



TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center

5330 Bluffstone Lane

Austin, TX 78759

Monday, September 13, 2021

2:00 p.m.

Livestream at www.campotexas.org

All 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.

AGENDA

1. Certification of Quorum – Quorum requirement is 12 members
..... Commissioner Cynthia Long, Chair
2. Public Comments
The public is invited to comment on 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. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, September 9, 2021.

This is an opportunity for the public to address the Transportation Policy Board concerning an issue of community interest that is not on the agenda. Comments on a specific agenda item must be made when the agenda item comes before the Board. The Chair may place a time limit on all comments. Any deliberation of an issue raised during Public Comments is limited to a statement of fact regarding the item; a statement concerning the policy regarding the item or a proposal to place the item on a future agenda.

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 needed.

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.

PUBLIC HEARING:

THE PUBLIC IS INVITED TO COMMENT ON ITEM 5 IN THE SECTION BELOW. SPEAKERS MUST ADHERE TO THE THREE (3) MINUTE TIME LIMIT. WRITTEN COMMENTS MAY BE EMAILED TO TPBCOMMENTS@CAMPOTEXAS.ORG BY 5:00 P.M., THURSDAY, SEPTEMBER 9, 2021.

5. [Presentation and Public Hearing on Amendments to 2021-2024 Transportation Improvement Program \(TIP\) and 2045 Regional Transportation Plan \(RTP\)](#).....Mr. Ryan Collins, CAMPO

ACTION:

THE PUBLIC IS INVITED TO COMMENT ON ITEMS 6-10 IN THE SECTION BELOW. SPEAKERS MUST ADHERE TO THE THREE (3) MINUTE TIME LIMIT. WRITTEN COMMENTS MAY BE EMAILED TO TPBCOMMENTS@CAMPOTEXAS.ORG BY 5:00 P.M., THURSDAY, SEPTEMBER 9, 2021.

6. [Discussion and Take Appropriate Action on June 14, 2021 Meeting Minutes](#)
.....Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the June 14, 2021 meeting minutes.
7. [Discussion and Take Appropriate Action on Salary Adjustment for CAMPO Executive Director](#)
.....Commissioner Cynthia Long, Chair
Chair Long will provide a summary of the CAMPO Executive Director's annual performance evaluation and request Transportation Policy Board of a salary adjustment.
8. [Discussion and Take Appropriate Action on CAMPO Assistance with Project Readiness for Regional Corridor Improvement Projects](#).....Mr. Chad McKeown, CAMPO
Mr. McKeown will request Transportation Policy Board approval of a CAMPO-led project development concept.
9. [Discussion and Take Appropriate Action on Requested FM 1460 Roadway Functional Classification Change](#)TxDOT-Austin District
The TxDOT-Austin District will review the requested functional classification change and request Transportation Policy Board approval.
10. [Discussion and Take Appropriate Action on Formation of Transportation Demand Management \(TDM\) Subcommittee](#).....Mr. Nirav Ved, CAMPO
Mr. Ved will request Transportation Policy Board approval of the formation of a TDM Subcommittee to guide the implementation of CAMPO's TDM Plan.

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.

INFORMATION:

11. [Discussion on Option for Virtual Participation for Transportation Policy Board Meetings](#)
 Commissioner Cynthia Long, Chair
Chair Long will facilitate discussion on an option for virtual participation by the Transportation Policy Board at future in-person meeting meetings.
12. [Discussion on Regional Infrastructure Fund](#)..... Commissioner Cynthia Long, Chair
Chair Long will lead a discussion on the current status of and future options for the Regional Infrastructure Fund.
13. [Executive Director’s Report on Transportation Planning Activities](#)
 - a. [Transportation Development Credit Program and Advance Funding Agreements](#)
 - b. [TxDOT Highway Emergency Response Operator \(HERO\) Patrol Service to City of Round Rock 18-Wheeler Accident](#)
14. Announcements
 - a. Transportation Policy Board Chair Announcements
 - b. Next Technical Advisory Committee Meeting, September 27, 2021 – 2:00 p.m.
 - c. Next Transportation Policy Board Meeting, October 11, 2021 – 2:00 p.m.
15. 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 June 21, 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	N	
5.	Will Parrish	City of Georgetown	Y	
6.	Ross Blackketter	City of Leander	N	
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)	N	
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	N	
25.	Heather Ashley-Nguyen	TxDOT	Y	

2. Approval of the May 17, 2021 Meeting Summary Ms. Laurie Moyer, P.E., Chair

The Chair opened the floor for comments or revisions to the May 17, 2021 meeting summary.

Hearing none, the Chair entertained a motion for approval of the meeting summary for the May 17, 2021 meeting, as presented.

Mr. Mike Sexton moved for approval of the meeting summary for the May 17, 2021 meeting, as presented.

Mr. Gary Hudder seconded the motion.

The Committee voted and the motion prevailed unanimously.

3. Update on Regional Transportation Statistics and Metrics Dashboard

..... Mr. Nirav Ved, CAMPO

Mr. Nirav Ved, Data & Operations Manager identified and discussed potential data sources with comparisons for the metrics dashboard. The potential data sources were identified as American Community Survey (ACS), Capital Metro, CRIS, RHINO, AADT, and INRIX. The data sources were reported to be reviewed and discussed with consultants, ranked, and scored for the first round. Mr. Ved presented the scoring and discussed the scoring factors for the data sources which included availability, ease of integration and maintenance, and update frequency. The presentation concluded with a request for feedback from the Committee. Question and answer with comments followed.

4. Briefing and Discussion on CAMPO Assistance with Project Readiness for Regional Corridor Improvement Projects..... Mr. Chad McKeown, CAMPO

Mr. Chad McKeown, Deputy Executive Director informed the Committee that the current Regional Transportation Plan (RTP) followed five (5) years of Studies which included the following:

1. Georgetown Williams Drive Study
2. MoKan/NE Subregional Study
3. Bergstrom Spur Study
4. Western Caldwell County Transportation Study
5. San Marcos Transportation Corridors Study

Mr. McKeown reported that the funding allocated for corridor improvement projects is running out and the General Planning Consultant (GPC) contract used for a number of the studies ended in 2020. CAMPO staff is proposing a new Corridor Studies Concept to continue regional planning efforts. Major goals for the Corridor Studies Concept were identified and discussed. Mr. McKeown informed the Committee that TxDOT is supportive of the proposed concept and will work closely with CAMPO on the proposed work.

Mr. Ashby Johnson, Executive Director also provided clarification on the draft list of corridors to be included in the proposed work, as discussed with TxDOT.

Mr. McKeown later identified the corridor limits and lengths to be included in the proposed Corridor Studies Concept, presented and discussed timeline for further presentation and approvals with next steps. Mr. McKeown also discussed the feedback received from the Transportation Policy Board at its June 14th meeting and requested feedback from the Committee. The presentation was concluded by question and answer with comments.

The Chair later recommended that Committee feedback is compiled and presented as a summary statement to the Transportation Policy Board. The Chair also recommended that this item be included on the agenda for the July Technical Advisory Committee meeting.

5. Report on Transportation Planning Activities

Mr. Nirav Ved reported that nominations were received for the Transportation Demand Management (TDM) Subcommittee. The following nominations were received as follows:

1. Ms. Emily Barron, City of Pflugerville
2. Mr. Ed Collins, CARTS
3. Mr. Gary Hudder, City of Round Rock
4. Mr. Trey Job, City of Bastrop
5. Ms. Rose Lisska, Capital Metro
6. Mr. John Nett, City of Buda
7. Ms. Cathy Stephens, Travis County
8. Ms. Christina Willingham, City of Austin
9. Ms. Akila Thamizharasan, TxDOT

Mr. Ved reported that staff will move forward with Transportation Policy Board approval of the nominations and formation of the TDM Subcommittee, as presented.

Mr. Ryan Collins, Short Range Planning Manager reported that transmittals regarding the upcoming Federal Transit Administration Project Call are forthcoming to the Transportation Policy Board and Technical Advisory Committee.

Mr. Collins reminded the Committee that the deadline for the fall amendment cycle is August 6, 2021.

Mr. Collins also requested that project sponsors submit any outstanding updated project reports as soon as possible.

6. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on August 9, 2021 and the next Technical Advisory Committee Meeting will be held on July 19, 2021.

7. Adjournment

The Chair entertained a motion to adjourn the June 21, 2021 meeting of the Technical Advisory Committee.

Mr. Gary Hudder moved to adjourn the June 21, 2021 meeting of the Technical Advisory Committee.

Mr. Ed Collins seconded the motion.

The June 21, 2021 meeting of the Technical Advisory Committee was adjourned at 3:45 p.m.



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 July 19, 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	N	Emily Truman
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.	Mitchell Cameron	Bastrop County	Y	
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	N	

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	N	Terron Evertson
21.	Samuel Ray	Williamson County (Smaller Cities)	N	
22.	David Marsh	CARTS	N	Ed Collins
23.	Mike Sexton	CTRMA	Y	
24.	Sharmila Mukherjee	Capital Metro	N	Nadia Barrera-Ramirez
25.	Heather Ashley-Nguyen	TxDOT	Y	

2. Approval of the May 17, 2021 Meeting Summary Ms. Laurie Moyer, P.E., Chair

The Chair opened the floor for comments or revisions to the June 21, 2021 meeting summary.

Hearing none, the Chair entertained a motion for approval of the meeting summary for the June 21, 2021 meeting, as presented.

Mr. Ed Collins moved for approval of the meeting summary for the May 17, 2021 meeting, as presented.

Mr. Mike Hodge seconded the motion.

The Committee voted and the motion prevailed unanimously.

3. Discussion on CAMPO Assistance with Project Readiness for Regional Corridor Improvement Projects

..... Mr. Chad McKeown, CAMPO

Mr. Chad McKeown, Deputy Executive Director provided a brief recap of the presentation of CAMPO's Assistance with Project Readiness for Regional Corridor Improvement Projects to the TAC at its June meeting. Mr. McKeown identified and discussed the goals for regional corridor improvement and addressed questions from committee members received following the June TAC meeting.

Mr. McKeown identified and discussed eight (8) draft regional corridor projects. The Committee was advised that the proposed regional corridor improvements will be compatible with prioritizations in the region's Regional Transportation Plan (RTP) and include on-system, major regional arterials below the functional classification of controlled-access freeways/tollways.

Mr. McKeown noted that corridors with significant study, currently underway or recently completed will be excluded. The Committee was informed that CAMPO will enlist the services of a General Engineering Consultant (GEC) to assist with preliminary engineering, design, public outreach, environmental studies, and prioritization.

The draft corridor projects as identified were determined to include the following:

1. Connectivity of growing activity centers in the region
2. Higher than average crash rates and/or hot spot intersections
3. Evaluations in previous plans for multimodal considerations, part of the freight network, or Regional Active Transportation Plan vision
4. Preliminary projects in the RTP

A schedule of approvals for the regional corridor improvements and next steps were also provided to the Committee as follows:

1. Transportation Commission and Transportation Policy Board approval - August 2021
2. Posting of Request for Qualifications (RFQ) - September 2021
3. Prioritization of corridor segments - Beyond fall 2021

The presentation was concluded by question and answer with comments. The Committee later requested that staff develop a comprehensive map that shows the proposed regional corridor improvement projects.

4. Report on Transportation Planning Activities

Mr. Ryan Collins, Short Range Planning Manager reminded the Committee to submit outstanding project reports as soon as possible.

Mr. Collins also reminded the Committee that the deadline to submit applications for the Federal Transit Administration Project Call is August 4, 2021 and the deadline for the fall amendment cycle is August 6, 2021.

5. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on August 9, 2021 and the next TAC meeting will be held on August 23, 2021.

6. Adjournment

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

Mr. Gary Hudder moved to adjourn the July 19, 2021 meeting of the Technical Advisory Committee.

Mr. Mike Sexton seconded the motion.

The July 19, 2021 meeting of the Technical Advisory Committee was adjourned at 3:00 p.m.



To: Technical Advisory Committee
From: Chad McKeown, Deputy Executive Director
Subject: Technical Advisory Committee (TAC) Update
Date: August 18, 2021

In lieu of the regular TAC meeting scheduled for August 23, this memorandum has been prepared to update members on important developments on current and upcoming agenda items. The meeting was canceled by Chair Moyer due to the lack of action items for the Committee.

