended during the year ended 30 September 2020. Certain revenue and expenses were different than budgeted, primarily due to the Board budgeting the full amount of the grant funded, however budget was not fully spent. The fund financial statements also exclude revenue not available in the current period.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

NOTE 10: RECONCILIATION OF GOVERNMENT - WIDE AND FUND FINANCIAL STATEMENTS

Ending fund balance-governmental fund	(\$679,596)
Capital assets used in governmental activities are not financial resources and, therefore are not reported in the funds.	60,073
Federal awards receivable collected greater than 60 days past year end are deferred in the fund financial statements and not in the government-wide financial statements.	716,453
Accrued vacation not recorded in the fund statements.	<u>(57,040)</u>
Net position-governmental activities	<u>\$39,890</u>
Net change in fund balance-governmental	(\$145,772)
Change in federal awards receivable collected more than 60 days after year end are not considered available to pay for current period expenditures and therefore, are not recognized in current revenues in the fund statements.	290,214
Depreciation expense is not reflected the governmental funds, but is recorded in the government-wide financial statements as an expense and an increase to accumulated depreciation. The net effect of the current year depreciation expense is a \$10,098 decrease in the change in net position.	(10,098)
Change in accrued vacation not recorded in the fund statements.	<u>(9,463)</u>
Change in net position-governmental activities	<u>\$124,881</u>

NOTE 11: PENSION PLAN DESCRIPTION

CAMPO provides pension benefits to its personnel vested as of 1 October 2016 through the City of Austin Employees' Retirement and Pension Fund (the Plan). As of 1 October 2016, CAMPO's non vested personnel have been transferred into the Texas County and District Retirement System (System) as employees of Williamson County. Non vested employee's contributions were not transferred to the System, however the non vested employee's service time may be credited. The System is a defined benefit retirement plan, similar to the previous Plan. CAMPO's contributions into the System during the year was approximately \$200,000. The System is administered by the TCDRS Board of Trustees. All employees who qualify are required to pay seven percent of their gross wages to the System through payroll withholdings. The employee vests after eight years of service and is fully funded.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

NOTE 11: PENSION PLAN DESCRIPTION

The Plan provides retirement, death, disability, and withdrawal benefits. State law governs benefit and contribution provisions. Amendments may be made by the Legislature of the State of Texas.

NOTE 12: FURNITURE AND EQUIPMENT

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>
Capital assets being depreciated:				
Furniture and equipment	\$83,188	\$0	\$0	\$83,188
Accumulated depreciation	<u>(13,017)</u>	<u>(10,098)</u>	<u>0</u>	<u>(23,115)</u>
	<u>\$70,171</u>	<u>(\$10,098)</u>	<u>\$0</u>	<u>\$60,073</u>

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

**REQUIRED SUPPLEMENTARY INFORMATION -
BUDGETARY COMPARISON - GENERAL FUND**

FOR THE YEAR ENDED 30 SEPTEMBER 2020

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	Variance Positive/ (Negative)
REVENUE				
Federal and State awards	\$2,588,298	\$2,588,298	\$4,034,357	\$1,446,059
Local contributions	<u>0</u>	<u>0</u>	<u>354,696</u>	<u>354,696</u>
	<u>2,588,298</u>	<u>2,588,298</u>	<u>4,389,053</u>	<u>1,800,755</u>
EXPENDITURES				
Salaries and related	1,907,006	1,921,343	1,848,478	72,865
Projects	0	0	1,835,288	(1,835,288)
Professional services	60,800	335,171	311,386	23,785
Rent	275,000	275,000	270,380	4,620
Admin fee to Williamson County	100,000	105,574	105,573	1
Furniture and equipment	38,000	49,315	46,870	2,445
Other	<u>207,492</u>	<u>221,562</u>	<u>116,850</u>	<u>104,712</u>
	<u>2,588,298</u>	<u>2,907,965</u>	<u>4,534,825</u>	<u>(1,626,860)</u>
REVENUE OVER EXPENDITURES	<u>\$0</u>	<u>(\$319,667)</u>	<u>(\$145,772)</u>	<u>\$173,895</u>

See independent auditor's report.



Montemayor Britton Bender PC
CERTIFIED PUBLIC ACCOUNTANTS

Transportation Policy Board
Capital Area Metropolitan Planning Organization

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED
IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and general fund of Capital Area Metropolitan Planning Organization (CAMPO), as of and for the year ended 30 September 2020, and the related notes to the financial statements, which collectively comprise CAMPO's basic financial statements, and have issued our report thereon dated DATE.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered CAMPO's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of CAMPO's internal control. Accordingly, we do not express an opinion on the effectiveness of CAMPO's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

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Compliance and Other Matters

As part of obtaining reasonable assurance about whether CAMPO's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance, or other matters, that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Montemagno Britton Bender PC

6 May 2021
Austin, Texas



Montemayor Britton Bender PC
CERTIFIED PUBLIC ACCOUNTANTS

Transportation Policy Board
Capital Area Metropolitan Planning Organization

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM
GUIDANCE**

Report on Compliance for Each Major Federal Program

We have audited Capital Area Metropolitan Planning Organization's (CAMPO) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of CAMPO's major federal programs for the year ended 30 September 2020. CAMPO's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statues, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of CAMPO's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about CAMPO's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination on CAMPO's compliance.

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Opinion on Each Major Federal Program

In our opinion, CAMPO complied, in all material respects, with the types of the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended 30 September 2020.

Report on Internal Control Over Compliance

Management of CAMPO is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered CAMPO's internal control over compliance with the types of requirements that could have a direct and material effect on a major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of CAMPO's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Montezuma Britton Bender PC

6 May 2021
Austin, Texas

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

SCHEDULE OF FEDERAL AWARDS

YEAR ENDED 30 SEPTEMBER 2020

<u>Federal Grantor/ Pass-Through Grantor/ Program Title</u>	<u>Federal CFDA Number</u>	<u>Pass- Through Grantor's Number</u>	<u>Program Or Award Amount</u>	<u>Expenditures</u>
U.S. Department of Transportation Federal Highway Administration Texas Department of Transportation Highway Planning and Construction PL-112	20.205	50-18XF0008	\$5,328,211	\$2,708,736
General Planning Consultant (GPC) FM-150 Yarrington Road	20.205	CSJ-0914-00-408	1,200,000	761,745
San Marcos Platinum Planning	20.205	CSJ-0914-22-072	1,725,000	333,638
	20.205	CSJ-0914-33-084	1,043,818	<u>332,783</u>
				<u>4,136,902</u>
Federal Transit Administration Texas Department of Transportation Federal Planning Program	20.505	51R08011419	25,000	<u>10,379</u>
Total Federal Expenditures				<u>\$4,147,281</u>

The above schedule was prepared on the same basis of accounting as the financial statements. See pages 8 to 13 of this report. CAMPO did not elect to use the 10% de minimis indirect cost rate.

See independent auditor's report.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
YEAR ENDED 30 SEPTEMBER 2020

I. SUMMARY OF AUDITOR'S RESULTS

A. FINANCIAL STATEMENTS

- | | |
|---|------------|
| 1. Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP: | Unmodified |
| 2. Internal control over financial reporting: | |
| a. Material weakness (es) identified? | None noted |
| b. Significant deficiency(ies) identified that are not considered material weaknesses? | None noted |
| c. Noncompliance material to financial statements? | None noted |

B. FEDERAL AWARDS

- | | |
|---|--------------|
| 1. Internal controls over major programs: | |
| a. Material weakness(es) identified? | None noted |
| b. Significant deficiency(s) identified that are not considered material weakness(es)? | None noted |
| 2. Type of auditor's report issued on compliance with major programs: | |
| Unmodified | |
| 3. Any audit findings disclosed that are required to be reported in accordance with 2 CFR section 200.516(a)? | |
| No | |
| 4. Major program: | CFDA #20.205 |
| Grants received from U.S. Department of Transportation passed through the Texas Department of Transportation | |
| 5. Dollar threshold used to distinguish between Type A and Type B programs: | |
| \$750,000 | |
| 6. Auditee qualified as a low-risk auditee? | |
| No | |

II. FINANCIAL STATEMENT FINDINGS

1. Current year – None noted
2. Prior year – None noted

III. FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None noted

See independent auditor's report.