Project Readiness for Regional Corridor Improvement Projects

This item was scheduled as an action item for the canceled August 9 Transportation Policy Board (TPB) meeting and will be included as an action item to be deliberated during the September 13, 2021, TPB meeting. The presentation of this item to the TPB will include the input from the July TAC meeting. The July TAC discussion and feedback from members helped to shape the attached map (Attachment A), which illustrates the draft corridors that are proposed to be studied by CAMPO, and how they complement many other corridors that have recently completed study/construction or are currently under study, development, or construction. The TAC is encouraged to review all details including corridor characteristics, cost considerations, and next steps, which can be found in the [August TPB meeting packet](#).

Formation of the Transportation Demand Management (TDM) Subcommittee

Approval of the TDM Subcommittee was also an action item for the canceled August TPB meeting. This item will be moved to the September 13 meeting. As a reminder, the size and composition of the subcommittee was determined during the May 2021 TAC meeting, and the nine subcommittee nominees were reviewed by the TAC. All information regarding this item can be found in the [August TPB meeting packet](#). CAMPO staff have initiated and maintained contact with subcommittee members and will schedule the first meeting upon approval by the TPB.

Amendments to the 2021-2024 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

CAMPO develops and maintains the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). As part of routine updates, the TIP and RTP are amended on a regular basis to ensure that the most up-to-date information is approved by the TPB.

Sponsors may submit a request for an amendment at any time using the online application. These requests are processed according to the amendment policies either through a regular amendment cycle, administratively, or as an out-of-cycle amendment. The nature of the request is determined upon review of the submission and additional coordination with the project sponsors as needed.

The last date for amendment submittals for the 2021 Fall Amendment Cycle was August 6, 2021. CAMPO received two applications for regular amendments to the Transportation Improvement Program, only one of which is eligible to be processed at this time. This application was submitted by Williamson County for the intersection of US 79 and FM 3349 and is still pending review and coordination with the project sponsors. Contingent on the review, this application will likely be processed through the Quick Action Option as detailed in the Public Participation Plan due to impending state and federal deadlines in late September. Apart from administrative updates, CAMPO did not receive any regular amendment applications for the 2045 Regional Transportation Plan.

2021-2022 FTA 5310 Call for Projects

CAMPO solicited project proposals from eligible entities for the FTA 5310 program through a competitive selection process. This project call will potentially allocate up to \$2,108,585 in funding to eligible projects with no less than \$1,100,190 to be allocated to traditional capital projects and no more than \$1,008,395 to be allocated for other eligible projects and operating expenses.

CAMPO received 12 applications totaling \$13,069,497 in requests. Staff and the designated recipient are currently reviewing proposals for eligibility and readiness to ensure sponsors and their program or services are adequately prepared to receive federal funding. Projects that are determined to be eligible and ready will then be evaluated using the scoring criteria and the information provided in the application and supporting documentation. Results of the readiness evaluations, scores, and a recommendation report will be made available in September and brought back to the TAC for consideration and potential recommendation.

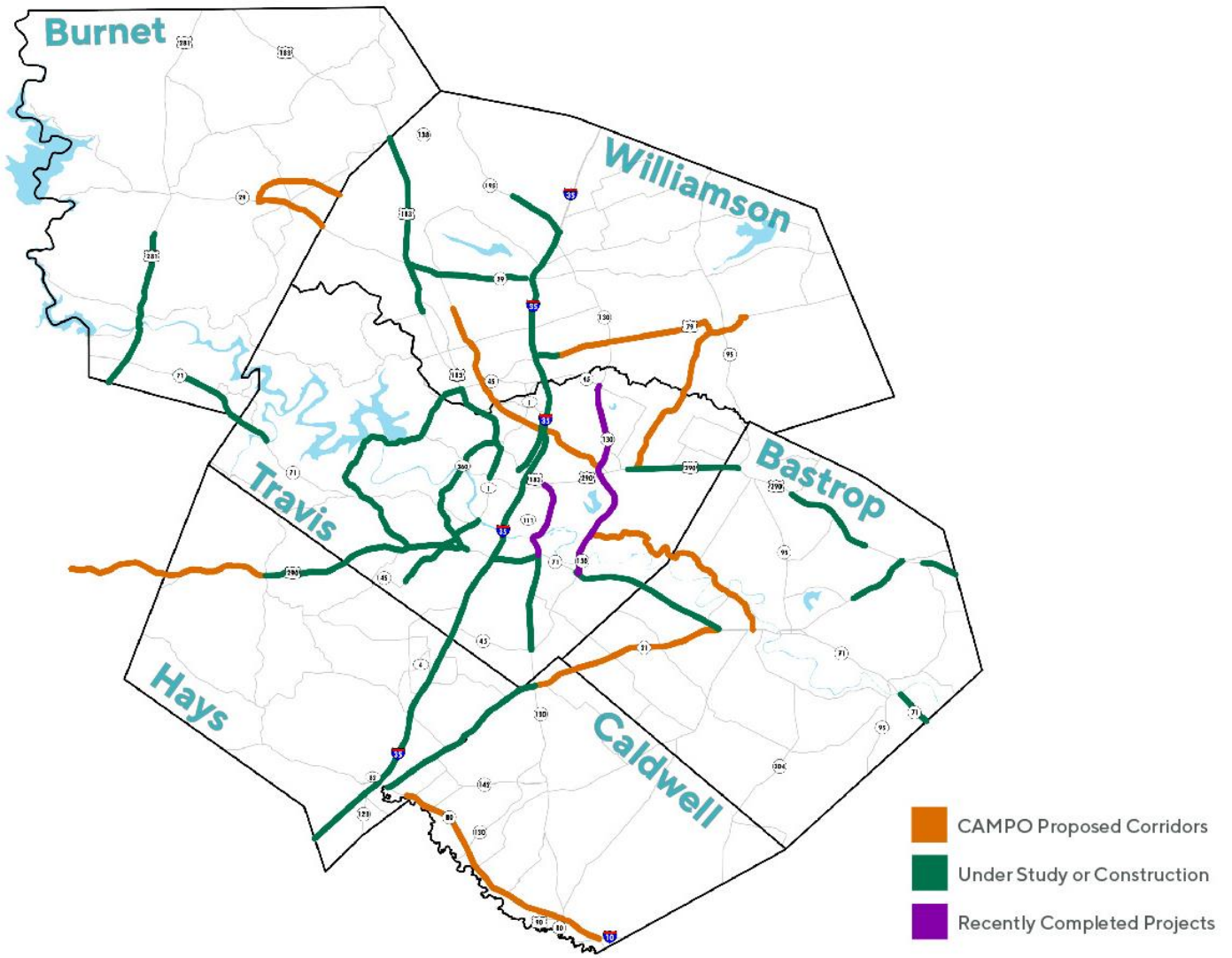
Transportation Development Credit (TDC) Program and Advance Funding Agreements

Included in the [August TPB meeting packet](#) is a July 2 letter outlining new approval requirements for the use of TDCs. The letter outlines the four program goals under the Texas Administrative Code, introduces new project classification guidelines to better ensure goal alignment, and provides additional guidance on the TxDOT approval process. CAMPO's TDC Policy and Procedures and application process, updated in 2017 and revisited in early 2021, already meets the requirements outlined in the TxDOT letter, so no further action is needed. Project sponsors are encouraged to review the letter and direct any questions to CAMPO's short-range planning manager, Ryan Collins.

Future TAC Items

- Demographic updates from 2020 Census results and other sources prior to UrbanSim runs
- Regional Corridor Improvement Project segment criteria
- Travel Demand Management outcomes from subcommittee
- Air quality analysis
- Regional Freight Study
- Regional Bottleneck Study

Attachment A





Date: September 13, 2021
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 5
Subject: Presentation and Public Hearing on Amendments to 2021-2024 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

RECOMMENDATION

Staff is recommending the Transportation Policy Board (TPB) approve the requested amendments to the 2021-2024 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP) as listed in the Amendment Request List and Resolution 2021-9-5.

PURPOSE AND EXECUTIVE SUMMARY

For the Fall Amendment Cycle, CAMPO has received two requests for regular amendments to the TIP and 2045 RTP as detailed in the Amendment Request List. Upon review of the request submittals, staff is recommending these amendments be processed through the Quick Action Option as detailed in the [Public Participation Plan](#) due to the project timelines and recently announced state deadline in late September for the upcoming Statewide Transportation Improvement Program revision cycle.

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 directly approved by the TPB for federal funding to be authorized and released to the project sponsor.

BACKGROUND AND DISCUSSION

CAMPO develops and maintains the TIP and RTP. As part of routine updates, the TIP and RTP are amended on a regular basis to ensure that the most up-to-date information is approved by the TPB. Sponsors may submit a request for an amendment at any time using the online application and these are processed according to the amendment policies either through a regular amendment cycle, administratively, or as an out-of-cycle amendment. The nature of the request is determined upon review of the submission and additional coordination with the project sponsors as needed.

SUPPORTING DOCUMENTS

Attachment A – Resolution 2021-9-5

Attachment B – Amendment Request List



Resolution 2021-9-5

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 adopted the 2045 Regional Transportation Plan on May 8, 2020; and

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

WHEREAS, CAMPO processed the requested amendments to the 2021-2024 Transportation Improvement Program and 2045 Regional Transportation Plan in accordance with the adopted Public Participation Plan and amendment process; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the requested amendments to the 2021-2024 Transportation Improvement Program and 2045 Regional Transportation Plan 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 2021-2024 Transportation Improvement Program and 2045 Regional Transportation Plan as reflected was made on September 13th, 2021 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting: None

SIGNED this 13th day of September 2021

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

Fall 2021 – Requested Amendments									
MPO ID/CSJ	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Let Year	Cost	Amendment Requested
51-00353-00/ 0015-13-389	TxDOT	IH 35	FM 1825	US 290	Add one NB and one SB non-tolled managed lanes, add one additional NBFR lane from FM 1825 to Parmer & from Tech Ridge Blvd to Rundberg, add one additional SBFR lane from FM 1825 to US 183, reconstruct ramps, and add FR & mainlane auxiliary lanes.	Construction	2022	\$318,279,652.00	Move \$15 Million in Category 4 to 0015-13-077
51-00351-00/ 0015-10-062	TxDOT	IH 35	SH 45N	FM 1825	Add one NB and one SB non-tolled managed lanes, add one additional NBFR lane from SH 45 to FM 1825, one additional SBFR lane from SH 45 to Grand Ave Pkwy, reconstruct ramps, and add FR & mainlane auxiliary lanes.	Construction	2022	\$121,745,348.00	Move \$20 Million in Category 4 to 0015-13-077
51-00352-00/ 0015-13-077	TxDOT	IH 35	US 290W/SH 71	LP 275-Slaughter Lane	Add two NB and two SB non-tolled managed lanes and two additional SBFR lanes from SH 71 to William Cannon, reconstruct ramps, frontage road operational improvements, and add FR & mainlane auxiliary lanes.	Construction	2022	\$147,452,192.00	Add \$57 Million in Category 4 from 0015-10-062, 0015-13-389, 0016-01-113 and \$10 million in Category 7 from 0016-01-113
51-00354-00/ 0016-01-113	TxDOT	IH 35	LP 275-Slaughter Lane	SH 45 SE	Add two NB and two SB non-tolled managed lanes and one additional frontage road lane in each direction from Slaughter Lane to Onion Creek Parkway, reconstruct ramps, and add FR & mainlane auxiliary lanes.	Construction	2022	\$190,932,136.00	Move \$22 Million in Category 4 to 0015-13-077, \$10 Million in Category 7 to 0015-13-077
3486-01-008, 0914-05-211, 0240-02-034	TxDOT/Williamson County	FM 3349	CR 404	CR 395	Widen 2-lane with a continuous left turn lane to 4-lane divided with grade separation at UPRR and US 79.	PE, ROW, Construction	2022	\$84,600,000.00	TxDOT Category 12 Discretionary and Williamson County funding. Add to the Transportation Improvement Program and 2045 Plan

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.