Montemayor Britton Bender PC
CERTIFIED PUBLIC ACCOUNTANTS

Transportation Policy Board
Capital Area Metropolitan Planning Organization

COMMUNICATION WITH THOSE CHARGED WITH GOVERNANCE

We have audited the financial statements of Capital Area Metropolitan Planning Organization (CAMPO) for the year ended 30 September 2020, and have issued our report thereon dated 6 May 2021. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of the Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), as well as certain information related to the planned scope and timing of our audit. We have communicated information related to the planned scope and timing of our audit in our engagement letter to you dated 8 January 2021. Professional standards also require that we communicate to you the following information related to our audit.

Our Responsibility under U.S. Generally Accepted Auditing Standards and Uniform Guidance

As stated in our engagement letter, our responsibility, as described by professional standards, is to express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles, *Government Auditing Standards* and Uniform Guidance. Our audit of the financial statements does not relieve you or management of your responsibilities.

Because an audit is designed to provide reasonable, but not absolute, assurance and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements may exist and not be detected by us. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

In accordance with Uniform Guidance, we examined, on a test basis, evidence about CAMPO's compliance with the types of compliance requirements described in the Uniform Guidance Compliance Supplement applicable to each of its major federal programs for the purpose of expressing an opinion on CAMPO's compliance with those requirements. While our audit provides a reasonable basis for our opinion, it does not provide a legal determination on CAMPO's compliance with those requirements.

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Transportation Policy Board
Capital Area Metropolitan Planning Organization
Communication with Those Charged with Governance
Page 2

Accounting Policies

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by CAMPO are described in Note 2 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the year. We noted no transactions entered into by CAMPO during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. CAMPO did not have any significant accounting estimates during fiscal year 2020.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated DATE.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to CAMPO's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other

With respect to the supplementary information accompanying the financial statements, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with U.S. generally accepted accounting principles, the method



Transportation Policy Board
Capital Area Metropolitan Planning Organization
Communication with Those Charged with Governance
Page 3

of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as CAMPO's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

This information is intended solely for the use of the Transportation Policy Board and management of CAMPO and is not intended to be and should not be used by anyone other than these specified parties.

Montgomery Britton Bender PC

6 May 2021
Austin, Texas



Date: June 14, 2021
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ashby Johnson, Executive Director &
Mr. Chad McKeown, Deputy Executive Director
Agenda Item: 11
Subject: Discussion on CAMPO Assistance with Project Readiness for Regional Corridor Improvement Projects

RECOMMENDATION

None. Information only.

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to discuss the allocation of CAMPO funds to help advance project readiness on several regionally significant corridors. As part of the establishment of the SH 130 Concession Company, TxDOT has allocated \$7 million in funds to CAMPO to be used on regional priorities (Attachment A – Texas Transportation Commission Minute Order 113487).

CAMPO is proposing to apply this allocation to fund the planning, design, public outreach, and environmental studies for several corridors of regional significance, identified in **Table 1** and in the **Attachment B** map. The primary purpose of this initiative is to assist the TxDOT – Austin District and local governments to get projects on the shelf and ready to go. Doing so would make our Central Texas region competitive with San Antonio, Houston, and Dallas/Fort Worth for Categories 2, 4, and 12 funding and also make us more competitive with other communities across the country for federal grants.

CAMPO has been conducting planning studies (corridor, regional and subregional) since 2015. The studies were funded, in part, through a TPB allocation of \$4M in 2014 for the CAMPO Executive Director. The studies are as follows:

- Regional Active Transportation Plan (October 2017)
- Regional Incident Management Study (December 2018)
- Georgetown Williams Drive Study (June 2017)
- Bergstrom Spur Study (November 2020)
- Regional Transit Study (March 2020)
- Regional Transportation Demand Management Plan (August 2019)
- Regional Arterials Concept Inventory (November 2019)
- Luling Transportation Study (July 2019)
- MoKan/Northeast Subregional Study (September 2019)
- 2045 Regional Transportation Plan (May 2020)
- Western Caldwell County Transportation Study (ongoing)
- San Marcos Transportation Corridors Study (ongoing)

This initiative would begin and/or accelerate the recommended project implementation phases of these planning documents.

The Federal Highway Administration (FHWA) defines a project of regional significance as “a transportation project that is on a facility which serves regional transportation needs.” The allocation and use of these funds does not impact CAMPO’s priority of allocating Category 7 funds to advance previously-deferred projects from the 2019-2022 Transportation Improvement Program.

Table 1. Corridor Locations

Corridor	County	Limits		Length (miles)
		From	To	
FM 734 (Parmer Lane)	Travis/Williamson	RM 2243	SH 130	22.5
FM 973	Travis/Williamson	US 79	US 290	16.3
SH 80	Hays/Caldwell	FM 110	IH 10	26.3
FM 969	Bastrop/Travis	SH 71	SH 130	22.1
US 290	Hays	RM 12	US 281	18.3
SH 29	Burnet	FM 258	Williamson Co. Line	6.8
US 79	Williamson	FM 1460	FM 619	18.6
SH 21	Bastrop/Caldwell	SH 71	SH 130	17.3

FINANCIAL IMPACT

The funding for this effort would come from an estimated \$7 million allocated to CAMPO by TxDOT upon the establishment of the SH 130 Concession Company (**Attachment A**). These funds could be supplemented in the future by contributions from state and local agencies to further progress project development.

BACKGROUND AND DISCUSSION

As part of the establishment of the SH 130 Concession Company, TxDOT has allocated \$7 million in funds to CAMPO to be applied to regional priorities. CAMPO is suggesting that these funds be used to advance the development of improvement projects for several on-system corridors of regional significance. CAMPO is seeking to partner with state and local agencies to lead the planning, design, public outreach, and environmental studies for these corridors.

Corridor Identification – CAMPO identified seven regionally significant, on-system corridors with consideration of the growing activity centers in the region, the active transportation plan vision network, existing crash rates, and consideration to future multi-modal expansion projects. The corridors are defined in **Table 1** and mapped in **Attachment B**. The seven corridors have the following general characteristics:

- Connect significant and growing activity centers throughout the region.
- Have been identified with higher than average crash rates and/or “hot spot” intersections.
- Have been evaluated for multi-modal considerations, part of the freight network, or are a part of the vision for the Regional Active Transportation Plan (RATP)
- Fourteen projects across seven corridors anticipated over the next twenty-five years in the RTP, totaling over \$2.6 billion in total project costs. A table with project listings is provided in **Attachment C**.
- Ten projects across six corridors included in the Transportation Improvement Program (TIP-2021-2024) totaling over \$220 million in project costs.

Profiles of the eight corridors and reference materials from the 2045 RTP and the 2021-2024 TIP are provided in **Attachment C**. CAMPO will work with state and local agencies to determine which portions of each corridor should be prioritized for further project development, which will supplement planned and ongoing projects.

The Project Development Process – The TxDOT project development process (found in **Attachment D**) consists of six general phases – (1) planning / programming; (2) environmental; (3) preliminary engineering / schematic; (4) right of way & utilities; (5) detailed design; and (6) letting / construction. A project that has been included in both the RTP and the TxDOT Unified Transportation Program has completed the planning / programming phase of the process and can then proceed into the environmental and preliminary engineering phases, which are typically performed simultaneously. Environmental clearance and schematic approval are then necessary to advance into right-of-way acquisition and detailed design. However, funds allocated to this program would not be utilized for the purchase of right-of-way or utility relocation.

Cost Considerations and Next Steps – CAMPO will work with partner agencies closely to prioritize and identify specific segments of the eight corridors totaling 148 miles to identify which areas should be advanced into the initial engineering phases of project development. CAMPO would not proceed with this work for any corridor without an agreement from the state and/or local partner(s). Costs for development of these corridors will vary greatly depending upon a variety of factors such as existing/planned development, traffic conditions, and rate of growth in the area, but approximate costs for corridor development are expected to be:

- Planning/Pre-NEPA
 - Urban/Suburban: \$150k - \$250k per mile
 - Rural: \$100k - \$200k per mile
- NEPA (Schematic and Environmental Clearance)
 - Urban/Suburban: \$250k - \$350k per mile
 - Rural: \$150k - \$250k per mile

SUPPORTING DOCUMENTATION

Attachment A – *Texas Transportation Commission Minute Order 113487*

Attachment B – *Corridor Locations Map*

Attachment C – *Corridor Profiles and Supporting Data from the 2045 Regional Transportation Plan*

Attachment D – *TxDOT Project Development Process*

Attachment A - TTC Minute Order 113487

TEXAS TRANSPORTATION COMMISSION

VARIOUS County

MINUTE ORDER

Page 1 of 1

VARIOUS District

Transportation Code, §228.012 requires the Texas Department of Transportation (department) to create a separate account in the state highway fund to hold payments received by the department under a comprehensive development agreement and the surplus revenue of a department toll project or system.

The department is required to create subaccounts in the account for each project, system, or region, and to hold money in a subaccount in trust for the benefit of the region in which a project or system is located. Interest earned on money in a subaccount shall be deposited to the credit of that subaccount. The department may assign the responsibility for allocating money in a subaccount to a metropolitan planning organization in which the region is located for projects approved by the department.

The department has created subaccounts in the state highway fund to hold the payments received from the SH 130 Concession Company, LLC under the SH 130, Segments 5&6 Facility Concession Agreement for the right to develop, finance, design, construct, operate, and maintain the SH 130, Segments 5&6 toll project from US 183 in Travis County to IH 10 in Guadalupe County (SH 130 payments).

The Texas Transportation Commission (commission) previously approved projects to be funded with the SH 130 payments and approved the placement of those projects in work programs established for the Austin and San Antonio Districts. The department has established additional programs to account for and track projects in the Austin and San Antonio Districts that are to be funded with the SH 130 payments. Exhibit A to this order contains funding allocations from the SH 130 payments for those programs and additional projects to be funded with the SH 130 payments.

IT IS THEREFORE ORDERED by the commission that funds from payments received from SH 130 Concession Company, LLC for the right to develop, finance, design, construct, operate, and maintain the SH 130 toll project from US 183 in Travis County to I-10 in Guadalupe County shall be allocated to the programs and in the amounts shown in Exhibit A. Projects to be funded from those allocations or changes in the distribution of the allocations will be approved by the commission through updates to the department's Unified Transportation Program.

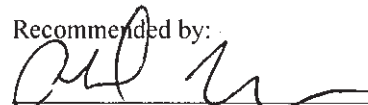
IT IS FURTHER ORDERED that the use of payments received from SH 130 Concession Company, LLC for the projects shown in Exhibit A, and the placement of those projects in work programs established for those payments, is approved.

Submitted and reviewed by:



Director of Planning and Environment

Recommended by:



Executive Director

113487 FEB 20 13

Minute
Number

Date
Passed

EXHIBIT A

Programs and Projects to be funded with SH 130 Concession Payments

AUSTIN DISTRICT

SH 71	SH 183 to SH 130 (Express Lanes)	\$59,000,000
Caldwell County		\$10,000,000
CAMPO Region Priorities		\$7,000,000

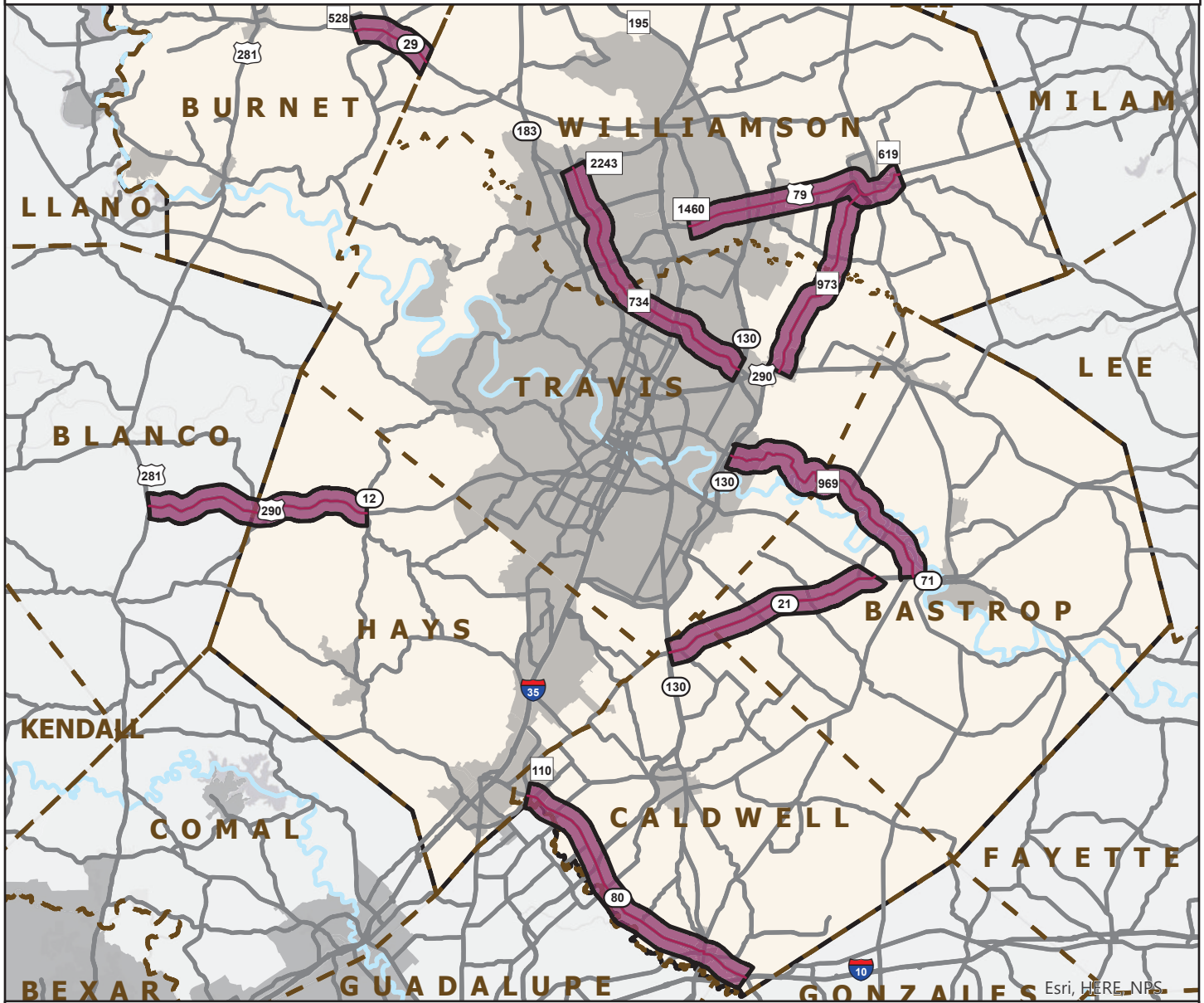
SAN ANTONIO DISTRICT

IH 10 Improvements	Operational and Safety Improvements FM 464 to SH 123 Bypass - Guadalupe County/Seguin	\$30,000,000
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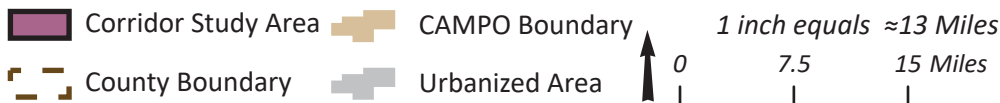
SH 130 CORRIDOR (AUSTIN AND SAN ANTONIO DISTRICTS)