**Capital Area Metropolitan Planning Organization
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

1. Certification of Quorum – Quorum requirement is 12 members

.....Commissioner Cynthia Long, Chair

The CAMPO Transportation Policy Board was called to order by the Chair at 2:05 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	N	Commissioner Edward Theriot
5	Andy Brown	Judge, Travis County	Y	
6	Paige Ellis	City of Austin, District 8	Y	
7	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
8	Natasha Harper-Madison	Mayor Pro Tem, City of Austin, District 1	N	Council Member Ann Kitchen
9	Ann Howard	Commissioner, Travis County	Y	
10	Jane Hughson	Mayor, City of San Marcos	Y	
11	Mark Jones	Commissioner, Hays County	Y	
12	Rudy Metayer	City of Pflugerville, Place 4	Y	
13	Terry Mitchell	Capital Metro Board Member	Y	
14	Travis Mitchell	Mayor, City of Kyle	Y	
15	Craig Morgan	Mayor, City of Round Rock	N	Commissioner Cynthia Long
16	James Oakley	Judge, Burnet County	Y	
17	Josh Schroeder	Mayor, City of Georgetown	Y	

18	Christine Sederquist	Mayor City of Leander	N	
19	Brigid Shea	Commissioner, Travis County	N	Commissioner Jeffrey Travillion
20	Edward Theriot	Commissioner, Caldwell County	Y	
21	Jeffrey Travillion	Commissioner, Travis County	Y	
22	Corbin Van Arsdale	Mayor, City of Cedar Park	Y	

2. Public Comments

The Chair recognized Ms. Zenobia Joseph, Private Citizen who was not present to offer public comment.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. Start Video at 00:02:45

3. Executive Session

An Executive Session was not convened.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. Start Video at 00:03:13

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

The Chair recognized Ms. Laurie Moyer, P.E. who provided a report of the discussion and action items from the May 17, 2021 TAC meeting.

Ms. Moyer reported that the Committee approved minutes from its April meeting and unanimously recommended Transportation Policy Board approval of the CAMPO 2022-2023 Unified Planning Work Program (UPWP) and Amendments to the 2021-2024 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP). Ms. Moyer also reported that the TxDOT Austin District Committee provided an update on the Oak Hill Parkway Project and a presentation on the Capital Express Program.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. Start Video at 00:03:45

5. Discussion and Take Appropriate Action on May 10, 2021 Meeting Minutes

The Chair entertained a motion for approval of the minutes for the May 10, 2021 meeting, as presented.

Council Member Rudy Metayer moved for approval of the May 10, 2021 meeting minutes, as presented.

Commissioner Mark Jones seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Judge Andy Brown and Mayor Christine Sederquist

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. Start Video at 00:07:20

6. Discussion and Take Appropriate Action to Adopt 2022-2023 Unified planning Work Program (UPWP)

The Chair recognized Ms. Theresa Hernandez, Finance & Administration Manager who provided a summary of final revisions to the draft document. Ms. Hernandez confirmed that the draft document was previously presented to the TAC and Transportation Policy Board. The presentation was concluded with a request for adoption of the 2022-23 UPWP with accompanying Resolution 2021-6-6.

The Chair entertained a motion for adoption of the 2022-23 UPWP with accompanying Resolution 2021-6-6.

Judge James Oakley moved for adoption of the 2022-23 UPWP with accompanying Resolution 2021-6-6.

Mayor Jane Hughson seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Judge Andy Brown and Mayor Christine Sederquist

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. Start Video at 00:07:51

7. Discussion and Take Appropriate Action on Roadway Functional Classification Changes on SH 195/SS 376/SS 377

The Chair recognized Mr. Ashby Johnson who informed the Board that CAMPO received correspondence from the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT) Transportation Planning & Programming Division requesting functional classification changes for SH 195/SS 376/SS 377 in Williamson County. Mr. Johnson reported that approval of the requests must be approved by the Transportation Policy Board.

The Chair entertained a motion for approval of roadway functional classification changes on SH 195/SS 376/SS 377 with accompanying Resolution 2021-6-7.

Commissioner Edward Theriot moved for approval of roadway functional classification changes on SH 195/SS 376/SS 377 with accompanying Resolution 2021-6-7.

Commissioner Mark Jones seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Judge Andy Brown and Mayor Christine Sederquist

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. Start Video at 00:10:36

8. Discussion and Take Appropriate Action on Amendments to 2021-2024 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

The Chair recognized Mr. Ryan Collins, Short-Range Planning Manager who informed the Board that the deadline for submissions for the spring amendment cycle was April 16, 2021. Mr. Collins reported that the proposed amendments were reviewed by the TAC twice and a public hearing was held at the May 10, 2021 Transportation Policy Board Meeting. A brief overview of the amendment policy and procedures was provided to the Board. A brief summary of proposed TIP amendments for roadway projects with recent changes and TIP amendments for transit projects was also provided to the Board.

Ms. Doise Miers, Community Outreach Manager provided a brief overview of CAMPO's public involvement process for the spring amendment cycle. Ms. Miers reported that a total of 13 comments were received of which two (2) comments were specific to amendments.

The Chair entertained a motion for approval of amendments to the 2021-2024 TIP and 2045 RTP, as presented.

Judge James Oakley moved for approval of amendments to the 2021-2024 TIP and 2045 RTP, as presented.

Commissioner Mark Jones seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Mayor Christine Sederquist

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. Start Video at 00:16:53

9. Discussion and Take Action on Lapsing Federal Transit Administration (FTA) 5310 Funding

The Chair recognized Mr. Ryan Collins who informed the Board that CAMPO received notification from FTA of a potential funding lapse of approximately \$201,253 from FY 2019. A brief overview of the project selection process and eligibility criteria was provided to the Board. Mr. Collins reported that the Office of Mobility Management (OMM) was determined to be the only program to meet all of the eligibility criteria following CAMPO's thorough review of potential projects. The presentation was concluded by a request for Transportation Policy Board approval of the allocation of FY 2019 FTA 5310 funding in the amount of \$201,253 to Capital Metro's Office of Mobility Management (OMM), with accompanying Resolution 2021-6-9.

The Chair entertained a motion for approval of the allocation of FY 2019 FTA 5310 funding in the amount of \$201,253 to Capital Metro's Office of Mobility Management (OMM), with accompanying Resolution 2021-6-9.

Mayor Travis Mitchell moved for approval of the allocation of FY 2019 FTA 5310 funding in the amount of \$201,253 to Capital Metro's Office of Mobility Management (OMM), with accompanying Resolution 2021-6-9.

Judge James Oakley seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen (Proxy for Mayor Pro Tem Natasha Harper-Madison), Council Member Alison Alter, Judge Andy Brown, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Travis Mitchell, Mayor Craig Morgan,

Judge James Oakley, Mayor Josh Schroeder, Commissioner Edward Theriot (Proxy for Commissioner Clara Beckett), Commissioner Jeffrey Travillion (Proxy for Commissioner Brigid Shea), and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Mayor Christine Sederquist

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. Start Video at 00:34:23

10. Annual Briefing on CAMPO Financial Audit

The Chair recognized Ms. Theresa Hernandez who informed the Board that CAMPO's FY 2020 financial audit was completed on May 6, 2021 and resulted in no findings. Ms. Hernandez introduced Mr. Archie Montemayor of Montemayor Britton Bender PC who provided a brief summary of CAMPO's FY 2020 audit review.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. Start Video at 01:25:38

11. Discussion on CAMPO Assistance with Project Readiness for Regional Corridor Improvement Projects

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who presented a CAMPO-led project development concept for regional corridor improvement projects that will utilize \$7 million in SH 130 concession funding. Mr. Johnson advised the Board that the proposed concept would enhance the region's competitiveness for federal and state discretionary funding.

Mr. Johnson identified a series of studies that were used to inform the development of the previously approved 2045 RTP and used by local governments to advance projects. The Board was informed that CAMPO proposes to advance the recommendations from those studies into the project development phase. Mr. Johnson added that the proposed project development activities will help with current and future economic development.

Mr. Johnson informed the Board that \$7 million in SH 130 Concession funding is currently reserved in an account by TxDOT and noted that CAMPO will be requesting Transportation Policy Board approval of the funding to support current and future regional development. Proposed activities and improvements for 8 draft corridors were highlighted as part of the Regional Corridor Improvement Concept. Mr. Johnson advised the Board that upon approval, CAMPO proposes to hire a General Engineering Consultant (GEC) to facilitate the work.

Mr. Chad McKeown, CAMPO Deputy Executive Director provided a brief technical overview of improvements for the 8 draft regional corridors.

Mr. Johnson reported that the Regional Corridor Improvement Concept will be presented to the TAC at its June meeting. Mr. Johnson added that following the required approvals, a Request for Qualifications (RFQ) will be posted to procure contract services of a GEC in September, and the Advanced Funding Agreement (AFA) process and execution will begin.

The Chair thanked Mr. Johnson for the work exhibited to present the Regional Corridor Improvement Concept to the Board.

Vice Chair Ann Kitchen noted items for additional information and further discussion prior to upcoming consideration of the Regional Corridor Improvement Concept.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. (Part 1 of 2)
Start Video at 00:44:22

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. (Part 2 of 2)
Start Video at 01:28:26

12. Executive Director's Report on Transportation Planning Activities

There was nothing to report.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. Start Video at 01:29:22

13. Announcements

a. Transportation Policy Board Announcements

The Chair commended CAMPO staff for the hard work exhibited in managing and moving operations forward in-person and virtually during the COVID-19 pandemic.

The Chair also requested adding the option for virtual participation at future Board meetings as an information item for further discussion at the August meeting.

The Chair announced that the CAMPO Executive Director Evaluation Tool and a list of the CAMPO Executive Director's accomplishments will be distributed to the Board by Ms. Kimberly Petty, Executive Assistant to the CAMPO Executive Director to begin the performance evaluation process. Board members were directed to complete the evaluation tool and return it to Ms. Petty by the deadline. The Chair informed the Board that the Executive Committee will be convened to conduct a review of the performance evaluations received.

The Chair also announced that there will not be a July Transportation Policy Board Meeting.

b. The next Technical Advisory Committee Meeting will be held on June 21, 2021 at 2:00 p.m.

c. The next Transportation Policy Board Meeting will be held on August 9, 2021 at 2:00 p.m.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. Start Video at 01:29:29

14. Adjournment

The June 14, 2021 meeting of the Transportation Policy Board was adjourned at 3:34 p.m. by unanimous consent.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/123364>. Start Video at 01:35:47



Date: September 13, 2021
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Commissioner Cynthia Long, Chair
Agenda Item: 7
Subject: Discussion and Take Appropriate Action on Salary Adjustment for CAMPO Executive Director

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Date: September 13, 2021
Continued From: June 14, 2021
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Chad McKeown, Deputy Executive Director
Agenda Item: 8
Subject: CAMPO Assistance with Project Readiness for Regional Corridor Improvement Projects

RECOMMENDATION

CAMPO staff recommends Transportation Policy Board approval of the item.

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 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 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 Plan (May 2020)
- Western Caldwell 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 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 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 eight 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 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 corridors totaling 156 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 dependent 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 28 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