Safety Improvements		\$10,000,000
Congestion Relief/Air Quality Mitigation Strategies		\$11,000,000

Attachment B - Corridor Location Map



Corridor	County	Limits		Length (miles)	Current Configuration/Utilization				
		From	To		Roadway Configuration	Bikes/Peds	Public Transportation	AADT (2019)	% Trucks
FM 734 (Parmer Lane)	Travis/ Williamson	RM 2243	SH 130	22.5	4-6 lanes, divided	Sporadic bike lane and sidewalk,	Capital Metro planned route addition	22,200-62,500	3.6%-4%
FM 973	Travis/ Williamson	US 79	US 290	16.3	2 lanes, undivided	None	None	5,500-17,200	5.2%-9.4%
SH 80	Hays/ Caldwell	FM 110	IH 10	26.3	2 lanes, center turn lane segments	None	None	5,900 - 18,600	6.6% - 8.9%
FM 969	Bastrop/ Travis	SH 71	SH 130	22.1	2 lanes, undivided	None	None	4,600-24,600	5.0% - 9.0%
US 290	Hays	RM 12	US 281	18.3	2-4 lanes, undivided with center turn lane	None	None	7,000-33,200	3.1%-5.4%
SH 29	Burnet	FM 258	Williamson Co. Line	6.8	4 lanes, center turn lane segments	None	None	13,900-36,400	11.2%-18.2%
US 79	Williamson	FM 1460	FM 619	18.6	4 lanes, divided	None	CARTS stop adjacent to facility	7,800-40,100	5.5%-28.9%
SH 21	Bastrop/ Caldwell	SH 71	SH 130	17.3	2 lanes, undivided	None	None	11,200-17,100	9.4% -10.3%



Attachment C - Corridor Profiles

Corridors limits and pertinent data from the *2019 TxDOT Roadway Inventory* are identified in **Table C-1**. Individual projects and studies from the 2045 RTP and 2021-2024 TIP that are associated with each corridor are listed in **Table C-2** and **Table C-3**. Background data from the 2045 RTP and profiles for the seven corridors are provided in the subsequent sections. **Table C-4** indicates the projects listed in the online RATP map, although no definitive project date or number was provided, as well as set project limits.

TABLE C-1. SUMMARY OF CORRIDOR LOCATIONS

Corridor	County	Limits		Length (miles)	Current Configuration/Utilization				
		From	To		Roadway Configuration	Bikes/Peds	Public Transportation	AADT (2019)	% Trucks
FM 734 (Parmer Lane)	Travis/ Williamson	RM 2243	SH 130	22.5	4-6 lanes, divided	Sporadic bike lane and sidewalk	Capital Metro planned route addition	22,200- 62,500	3.6%-4%
FM 973	Travis/ Williamson	US 79	US 290	16.3	2 lanes, undivided	None	None	5,500- 17,200	5.2%- 9.4%
SH 80	Hays/Caldwell	FM 110	IH 10	26.3	2 lanes, center turn lane segments	None	None	5,900 - 18,600	6.6% - 8.9%
FM 969	Bastrop/Travis	SH 71	SH 130	22.1	2 lanes, undivided	None	None	4,600- 24,600	5.0% - 9.0%
US 290	Hays	RM 12	US 281	18.3	2-4 lanes, undivided with center turn lane	None	None	7,000- 33,200	3.1%- 5.4%
SH 29	Burnet	FM 258	Wilco Line	6.8	4 lanes, center turn lane segments	None	None	13,900- 36,400	11.2%- 18.2%
US 79	Williamson	FM 1460	FM 619	18.6	4 lanes, divided	None	CARTS stop adjacent to facility	7,800- 40,100	5.5%- 28.9%
SH 21	Bastrop/ Caldwell	SH 71	SH 130	17.3	2 lanes, undivided	None	None	11,200- 17,100	9.4% - 10.3%

(Source: 2019 TxDOT Roadway Inventory)

TABLE C-2. 2045 RTP PROJECTS ON THE IDENTIFIED CORRIDORS

Corridor	Project ID	Sponsor/ Co-sponsor	Description	Limits	Let Year	Estimated Cost (million)
FM 734	61-00180-00	WILLIAMSON COUNTY	CONSTRUCT 3-LEVEL DIAMOND INTERCHANGE	@ SH 45	2027	\$28.6 M
	61-00148-00	WILLIAMSON COUNTY	WIDEN 6-LANE DIVIDED TO 2-LANE LIMITED ACCESS WITH 3-LANE FRONTAGE ROADS IN EACH DIRECTION	Williamson County Line to SH 45	2028	\$20.2 M
	61-00149-00	WILLIAMSON COUNTY	WIDEN 4-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 2-LANE FRONTAGE ROADS IN EACH DIRECTION	SH 45 to FM 1431	2036	\$148.0 M
	51-00178-00	TXDOT / CITY OF AUSTIN	WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED	IH 35 to US 290	2030	\$118.5 M
	61-00074-00 (RTP) 61-00133-00 (TIP)	TXDOT / CITY OF AUSTIN	WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED	RM 1431 to SH 45	2022	\$62.5 M
	53-000010-00	CAPITAL METRO	CAMERON/DESSAU METRORAPID LINE FROM ACC HIGHLAND TO TECH RIDGE	HIGHLAND MALL BLVD to TECH RIDGE PARK & RIDE	2025	\$9.7 M
FM 973	51-00182-00	TXDOT	WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED	US 290 TO US 79	2030	\$143 M
SH 80	31-00010-00	CALDWELL COUNTY	WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED	SH 21 to US 183	2045	\$640 M
FM 969	51-00180-00	TRAVIS	EXISTING 2-LANE ROADWAY TO 4-LANE DIVIDED	HUNTERS BEND RD TO BASTROP COUNTY LINE	2045	\$543 M
	51-00022-01	TRAVIS	WIDEN FM 969, AN EXISTING 2-LANE UNDIVIDED ARTERIAL TO PROVIDE FOR TWO ADDITIONAL TRAVEL LANES, A CONTINUOUS LEFT-TURN LANE, SHOULDERS AND A SIDEWALK N ONE SIDE OF THE ROADWAY	FM 973-HUNTERS BEND RD	2021	\$12.57 M
US 79	61-00091-00	TXDOT	WIDEN FROM 4 LANES UNDIVIDED TP 6-LANE DIVIDED	FM 1460 to FM 619	2035	\$124.3 M
	61-00092-00	TXDOT	ADD ONE LANE IN EACH DIRECTION	I-35 TO E OF FM 1460	2022	\$45.0 M
US 290	41-00125-00	HAYS COUNTY	RECONSTRUCT FROM 4-LANE UNDIVIDED TO 4-LANE DIVIDED	RM 12 TO BLANCO COUNTY LINE	2045	\$101.0 M
SH 21	41-00124-00	TXDOT / BASTROP COUNTY / HAYS COUNTY	WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED	SH 71 to SH 80	2027	\$771.0 M