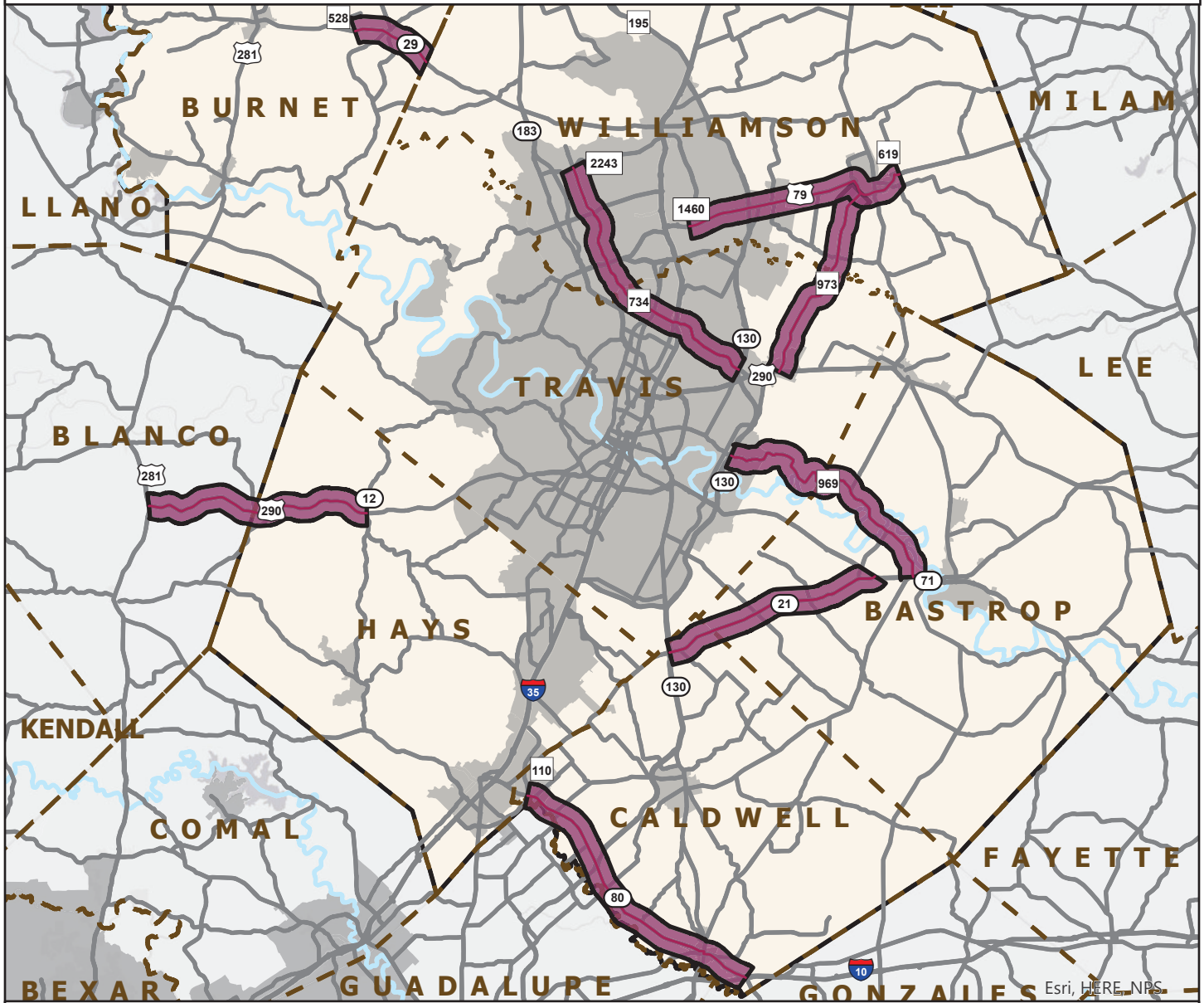
SAN ANTONIO DISTRICT

IH 10 Improvements	Operational and Safety Improvements	\$30,000,000
	FM 464 to SH 123 Bypass - Guadalupe County/Seguin	

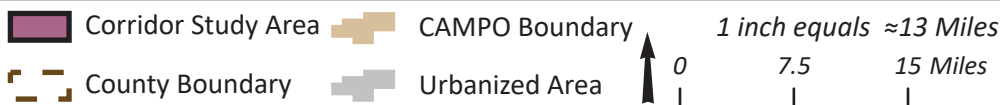
SH 130 CORRIDOR (AUSTIN AND SAN ANTONIO DISTRICTS)

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 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

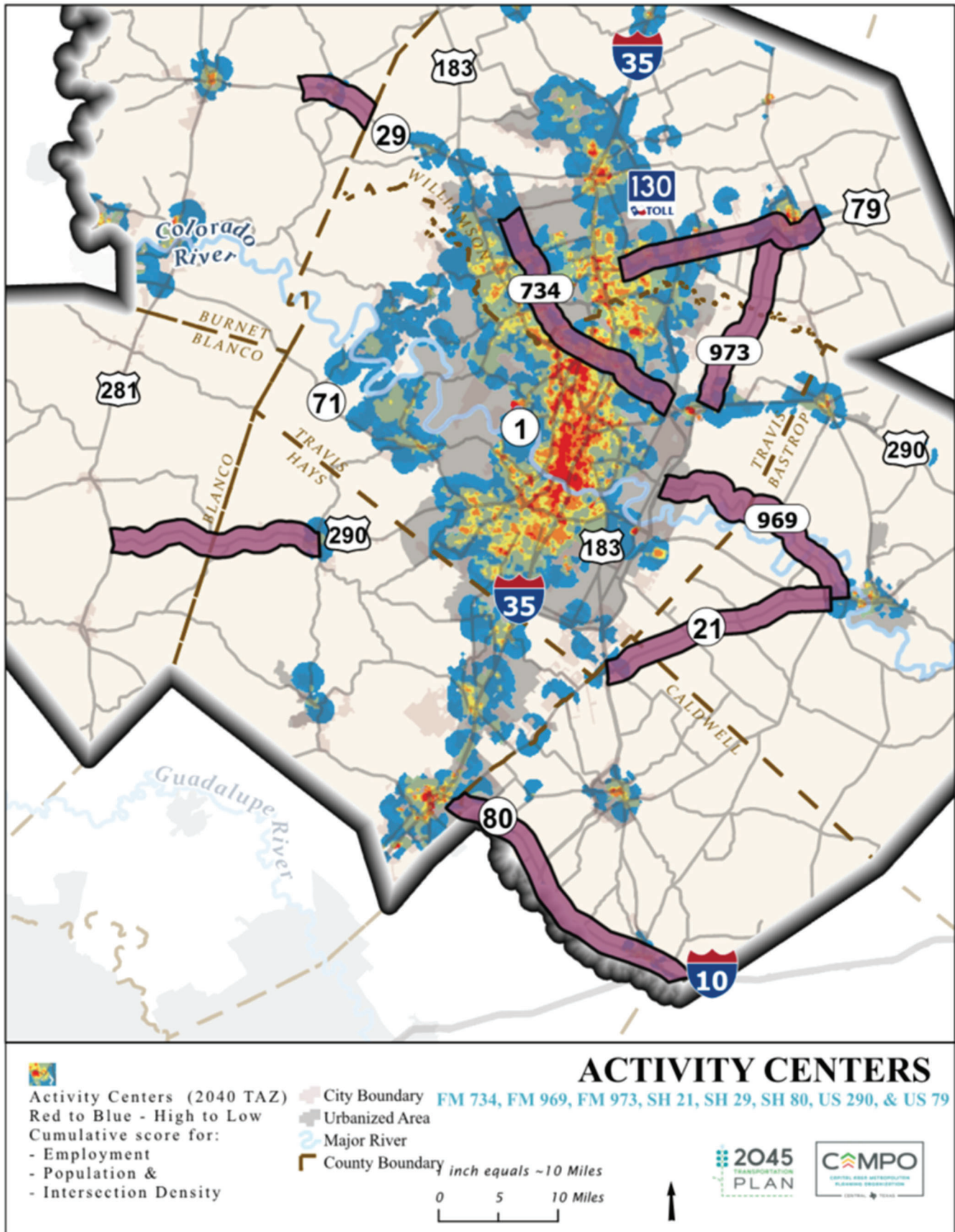
(project data from RATP online map)

Data from the 2045 RTP

The 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 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 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 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

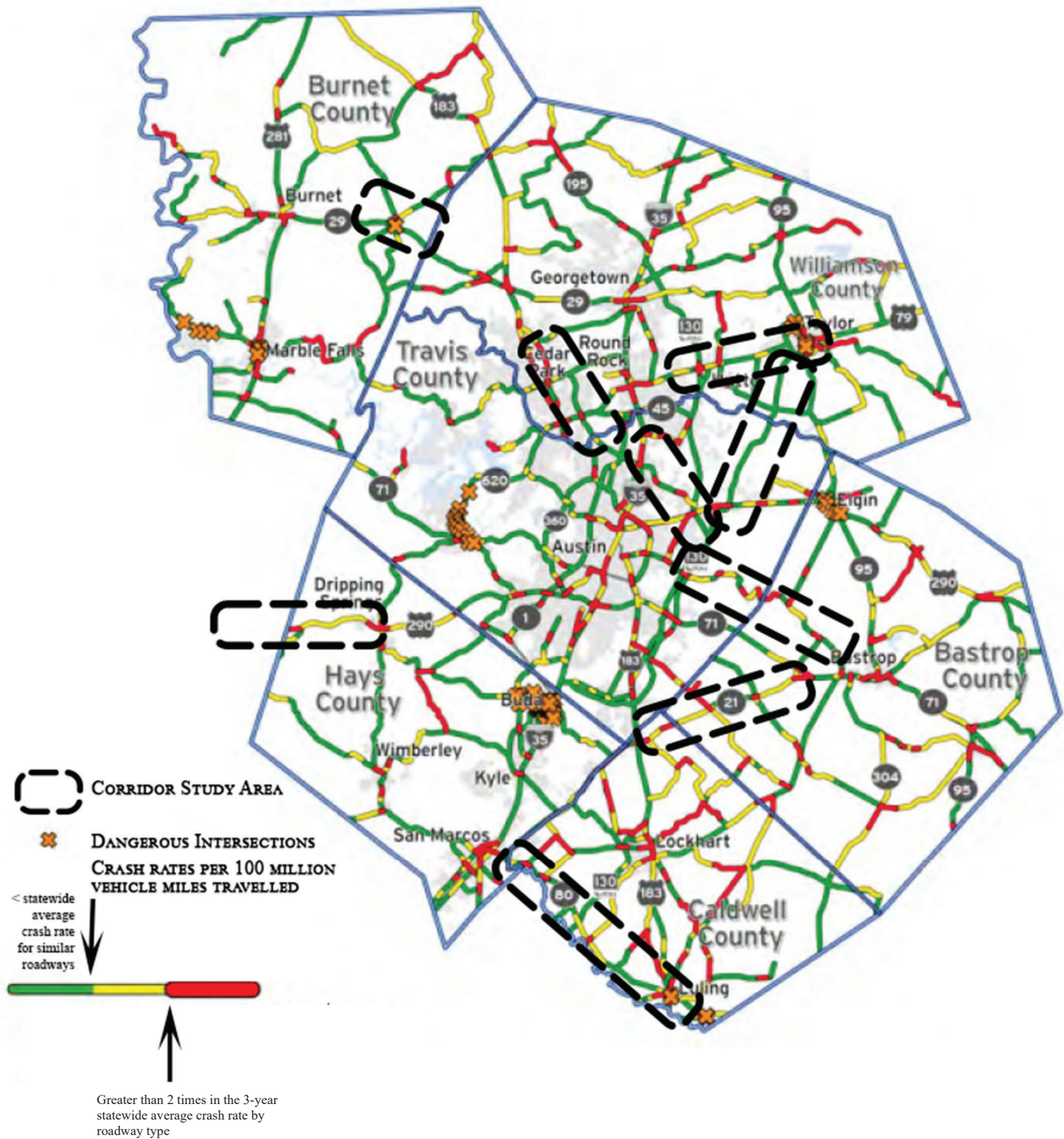
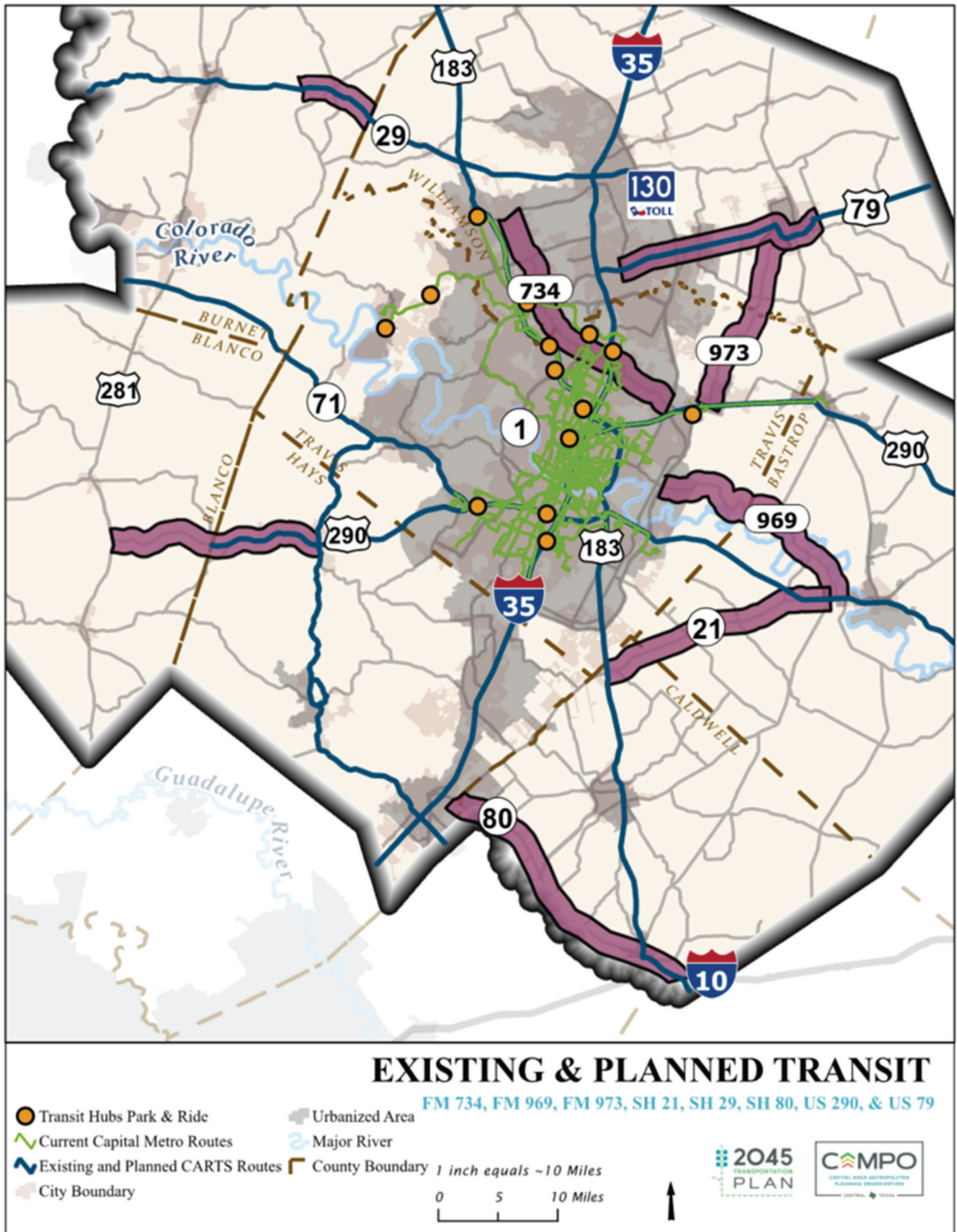


FIGURE C-3. EXISTING AND PLANNED TRANSIT ROUTES



Revised: 4/15/2021

FIGURE C-4. ACTIVE TRANSPORTATION PLAN VISION NETWORK

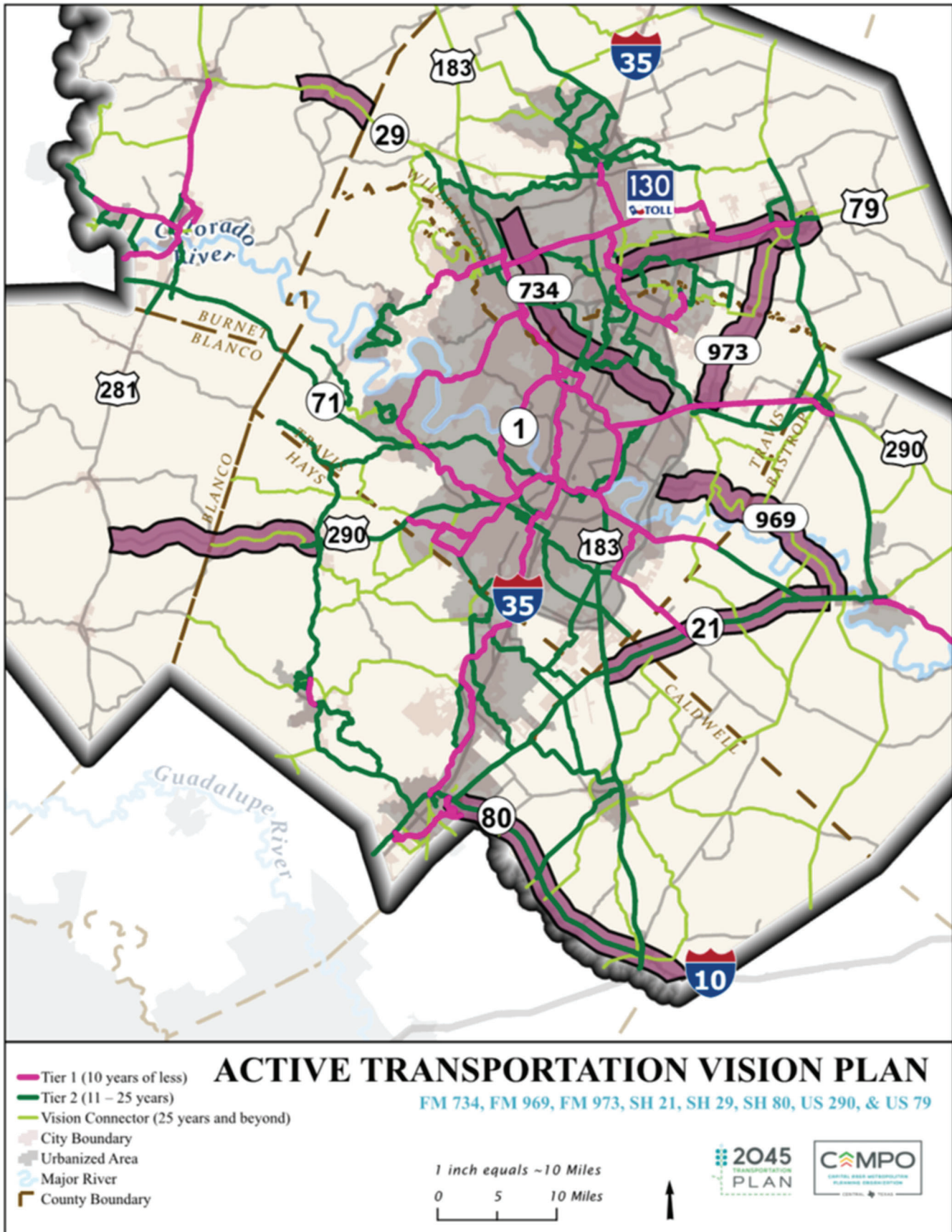
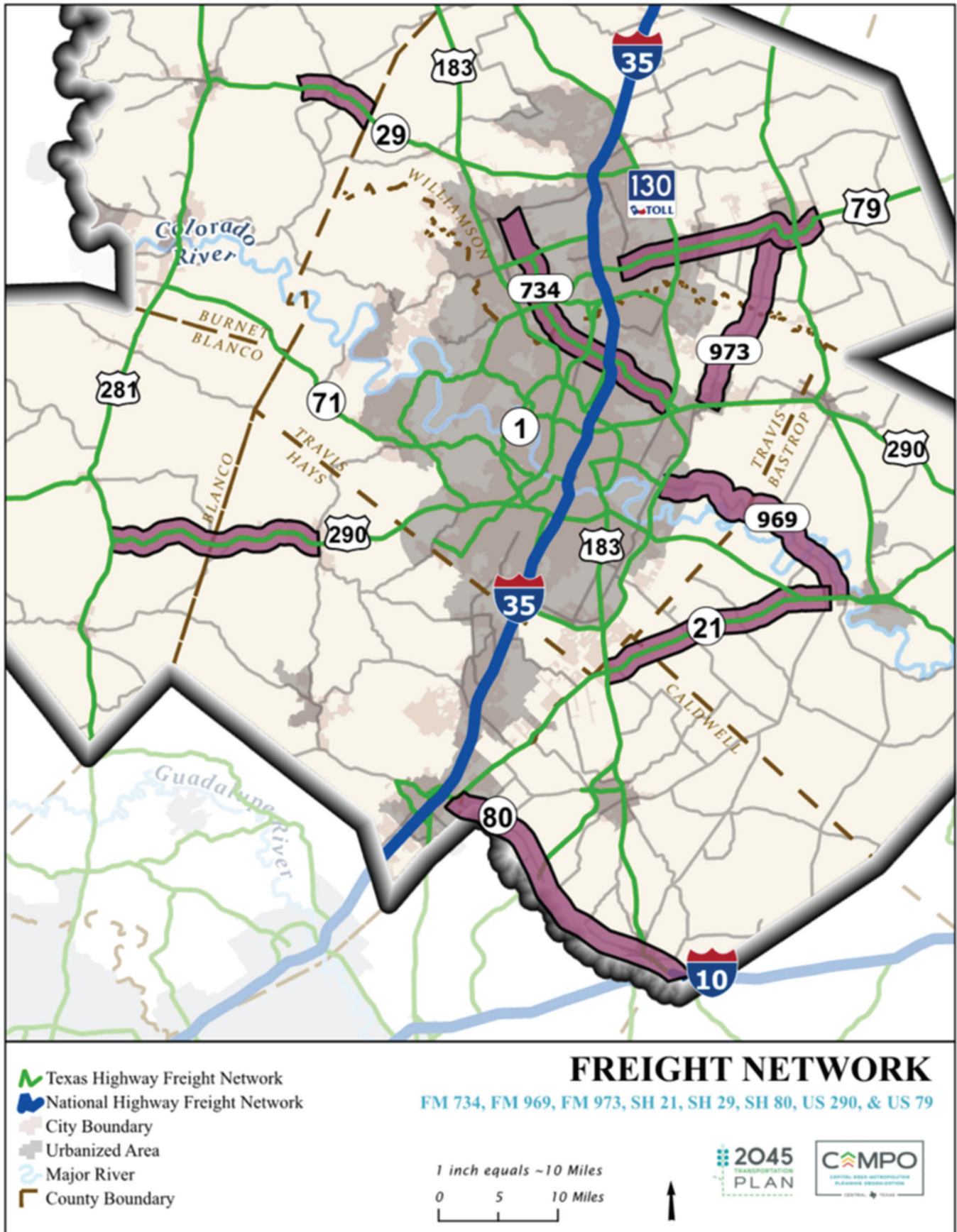


FIGURE C-5. TEXAS HIGHWAY FREIGHT NETWORK



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.

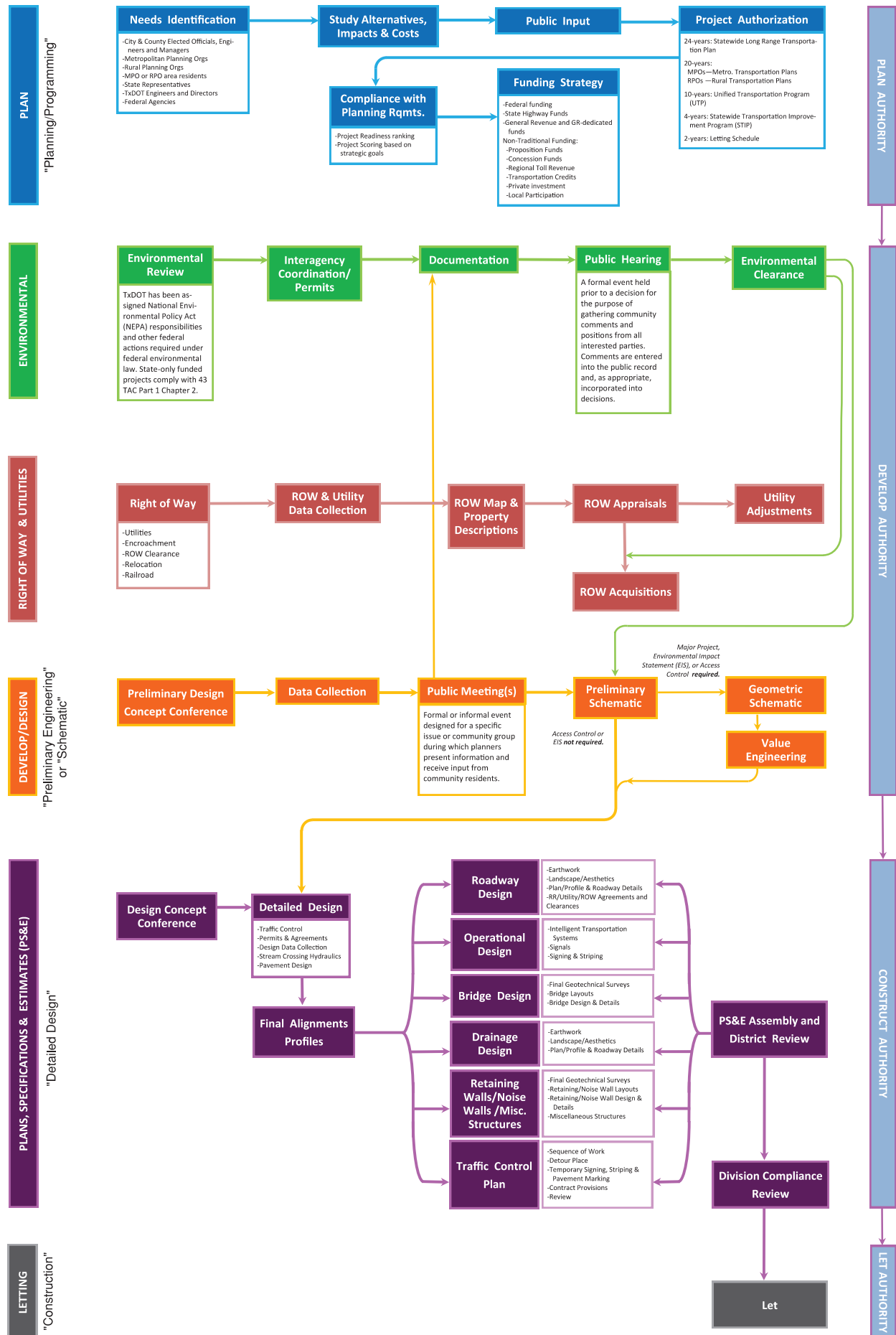
SH 21

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.