(project data from the CAMPO 2045 RTP)

TABLE C-3. 2021-2024 TIP PROJECTS ON THE IDENTIFIED CORRIDORS

Corridor	Project ID	Sponsor/ Co-sponsor	Description	Limits	FY	Estimated Cost (million)
FM 734	74-00012-00	TxDOT	ITS DEPLOYMENT	SH 45 N TO US 290 E	N/A	\$9.1 M
	61-00133-00	TxDOT/CITY OF AUSTIN	RECONSTRUCTING EXISTING 4-LANE DIVIDED ROADWAY TO A 6-LANE DIVIDED ROADWAY	RM 1431 TO SH 45	N/A	\$62.5 M
FM 969	51-00022-01	TRAVIS COUNTY	WIDEN TO PROVIDE 2 ADDITIONAL TRAVEL LANES, CONTINUOUS LEFT TURN LANE, SHOULDERS AND A SIDEWALK	FM 973 to HUNTERS BEND ROAD	2021	\$10.9 M
US 79	61-00118-00	TxDOT	ADD ONE LANE IN EACH DIRECTION	IH 35 TO EAST OF FM 1460	N/A	\$51.1 M
SH 29	21-00006-00	BURNET COUNTY	RECONSTRUCT FROM 4 LANE TO 11 FT FOUR LANE WITH 12 FOOT CONTINUOUS TURN LANE AND 5 FOOT SHOULDER	RM 243 N TO WILLIAMSON COUNTY LINE	2021	\$5.6 M
SH 80	41-00006-00	HAYS COUNTY	INSTALL LEFT TURN LANE AND ELIMINATE GAP IN SHOULDER FOR BICYCLE TRAVEL	SH 21 TO CR 266	2022	\$3.1 M
	31-00001-00	TxDOT/HAYS COUNTY	INSTALL LEFT TURN LANE AND ELIMINATE GAP IN SHOULDER FOR BICYCLE TRAVEL	CR 266 TO FM 1984	2022	\$5.7 M
FM 973	51-00363-00	TxDOT	UPGRADE TO 4-LANE DIVIDED	WILLIAMSON COUNTY LINE TO US 290	2028	\$35.9 M
	61-00253-00	TxDOT	UPGRADE TO 4-LANE DIVIDED	FM 1660 TO TRAVIS COUNTY LINE	2028	\$8.4 M
	61-00254-00	TxDOT	UPGRADE TO 4-LANE DIVIDED	FM 1660 TO US 79	2028	\$28.1 M

(project data from the CAMPO 2021-2024 TIP)

TABLE C-4. RATP PROJECTS ON THE IDENTIFIED CORRIDORS

Corridor	Project Description
FM 734	Primarily bike lanes, but small mix of shared-use path planned across the corridor.
FM 973	Bike lane planned from US 290 to the Travis CL
SH 21	No Plans
FM 969	Planned shared use path from SH 130 to Delta Post Rd. Proposed Tier 3 Bike Street from Delta Post Rd. to Webberville
US 79	Shared Lane from IH 35 to Hutto
US 290	No Plans
SH 29	No Plans
SH 80	Eliminate shoulder gaps

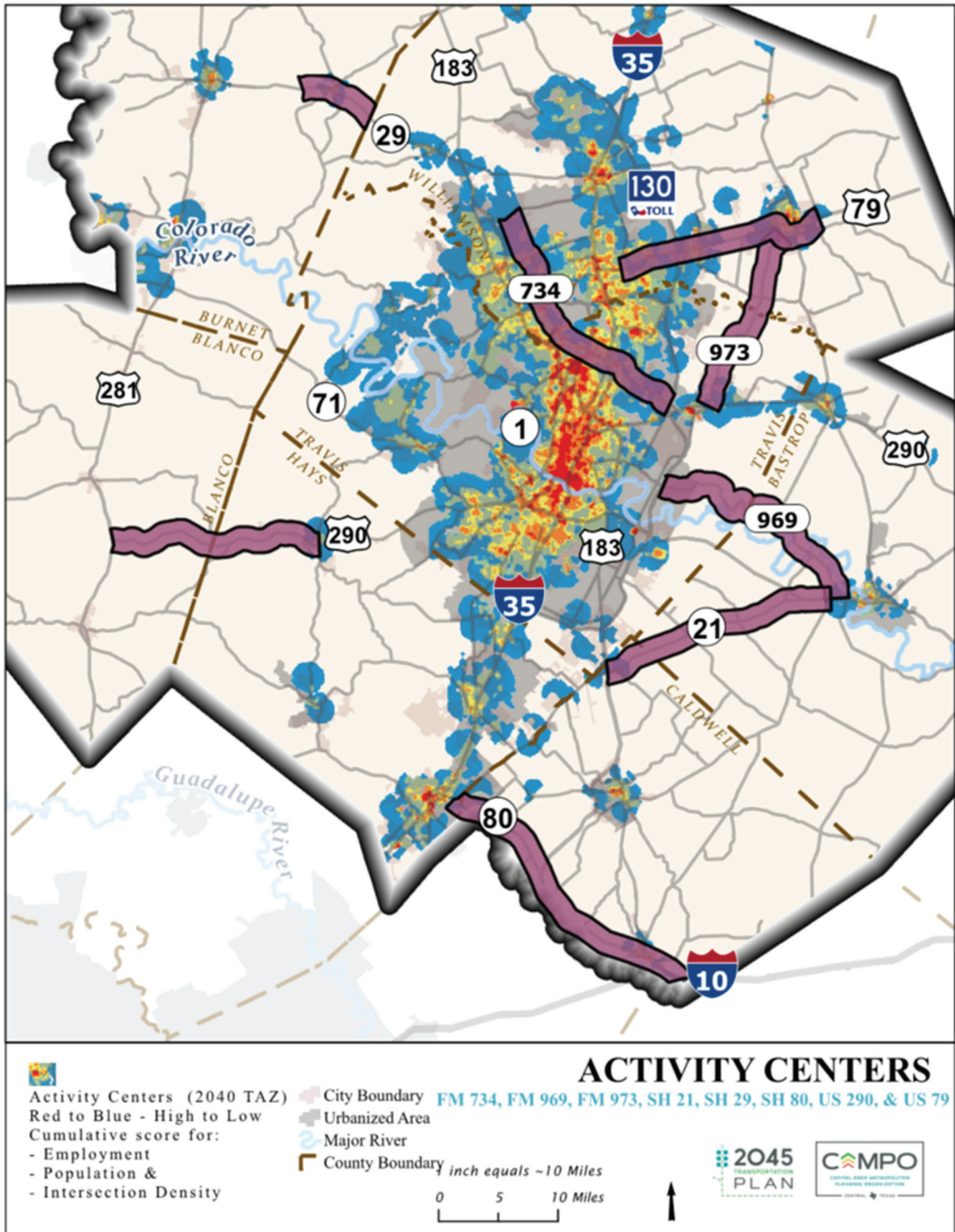
(project data from RATP online map)

Data from the 2045 RTP

The seven corridors were overlaid with regional system data from the 2045 RTP related to activity centers, safety, transit, active transportation, and freight movement to provide context and demonstrate regional significance.