Date: September 13, 2021
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: TxDOT-Austin District
Agenda Item: 9
Subject: Discussion and Take Appropriate Action on Requested FM 1460 Roadway Functional Classification Change

RECOMMENDATION

Staff recommends the Transportation Policy Board approve the functional classification change of FM 1460 in Georgetown.

PURPOSE AND EXECUTIVE SUMMARY

The Texas Department of Transportation (TxDOT) – Austin District requests a roadway functional classification change to FM 1460 in Georgetown. 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

The requested change, if approved, will result in a new location from 0.1 miles north of Quail Valley Drive to SE Inner Loop (approximately 1.0 mile) and redesignate the former FM 1460 as FM Spur 1460.

The Texas Transportation Commission has approved a minute order for this change at the August 31, 2021 meeting.

SUPPORTING DOCUMENTS

Attachment A – *Texas Transportation Commission Minute Order*

Attachment B – *Map*

Attachment C – *Resolution 2021-9-9*

**TEXAS TRANSPORTATION COMMISSION
MINUTE ORDER**

Williamson County

Page 1 of 1

Austin District

In Williamson County, the Austin District has requested to designate FM 1460 on the state highway system on a new location from 0.1 mile north of Quail Valley Drive southward to SE Inner Loop, a distance of approximately 1.0 mile; and redesignate the former location of FM 1460 as FM Spur 1460 on the state highway system from 0.05 mile south of existing FM 1460 southward to existing FM 1460, a distance of approximately 0.7 mile. Segments of the former location of FM 1460 were obliterated from the new location of FM 1460 southward to a cul-de-sac, a distance of approximately 0.07 mile; and from the southern end of former FM 1460 southward to SE Inner Loop, a distance of approximately 0.14 mile.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director of the Texas Department of Transportation has recommended these actions.

The Texas Transportation Commission (commission) finds that these actions will facilitate the flow of traffic, promote public safety, and maintain continuity of the state highway system and are necessary for the proper development and operation of the system.

IT IS THEREFORE ORDERED by the commission that FM 1460 is designated on the state highway system on a new location from 0.1 mile north of Quail Valley Drive southward to SE Inner Loop, a distance of approximately 1.0 mile; and FM 1460 is redesignated as FM Spur 1460 on the state highway system from 0.05 mile south of existing FM 1460 southward to existing FM 1460, a distance of approximately 0.7 mile, as shown on Exhibit A. Segments of the former location of FM 1460 were obliterated from the new location of FM 1460 southward to a cul-de-sac, a distance of approximately 0.07 mile; and from the southern end of former FM 1460 southward to SE Inner Loop, a distance of approximately 0.14 mile.

Submitted and reviewed by:

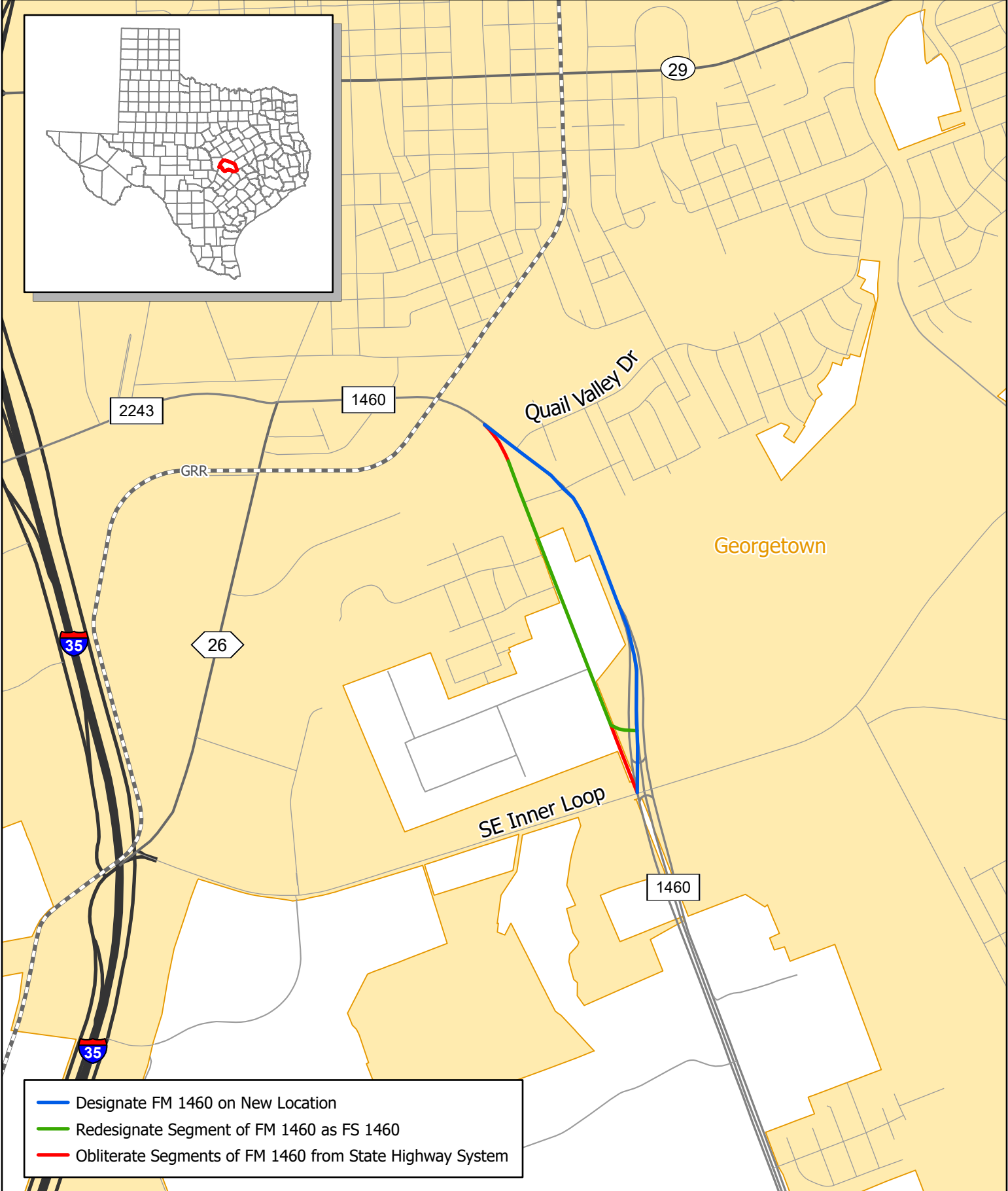
Recommended by:

Director, Transportation Planning
and Programming Division

Executive Director

Minute
Number

Date
Passed





Resolution 2021-9-9

Approval of the Functional Classification Change for FM 1460 and FM Spur 1460

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 FM 1460 and FM Spur 1460 in Williamson County; and

WHEREAS, the request consists of a section of FM 1460 being designated on new location between Quail Valley Drive southward to SE Inner Loop and existing 0.05 mile section of FM 1460 and another 0.07 section of existing FM 1460 will be designated FM Spur 1460; and

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Board hereby votes to approve the functional classification change request to FM 1460 and FM Spur 1460 in 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 FM 1460 and FM Spur 1460 in Williamson County as reflected was made on September 13, 2021 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 13th day of September 2021.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: September 13, 2021
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Nirav Ved, Data and Operations Manager
Agenda Item: 10
Subject: Discussion and Take Appropriate Action on Formation of Transportation Demand Management (TDM) Subcommittee

RECOMMENDATION

CAMPO staff recommends the Transportation Policy Board (TPB) approve the formation of the Transportation Demand Management (TDM) Subcommittee within the Technical Advisory Committee (TAC).

PURPOSE AND EXECUTIVE SUMMARY

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

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

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

On May 17, 2021, CAMPO staff and TAC had a discussion regarding the size and composition of the subcommittee. Several TAC members noted that while they did not have experience or expertise on TDM, other employees within their agency did and suggested those personnel were better suited to serve on the subcommittee and CAMPO staff agreed. The table below contains the proposed subcommittee participants.

Name	Title	Agency
Emily Barron	Planning and Development Services Director	City of Pflugerville
Ed Collins	Project Manager	CARTS
Gary Hudder	Transportation Director	City of Round Rock
Trey Job	Assistant City Manager of Community Development	City of Bastrop
Rose Lisska	Senior Planner	Capital Metro
John Nett	City Engineer	City of Buda
Cathy Stephens	Senior Planner	Travis County
Akila Thamizharasan	Director, Advanced Project Development	TxDOT
Christina Willingham	Smart Mobility Division Manager	City of Austin

SUPPORTING DOCUMENTS

None.



Date: September 13, 2021
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Commissioner Cynthia Long, Chair
Agenda Item: 11
Subject: Discussion on Option for Virtual Participation for Transportation Policy Board Meetings

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Date: September 13, 2021
Continued From: November 9, 2019
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 12
Subject: Discussion on Regional Infrastructure Fund

RECOMMENDATION

None. Information only.

PURPOSE AND EXECUTIVE SUMMARY

At the November 9, 2019 Transportation Policy Board meeting, Chair Adler appointed a committee to work through information related to the Central Texas Regional Mobility Authority's (CTRMA) request to revisit the terms of the 2011 Interlocal Agreement between our two agencies or liquidate the loan for a net present value sum.

The committee met on December 2, 2019 with CTRMA staff to begin initial discussions. During the course of the discussion, CTRMA indicated that a TPB decision was no longer as time sensitive as it been. The committee agreed that it would be best to have full board discussions on this matter starting no later than the February 2020 TPB meeting with an expectation of making a decision no later than the May 2020 TPB meeting.

In the interim, Chair Adler directed CAMPO staff to visit with our financial advisor to discuss the discount rate proposed in the CTRMA's initial proposed revision to the interlocal agreement. Chair Adler also directed CAMPO staff to develop options on potential uses of the funds should the TPB take a vote to liquidate the loan.

The global pandemic and an impasse on a discount rate that would be employed to calculate net present value stalled discussion between CAMPO and CTRMA

In July 2021, CTRMA contacted CAMPO again to renew discussions on the interlocal agreement. Chair Long reconvened the RIF Committee (Ann Kitchen, Terry Mitchell, Clara Beckett, Ed Theriot, Cynthia Long). The committee received a briefing from Mr. Dan Wegmiller with Specialized Public Finance. The briefing covered current market discount rates. The committee also discussed CTRMA's request to CAMPO for potential subordination of its current position. The committee did not agree to subordination of its current position. CAMPO staff was instructed to negotiate a potential discount rate with CTRMA staff. Those discussions are ongoing.

In the interim, CTRMA staff have consulted the Texas Attorney General's Office to discern if there are any legal obstacles to CTRMA borrowing money in order to process a net present value payment to CAMPO. The Texas Attorney General's Office found no issues with CTRMA's proposal to borrow to close out the loan portion of the interlocal agreement. However, the Texas Attorney General's Office did point out the proceeds of a net present value payment would still be subject to the terms of the interlocal agreement. The interlocal agreement spells out that the proceeds can only be used on items listed under the Texas Transportation Code, Title 6, Chapter 370 (attached).

BACKGROUND AND DISCUSSION

On June 27, 2012, CTRMA and CAMPO entered into an Interlocal Agreement whereby CAMPO provided CTRMA with \$130 million of funding for the development of the Loop 1 North MOPAC Project (MOPAC). CTRMA agreed to establish and maintain a Regional Infrastructure Fund (RIF) with funds from MOPAC Net Revenues over a 22-year period that totaled \$230 million. (See attached schedule) Except for a \$25 million allowance, CTRMA agreed not to encumber MOPAC revenues to secure any other third-party financing unless it is subordinate to the payments into the RIF. In essence, the RIF payment obligation is a priority lien encumbrance and therefore prevents CTRMA from including MOPAC in the CTRMA System. CTRMA would like to include MOPAC in the System and provide flexibility to enhance MOPAC with further improvements as well as provide added capacity to develop other CTRMA projects.

SUPPORTING DOCUMENTS

Attachment A – *Interlocal Agreement (Original)*

Attachment B – *Texas Transportation Code, Title 6, Chapter 370*

INTERLOCAL AGREEMENT

THIS INTERLOCAL AGREEMENT (the "Agreement") is made and entered into effective as of the 24th day of June, 2012, by and between the CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION ("CAMPO"), the designated metropolitan planning organization for the Austin metropolitan area, and the CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY (the "Mobility Authority"), a political subdivision of the State of Texas (each a "Party", and collectively, the "Parties").

WITNESSETH:

WHEREAS, 23 U.S.C. §134 requires the Governor, by agreement with units of general purpose local government in the affected area, to designate a metropolitan planning organization ("MPO") for each metropolitan planning area in the state; and

WHEREAS, 23 U.S.C. §134 requires each MPO so designated, in cooperation with the state, to develop long-range transportation plans and transportation improvement programs for the metropolitan planning area; and

WHEREAS, the Governor of Texas has designated CAMPO as the MPO for Bastrop, Caldwell, Hays, Travis, and Williamson Counties in accordance with the requirements of 23 U.S.C. §134; and

WHEREAS, the Mobility Authority is a regional mobility authority created pursuant to the request of Travis and Williamson Counties and operating pursuant to Chapter 370 of the Texas Transportation Code (the "RMA Act") and 43 TEX. ADMIN. CODE §§26.1 *et seq.*; and

WHEREAS, Chapter 791 of the Texas Government Code provides that any one or more public agencies may contract with each other for the performance of governmental functions or services in which the contracting parties are mutually interested; and

WHEREAS, Section 370.033 of the RMA Act provides that a regional mobility authority may enter into contracts or agreements with another governmental entity; and

WHEREAS, the Mobility Authority's goals include improving mobility within Travis and Williamson counties, and to further that goal, the Mobility Authority has exercised its option, pursuant to state law, to develop, construct, and operate a proposed managed lane project in the City of Austin, Travis County, along an 11-mile portion of Loop 1 (MoPac) south of Parmer Lane to Cesar Chavez Street (the "MoPac Improvement Project" or "Project"); and

WHEREAS, the Texas Department of Transportation ("TxDOT") recently identified approximately \$2 billion in unanticipated funding for highway projects, resulting primarily from additional federal funding and lower than expected borrowing and construction costs for current projects; and

WHEREAS, TxDOT has notified CAMPO that \$136,583,000.00 of the unanticipated funding (the "New Funds") will be made available for transportation projects in the Austin metropolitan area and has asked CAMPO to allocate the New Funds for appropriate projects; and

WHEREAS, the New Funds must be primarily allocated to projects which have progressed through the planning and development process to a point where Federal funds may be obligated to the project by September 30, 2012; and

WHEREAS, the MoPac Improvement Project is expected to receive environmental clearance on or before August 31, 2012, and has otherwise advanced through the planning and development process such that it is anticipated to be eligible for the obligation of funds prior to September 30, 2012; and

WHEREAS, CAMPO has determined that it is in the best interest of the region to allocate \$130 million in New Funds to the development and construction of the MoPac Improvement Project by the Mobility Authority; and

WHEREAS, the allocation of \$130 million in New Funds to the MoPac Improvement Project makes it possible for the Mobility Authority to fund construction of the Project without issuing toll revenue bonds, and thus reduces the total cost of constructing and operating the Project by the projected cost of issuing and repaying toll revenue bonds; and

WHEREAS, because the Mobility Authority will not have debt service requirements for the MoPac Improvement Project, the Project will generate "Surplus Revenue" (as defined below) sooner than if debt were issued; and

WHEREAS, to assure that the region shares in the benefits resulting from the use of New Funds for the MoPac Improvement Project, and in accordance with the requirements of Section 370.174 of the RMA Act, the Mobility Authority has agreed to establish a Regional Infrastructure Fund ("RIF") created from a portion of the Surplus Revenue from the MoPac Improvement Project to be used to fund other transportation projects in the region; and

WHEREAS, in accordance with the terms of this Agreement and provisions of the RMA Act, the RIF will be available for use on transportation projects identified by CAMPO; and

WHEREAS, the Mobility Authority has agreed to deposit and hold the RIF in a dedicated interest-bearing account for the benefit of CAMPO;

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the undersigned Parties agree as follows:

I. FINDINGS

Recitals. The recitals set forth above are incorporated herein for all purposes and are found by the Parties to be true and correct. It is further found and determined that the Parties

have authorized and approved the Agreement by resolution and that this Agreement will be in full force and effect when approved by each party.

II. ACTION

- A. Allocation of New Funds to the MoPac Improvement Project.** CAMPO shall amend its Transportation Improvement Program ("TIP") to allocate to the Mobility Authority \$130 million in New Funds, to be used to pay or provide reimbursement for the costs of (1) constructing the MoPac Improvement Project, including without limitation costs of right-of-way acquisition and utility relocation; and (2) other costs associated with project financing and implementation. This funding allocation is committed by CAMPO and is not subject to future discretionary actions of CAMPO. The Parties recognize and acknowledge that, subject to applicable law, a portion of the New Funds committed by this paragraph may be applied to reimburse costs incurred prior to, and in anticipation of, receipt of New Funds. The Parties further recognize and acknowledge that the New Funds shall be made available to the Mobility Authority by TxDOT pursuant to the terms of a separate financial assistance agreement. A copy of the financial assistance agreement will be provided to CAMPO upon execution by the Mobility Authority and TxDOT.
- B. Maintenance of Regional Infrastructure Fund.** In order to share the financial benefits derived from using New Funds for the MoPac Improvement Project, the Mobility Authority will establish and maintain a RIF. The RIF will be held in a dedicated interest-bearing account into which the Mobility Authority will deposit a portion of the Surplus Revenue generated by the Project (the "RIF Account"). The amounts of, and projected schedule for, contributions to the RIF Account are set forth on Exhibit "A", attached hereto and incorporated herein.
- C. Use of Funds Held in the RIF Account.** The proceeds deposited to the RIF Account (and interest earned thereon) shall be used to assist governmental entities (which may include the Mobility Authority) in funding eligible toll or toll-free transportation projects. CAMPO shall have the sole responsibility for designating the transportation projects to which funds in the RIF Account will be allocated and determining the amount of available RIF proceeds to be allocated to each project. The Mobility Authority shall distribute funds in the RIF Account to governmental entities as designated by CAMPO for transportation projects included in the approved TIP (and any other required planning document). Notwithstanding the foregoing, unless otherwise permitted by federal law, funds in the RIF Account may only be used for a transportation project as defined in Title 23 of the United States Code (23 U.S.C.).

If, in the future, state and federal law permits CAMPO to directly fund projects through loans and grants, and state law permits a regional mobility authority to transfer Surplus Revenue directly to a metropolitan planning organization, the Parties agree that the RIF contributions and account shall, upon receipt of a written request from CAMPO, be transferred from the Mobility Authority to CAMPO.

- D. **Mobility Authority Commitment Contingent on Surplus Revenue.** The Mobility Authority shall deposit Surplus Revenue to the RIF Account only to the extent Surplus Revenue exists and in accordance with the general schedule set forth in Exhibit "A", which was derived based on projected revenues, operations and maintenance expenses, necessary reserves, and other project expenditures developed by the Mobility Authority and its consultants. For purposes of this Agreement, the phrase "Surplus Revenue" shall have the meaning set forth in Section 370.003(12) of the RMA Act, provided that neither (1) feasibility fund expenditures; nor (2) debt service and other expenses associated with any borrowing as described in Section II.E(2) shall be deducted from Project revenues in computing Surplus Revenue. If the Project does not generate Surplus Revenue at the time or in the amounts projected on Exhibit "A", the parties will confer and will work in good faith to revise the terms hereof to accommodate the changed circumstances while preserving the benefits for the region of the RIF and recognizing the value of the designated contribution schedule.
- E. **Encumbrance of Project Revenues.** The Mobility Authority agrees not to encumber Project revenues to secure borrowing from third parties except in either of the following circumstances:
- (1) The Mobility Authority determines that funds are needed to support Project construction or operations or to reimburse previously-incurred Project expenditures. If the funds needed are less than \$25 million, the Mobility Authority may take such actions as are necessary to secure the funding, including entering into a loan agreement with a third party to provide the funding on commercially reasonable terms (which may include a pledge of Project revenues).
 - (2) If the Mobility Authority has made contributions to the RIF in accordance with the schedule reflected on Exhibit "A", it may pledge that portion of Surplus Revenue which exceeds scheduled RIF contributions ("Additional Surplus Revenue") to secure third party borrowing. In accordance with Section II.D, all debt service and other expenses associated with such borrowing shall be excluded from the definition of Surplus Revenue available for contribution to the RIF (i.e., debt service and expenses related to such borrowing will not be deducted from Project revenues for purposes of calculating Surplus Revenue available for contribution to the RIF). In the event the Mobility Authority intends to borrow money and pledge the Additional Surplus Revenue to secure such borrowing, the Mobility Authority shall: (1) provide notice of its intent to engage in such borrowing at least thirty (30) calendar days prior to consummating such loan; (2) assure that any documents evidencing the loan recognize the obligations to make the RIF contributions prior to satisfying any loan obligations; and (3) provide documents evidencing the loan to CAMPO at least ten (10) business days prior to funding.
- F. **Advance Funding of RIF.** At its option and depending on Project performance, the Mobility Authority may fund the entire contribution to the RIF earlier than is otherwise projected on Exhibit "A".

- G. **Audit of Project.** The Mobility Authority will provide a copy of its annual audit to CAMPO until such time that the RIF contributions have been fully funded in accordance with Exhibit "A". In addition, CAMPO may, at its expense, secure an independent audit of the Project to verify the computation and availability of Surplus Revenue for contribution to the RIF in accordance with the projected schedule reflected on Exhibit "A".

III. GENERAL AND MISCELLANEOUS

- A. **Prior Written Agreements.** This Agreement is the complete agreement by and between the Parties on the subject matter of the Agreement. This Agreement is without regard to any and all prior written contracts or agreements between the Parties regarding any other subject matter and does not modify, amend, ratify, confirm, or renew any such other prior contract or agreement between the Parties.
- B. **Other Services.** Nothing in this Agreement shall be deemed to create, by implication or otherwise, any duty or responsibility of either of the Parties to undertake or not to undertake any other service, or to provide or not to provide any service, except as specifically set forth in this Agreement or in a separate written instrument executed by both Parties.
- C. **Governmental Immunity.** Nothing in this Agreement shall be deemed to waive, modify, or amend any legal defense available at law or in equity to either of the Parties nor to create any legal rights or claims on behalf of any third party. Neither of the Parties waives, modifies, or alters to any extent whatsoever the availability of the defense of governmental immunity under the laws of the State of Texas and of the United States.
- D. **Amendments and Modifications.** This Agreement may not be amended or modified except in writing and executed by both Parties to this Agreement and authorized by their respective governing bodies.
- E. **Severability.** If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof, but rather this entire Agreement will be construed as if not containing the particular invalid or unenforceable provision(s), and the rights and obligations of the Parties shall be construed and enforced in accordance therewith. The Parties acknowledge that if any provision of this Agreement is determined to be invalid or unenforceable, it is their desire and intention that such provision be reformed and construed in such a manner that it will, to the maximum extent practicable, give effect to the intent of this Agreement and be deemed to be validated and enforceable.
- F. **Execution in Counterparts.** This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall be considered fully executed as of the date first written above, when both Parties have executed an identical counterpart, notwithstanding that all signatures may not appear on the same counterpart.

IN WITNESS WHEREOF, the Parties have executed and attested this Agreement by their officers thereunto duly authorized.