- **Figure C-1** shows how the seven corridors connect to existing and emerging regional activity centers. These regional activity centers represent places that attract people to shop, work, and socialize and are defined by the relative density of population and employment. Transportation investments within or connecting to regional activity centers are generally considered to have the highest utility.
- **Figure C-2** displays corridor crash rates compared to the statewide average for comparable facilities and the locations of “hot spot” intersections with significant crash activity. All seven corridors have at least one segment with higher than average crash rates and/or a “hot spot” intersection.
- **Figure C-3** displays existing Capital Metropolitan Transportation Authority (Capital Metro) transit service and existing and planned Capital Area Rural Transportation System (CARTS) routes. Except for FM 969 and FM 973, existing or planned transit service is located along the corridors. It should also be noted that this map does not include service in the recently passed Project Connect System Plan, which lists Parmer Lane as a potential future corridor for enhanced MetroRapid bus service.
- **Figure C-4** illustrates the Active Transportation Plan Vision Network, including Tier 1 (10 years or less), Tier 2 (11-25 years), and Vision Connector (25 years and beyond) corridors. All seven corridors, with the exception of Parmer Lane which has active transportation projects indicated in the TIP, have at least some portion of proposed or potential upgrade of active transportation facilities, although no specific project timeline or duration are given.
- **Figure C-5** shows the Texas Highway Freight Network, roadways that are integral to the safe and reliable movement of goods. With the exception of FM 969, SH 80, and FM 973, these corridors are part of the Texas Highway Freight Network. The Secondary Freight Network is associated with first/last-mile trip and goods movement related to warehousing and distribution.

FIGURE C-1. ACTIVITY CENTERS



Revised: 4/15/2021

FIGURE C-2. REGIONAL CRASH RATES AND DANGEROUS INTERSECTIONS

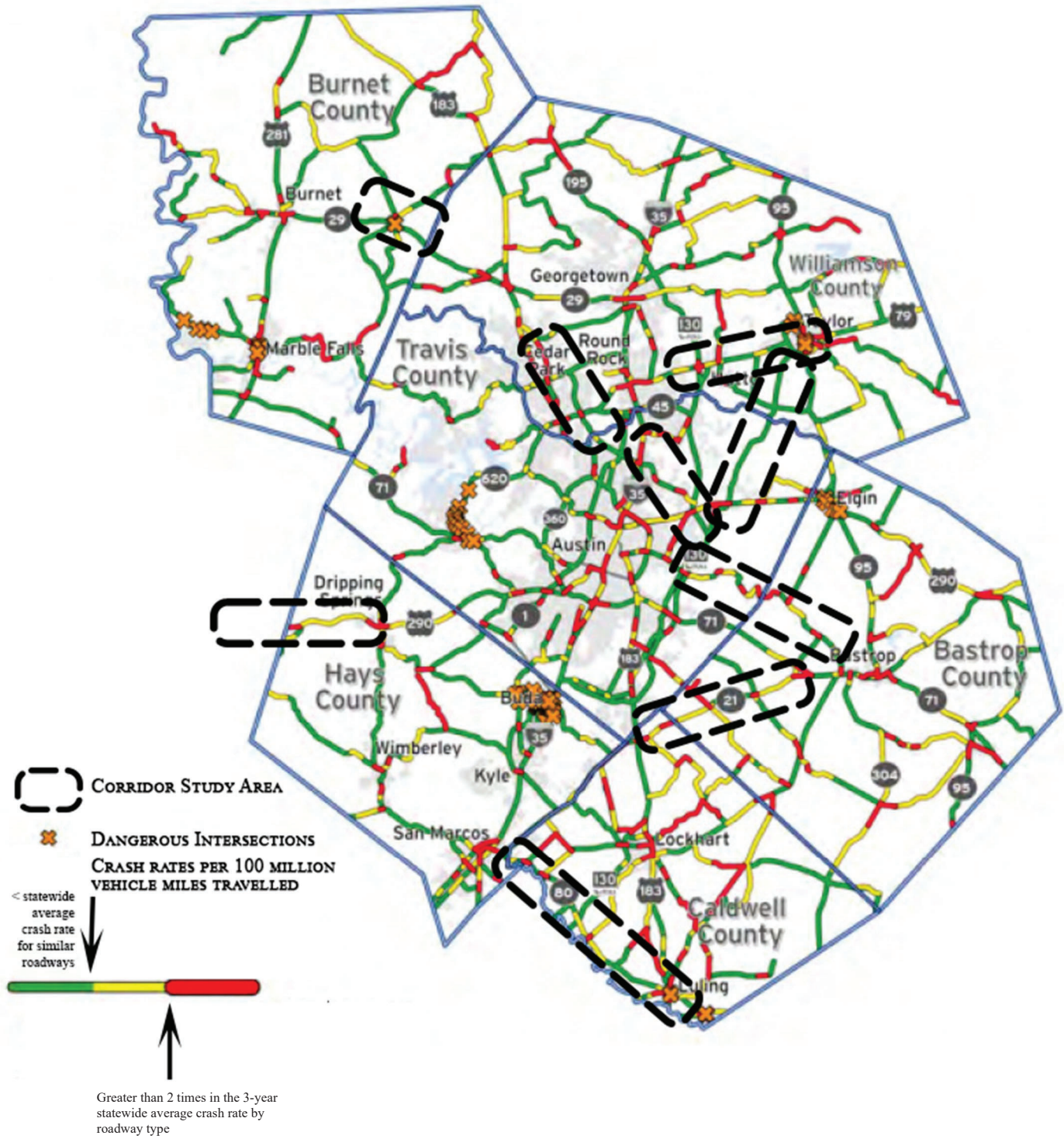
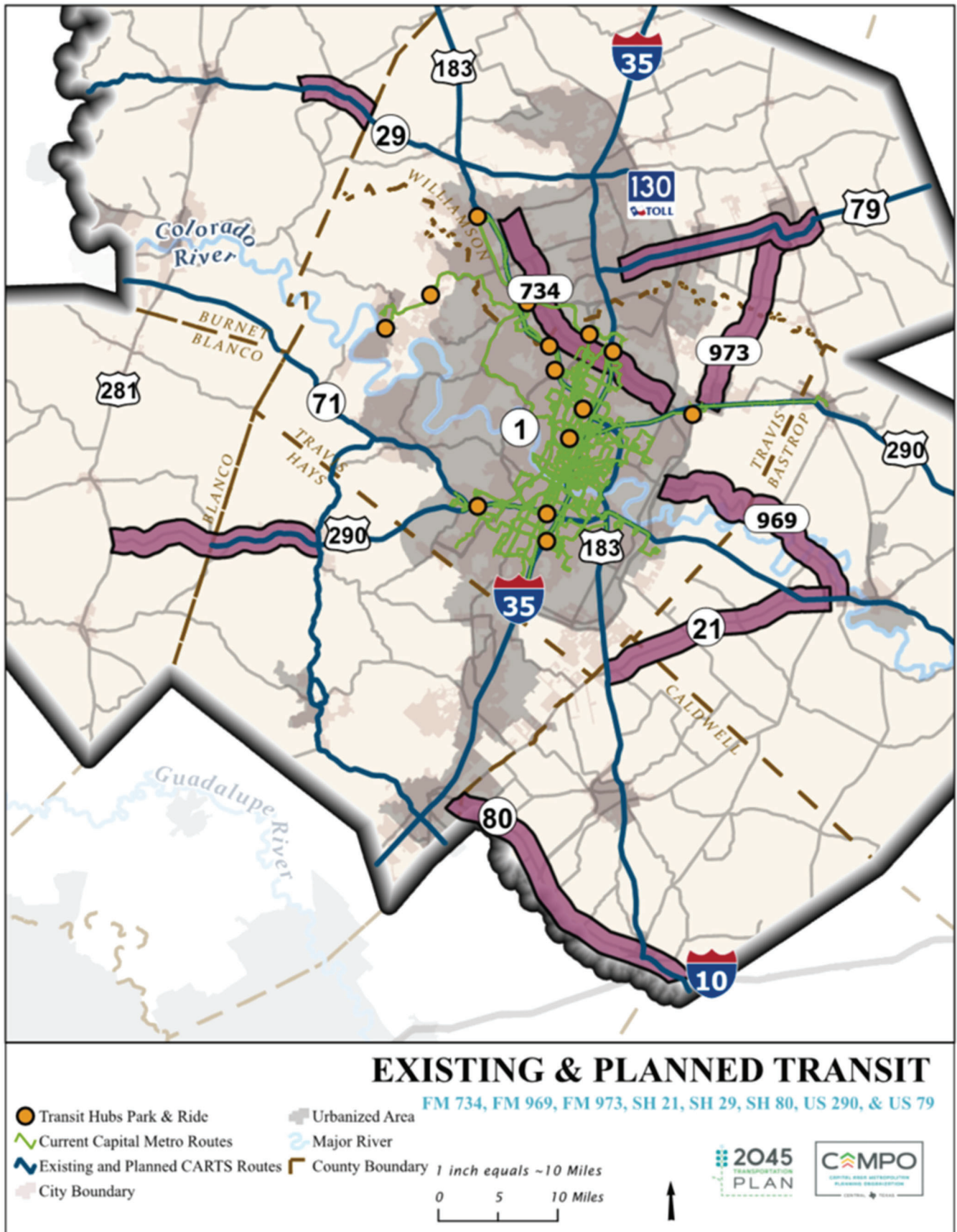
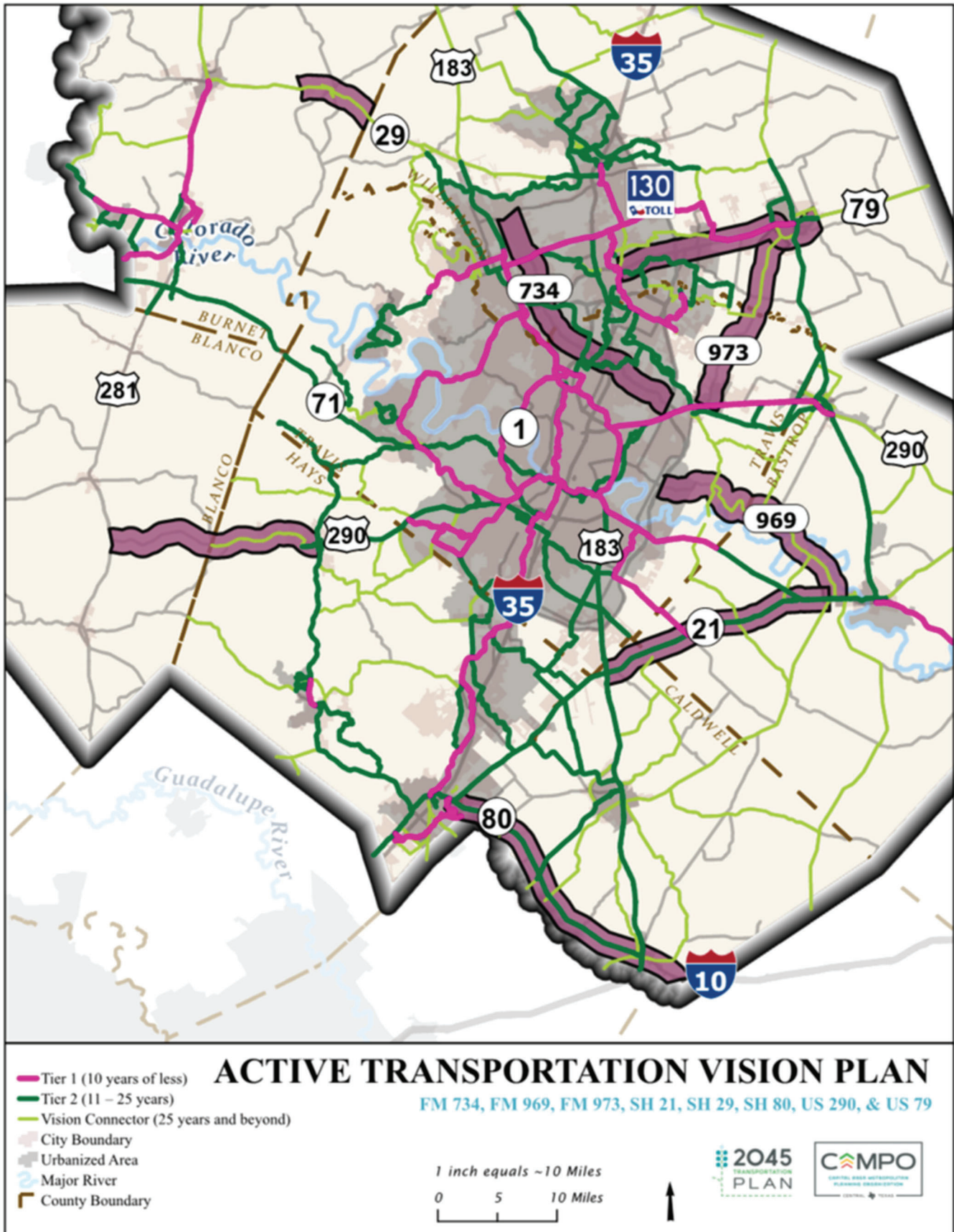