**Capital Area Metropolitan Planning
Organization Transportation Policy Board**


By: Will Conley, Chair

Date: 6-28-12

**Central Texas Regional Mobility
Authority**


By: Ray Wilkerson, Chair

Date: 6-27-12

EXHIBIT "A"

PROJECTED
REGIONAL INFRASTRUCTURE FUND
CONTRIBUTION SCHEDULE

(Contributions to be made on or before September 1 of the year indicated)

Year	Annual Amount
2017	\$2,000,000
2018	\$2,000,000
2019	\$3,000,000
2020	\$4,000,000
2021	\$5,000,000
2022	\$5,000,000
2023	\$6,000,000
2024	\$10,000,000
2025	\$10,000,000
2026	\$10,000,000
2027	\$10,000,000
2028	\$10,000,000
2029	\$11,000,000
2030	\$11,000,000
2031	\$11,000,000
2032	\$11,000,000
2033	\$11,000,000
2034	\$11,000,000
2035	\$11,000,000
2036	\$12,000,000
2037	\$12,000,000
2038	\$12,000,000
2039	\$12,000,000
2040	\$12,000,000
2041	\$16,000,000
TOTAL	\$230,000,000

TRANSPORTATION CODE

TITLE 6. ROADWAYS

SUBTITLE G. TURNPIKES AND TOLL PROJECTS

CHAPTER 370. REGIONAL MOBILITY AUTHORITIES

SUBCHAPTER A. GENERAL PROVISIONS

Sec. 370.001. SHORT TITLE. This chapter may be cited as the Regional Mobility Authority Act.

Added by Acts 2003, 78th Leg., ch. 1325, Sec. 2.01, eff. June 21, 2003.

Sec. 370.003. DEFINITIONS. In this chapter:

(1) "Authority" means a regional mobility authority organized under this chapter or under Section 361.003, as that section existed before June 22, 2003.

(2) "Board" means the board of directors of an authority.

(3) "Bond" includes a bond, certificate, note, or other obligation of an authority authorized by this chapter, another statute, or the Texas Constitution.

(4) "Bond proceeding" includes a bond resolution and a bond indenture authorized by the bond resolution, a credit agreement, loan agreement, or other agreement entered into in connection with the bond or the payments to be made under the agreement, and any other agreement between an authority and another person providing security for the payment of a bond.

(5) "Bond resolution" means an order or resolution of a board authorizing the issuance of a bond.

(6) "Bondholder" means the owner of a bond and includes a trustee acting on behalf of an owner of a bond under the terms of a bond indenture.

(7) "Comprehensive development agreement" means an agreement under Section [370.305](#).

(8) "Governmental entity" means a political subdivision of the state, including a municipality or a county, a political subdivision of a county, a group of adjoining counties, a district organized or operating under Section [52](#), Article III, or Section [59](#), Article XVI, Texas Constitution, the department or another state agency, a rail district, a transit authority, a nonprofit corporation, including a transportation corporation, that is created under Chapter [431](#), or any other public entity or instrumentality.

(9) "Highway" means a road, highway, farm-to-market road, or street under the supervision of the state or a political subdivision of this state.

(9-a) "Intermodal hub" means a central location where cargo containers can be easily and quickly transferred between trucks, trains, and airplanes.

(10) "Public utility facility" means:

(A) a water, wastewater, natural gas, or petroleum pipeline or associated equipment;

(B) an electric transmission or distribution line or associated equipment; or

(C) telecommunications information services, or cable television infrastructure or associated equipment, including fiber optic cable, conduit, and wireless communications facilities.

(11) "Revenue" means fares, fees, rents, tolls, and other money received by an authority from the ownership or operation of a transportation project.

(12) "Surplus revenue" means revenue that exceeds:

(A) an authority's debt service requirements for a transportation project, including the redemption or purchase price of bonds subject to redemption or purchase as provided in the applicable bond proceedings;

(A-1) an authority's payment obligations under a contract or agreement authorized by this chapter;

(B) coverage requirements of a bond indenture for a transportation project;

(C) costs of operation and maintenance for a transportation project;

(D) cost of repair, expansion, or improvement of a transportation project;

(E) funds allocated for feasibility studies; and

(F) necessary reserves as determined by the authority.

(13) "System" means a transportation project or a combination of transportation projects designated as a system by the board under Section [370.034](#).

(14) "Transportation project" means:

(A) a turnpike project;

(B) a system;

(C) a passenger or freight rail facility,

including:

(i) tracks;

(ii) a rail line;

(iii) switching, signaling, or other

operating equipment;

(iv) a depot;

(v) a locomotive;

(vi) rolling stock;

(vii) a maintenance facility; and

(viii) other real and personal property

associated with a rail operation;

(D) a roadway with a functional classification greater than a local road or rural minor collector;

(D-1) a bridge;

(E) a ferry;

(F) an airport, other than an airport that on September 1, 2005, was served by one or more air carriers engaged in scheduled interstate transportation, as those terms were defined by 14 C.F.R. Section 1.1 on that date;

(G) a pedestrian or bicycle facility;

(H) an intermodal hub;
(I) an automated conveyor belt for the movement of freight;

(J) a border crossing inspection station, including:

(i) a border crossing inspection station located at or near an international border crossing; and

(ii) a border crossing inspection station located at or near a border crossing from another state of the United States and not more than 50 miles from an international border;

(K) an air quality improvement initiative;

(L) a public utility facility;

(M) a transit system;

(M-1) a parking area, structure, or facility, or a collection device for parking fees;

(N) if applicable, projects and programs listed in the most recently approved state implementation plan for the area covered by the authority, including an early action compact;

(O) improvements in a transportation reinvestment zone designated under Subchapter E, Chapter [222](#);

(P) port security, transportation, or facility projects eligible for funding under Section [55.002](#); and

(Q) an aerial cable car or aerial tramway for the transportation of persons or property, or both, that is located in the jurisdiction of an authority created under Section [370.031](#)(c).

(14-a) "Transportation project" does not include a border inspection facility that serves a bridge system that had more than 900,000 commercial border crossings during the state fiscal year ending August 31, 2002.

(15) "Turnpike project" means a highway of any number of lanes, with or without grade separations, owned or operated by an authority under this chapter and any improvement, extension, or expansion to that highway, including:

(A) an improvement to relieve traffic congestion or promote safety;

(B) a bridge, tunnel, overpass, underpass, interchange, service road, ramp, entrance plaza, approach, or tollhouse;

(C) an administration, storage, or other building the authority considers necessary for the operation of a turnpike project;

(D) a parking area or structure, rest stop, park, and other improvement or amenity the authority considers necessary, useful, or beneficial for the operation of a turnpike project; and

(E) a property right, easement, or interest the authority acquires to construct or operate the turnpike project.

(16) "Mass transit" means the transportation of passengers and hand-carried packages or baggage of a passenger by any means of surface, overhead, or underground transportation, other than an aircraft or taxicab.

(17) "Service area" means the county or counties in which an authority or transit provider has established a transit system.

(18) "Transit provider" means an entity that provides mass transit for the public and that was created under Chapter [451](#), [452](#), [453](#), [454](#), [457](#), [458](#), or [460](#).

(19) "Transit system" means:

(A) property owned or held by an authority for mass transit purposes; and

(B) facilities necessary, convenient, or useful for:

(i) the use of or access to mass transit by persons or vehicles; or

(ii) the protection or environmental enhancement of mass transit.

Added by Acts 2003, 78th Leg., ch. 1325, Sec. 2.01, eff. June 21, 2003. Amended by Acts 2003, 78th Leg., 3rd C.S., ch. 8, Sec. 5.07, eff. Jan. 11, 2004.

Amended by:

Acts 2005, 79th Leg., Ch. 281 (H.B. [2702](#)), Sec. 2.62, eff. June 14, 2005.

Acts 2011, 82nd Leg., R.S., Ch. 1279 (H.B. [1112](#)), Sec. 1, eff. June 17, 2011.

Acts 2013, 83rd Leg., R.S., Ch. 118 (S.B. [1489](#)), Sec. 1, eff. May 18, 2013.

Acts 2019, 86th Leg., R.S., Ch. 1220 (S.B. [2248](#)), Sec. 1, eff. June 14, 2019.

Sec. 370.004. CONSTRUCTION COSTS DEFINED. (a) The cost of acquisition, construction, improvement, extension, or expansion of a transportation project under this chapter includes the cost of:

- (1) the actual acquisition, construction, improvement, extension, or expansion of the transportation project;
- (2) the acquisition of real property, rights-of-way, property rights, easements, and other interests in real property;
- (3) machinery and equipment;
- (4) interest payable before, during, and for not more than three years after acquisition, construction, improvement, extension, or expansion as provided in the bond proceedings;
- (5) traffic estimates, revenue estimates, engineering and legal services, plans, specifications, surveys, appraisals, construction cost estimates, and other expenses necessary or incidental to determining the feasibility of the acquisition, construction, improvement, extension, or expansion;
- (6) necessary or incidental administrative, legal, and other expenses;

(7) compliance with laws, regulations, and administrative rulings, including any costs associated with necessary environmental mitigation measures;

(8) financing;

(9) the assumption of debts, obligations, and liabilities of an entity relating to a transportation project transferred to an authority by that entity;

(10) expenses related to the initial operation of the transportation project; and

(11) payment obligations of an authority under a contract or agreement authorized by this chapter in connection with the acquisition, construction, improvement, extension, expansion, or financing of the transportation project.

(b) Costs attributable to a transportation project and incurred before the issuance of bonds to finance the transportation project may be reimbursed from the proceeds of sale of the bonds.

Added by Acts 2003, 78th Leg., ch. 1325, Sec. 2.01, eff. June 21, 2003.

Amended by:

Acts 2005, 79th Leg., Ch. 281 (H.B. [2702](#)), Sec. 2.63, eff. June 14, 2005.

Acts 2011, 82nd Leg., R.S., Ch. 1279 (H.B. [1112](#)), Sec. 2, eff. June 17, 2011.



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

July 2, 2021

Mr. Ashby Johnson
Executive Director
Capital Area Metropolitan Planning Organization
3300 W. Interstate HWY 35, Suite 630
Austin, TX 78705

Mr. Johnson:

The Texas Department of Transportation (TxDOT) is responsible for the Advance Funding Agreement (AFA) process for projects utilizing Transportation Development Credits (TDCs) and ensuring compliance with the Texas Administrative Code (TAC). The goals required under 43 TAC §5.102 "Program Goals" are:

1. To maximize the use of available federal funds, particularly in situations in which federal funds otherwise would be unused because of the inability to provide the non-federal share;
2. To increase the availability of state and local funds that otherwise would be used as the non-federal share, so that:
 - a. A limited number of priority projects may be funded without federal funds, in an effort to streamline project delivery;
 - b. A limited number of priority projects that are not eligible for federal funding may be supported from state or local funds; and
 - c. Available federal transit funds may be used that otherwise would be unused because of the inability to provide the non-federal share or to allow funds that would be used as the non-federal share to be used for other transit projects;
3. To support public transit; and
4. To further any other stated goals of the commission or the metropolitan planning organization (MPO) responsible for awarding credits.

To ensure that we are aligning with these goals, projects utilizing TDCs will be classified as construction/added capacity, construction/non-added capacity, non-construction, or transit. For construction projects/added capacity (including project phases leading to construction), the project sponsor must document the use of the relieved non-federal share on other transportation projects. For construction/non-added capacity, non-construction and transit projects, the project sponsor will need to provide information that will demonstrate how the project achieves these goals.

Exceptions to the above classifications may be considered when TxDOT finds the use of TDC's to maximize the use of certain restrictive federal funds that, in turn, provide a statewide benefit or when the community is under a population threshold of 5,000 and the MPO can justify a challenge or hardship with providing the required non-federal match. These exceptions will be reviewed on a case by case basis and approval is at the sole discretion of TxDOT.

Mr. Ashby Johnson

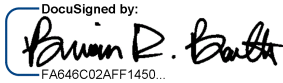
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July 2, 2021

To ensure these goals are accomplished, a special approval is required for MPO selected projects utilizing MPO TDCs. For construction/added capacity projects, this will require the project sponsor as part of the submittal of the AFA to document the use of the relieved non-federal share on other transportation projects. For construction/non-added capacity, non-construction and transit projects, the MPO will need to submit a statement explaining how the project meets the goals of the MPO. If the aforementioned requirements cannot be met, the MPO may provide a justification on how the use of TDC's qualifies for the exceptions outlined above for TxDOT's review and consideration.

The TxDOT District and Division representatives responsible for the development of AFAs/NCAFAs are available to assist in coordinating this process for projects with TDCs. If you have additional questions regarding the TDC Program, please contact me at 512.475.1416 or Jessica Butler, P.E., Director, Transportation Planning and Programming Division at 512.486.5003.

Sincerely,

DocuSigned by:

FA646C02AFF1450...

Brian R. Barth, P.E.

Director of Project