FIGURE C-3. EXISTING AND PLANNED TRANSIT ROUTES



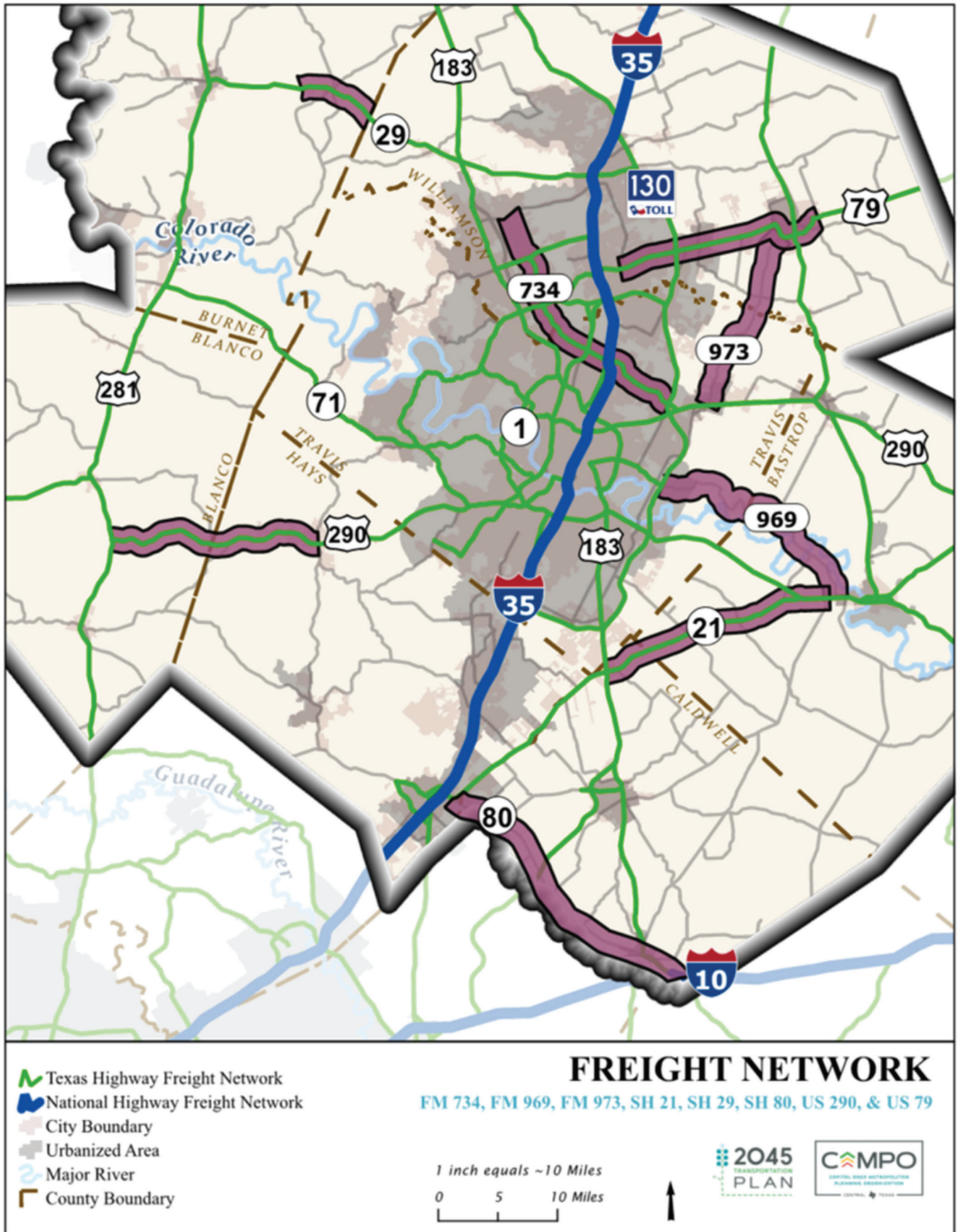
Revised: 4/15/2021

FIGURE C-4. ACTIVE TRANSPORTATION PLAN VISION NETWORK



Revised: 4/15/2021

FIGURE C-5. TEXAS HIGHWAY FREIGHT NETWORK



Revised: 4/15/2021

CORRIDOR PROFILES

734 FM 734 (Parmer Lane)

FM 734 (Parmer Lane), from RM 2243 to SH 130, is a multi-lane divided principal arterial spanning 22.5 linear miles and connecting major activity centers in Williamson and Travis Counties. Parmer is home to many tech offices including 3M, GM, Home Depot and the new Apple Campus. Not only is the corridor a major east-west connector for technology sector jobs; but it provides connections to major controlled access roadways such as SH 45, Loop 1 (MoPac), IH 35, and SH 130; and fast-growing suburban communities such as Leander, Cedar Park, north Austin, and Manor. Additionally, the Capital Metro Project Connect System Plan includes Parmer Lane as a potential future corridor for enhanced MetroRapid bus service. There are currently more than \$230 million of planned projects within the project corridor listed in the RTP to be let within the next 10 years.



FM 973

FM 973 is a minor arterial two-lane undivided roadway from US 79 to US 290. Connecting Taylor to the Manor/East Austin area, FM 973 carries 5,500 to 17,200 vehicles per day. FM 973, in its entirety, terminates at US 183 just south west of the Circuit of the Americas and provides access to a large area of the eastern metropolitan region. Currently, no bike, pedestrian and public transportation facilities are planned in the 16.3-mile corridor area.



SH 80

SH 80 is a minor arterial located in Hays and Caldwell County, connecting the growing communities of Luling and San Marcos. SH 80 will connect from FM 110 (currently under development by Hays County) on the western terminus to IH 10, inclusive of a potential new alignment around Luling. SH 80 is listed as a Vision 2 active transportation corridor and is not a part of the freight network. However, the eastern edge of the corridor ties into an existing planned transit route. SH 80 is planned for expansion in 2045 and will be widened from a two-lane undivided facility to a four-lane divided facility.



FM 969

FM 969 in total spans 29 miles from downtown Austin to Bastrop. From SH 71 to SH 130, this 22.1 mile stretch of FM 969 has been designated as a corridor of regional significance for the growing east Austin and Bastrop region. Currently 5-9% of the 4,600-24,600 vehicles a day are trucks travelling across the corridor. FM 969 is a two-lane undivided roadway with no current bike, pedestrian or public transportation amenities. This corridor includes several segments with crash rates that are higher than the statewide average. The western portion of FM 969 is planned for construction in 2021 and in addition to expanding the facility for two additional travel lanes, sidewalks are also included in this \$10.9 million dollar project. A future project currently planned for 2045 will expand the roadway to 4-lanes to the Bastrop County Line.

 **US 290**

US 290 West is a principal arterial servicing the hill country from the Austin region. This corridor of regional significance begins at the US 281 intersection and continues east to RM 12 in Dripping Springs. Located in Hays County, this 18.3-mile stretch is a two-lane facility with center lane and has traffic ranging between 7,000 and 33,000 vehicles per day across its segments. 2.9-4% of that traffic is truck traffic and there is currently no bike and pedestrian amenities across both of these corridors. From the Hays County line to US 281, US 290 is about 9-miles long and is a two-lane undivided facility with no center-turn lane.

 **SH 29**

SH 29 is a principal arterial roadway, which crosses the future expansion of the 183A toll road and provides connectivity into Burnet and Georgetown. This corridor of regional significance stretches from FM 258 (west of Bertram) to the Burnet/Williamson County line. While there are no projects within the RTP, reconstruction is scheduled for SH 29 within the TIP in 2021 and calls for a center turn lane and the addition of a 5-foot shoulder. Traffic on SH 29 ranges from 13,900-36,400 vehicles per day with truck percentages ranging between 11 and 18 percent.

 **US 79**

US 79 is a principal arterial connecting the Cities of Round Rock, Hutto, and Taylor in Williamson County. It is also the primary route linking Williamson County and the Bryan / College Station area. The 18.6-mile segment between FM 1460 to FM 619 is primarily a 4-lane divided roadway though Hutto and is undivided with a two-way left-turn lane outside of the Hutto area. The US 79 corridor is envisioned as a multimodal connector and is listed in the Active Transportation Plan as a Tier 2 facility and is included as a proposed CARTS route. Additionally, this segment of US 79 is part of the Texas Highway Freight Network. The RTP currently lists two widening projects on US 79 – one for \$45 million anticipated to let in 2022 and the second for \$124 million in 2035.

 **SH 21**

SH 21 is a principal arterial between Bastrop County and Caldwell County, connecting the growing communities of Bastrop and San Marcos. From SH 71 to SH 130, SH 21 is a 2-lane, two-way, undivided principle arterial spanning 17.3 miles in Bastrop and Caldwell County. More than half the length of this corridor exceeds the statewide average. Additionally, it is included the Active Transportation Plan as a Tier 2 connector, however, no projects were mentioned explicitly in the CAMPO RATP online map. There are currently more than \$770 million in improvements planned to let in 2027 within the project corridor limits.¹

¹ Construction cost for approximately 35 miles of roadway between SH 71 in Bastrop County and SH 80 in Hays County. The portion of this project in Bastrop County is 13.9 miles.

Attachment D - TxDOT Project Development Process

This flowchart shows the project development process for major reconstruction projects or new facilities. The development process can vary from 3 to 20 years or more, depending on required environmental tasks and ROW impacts. Project development for resurfacing, restoration, or rehabilitation construction projects have more limited resources and scope; therefore, they will have reduced environmental and right of way processes to complete and a subsequent abbreviated project development process.

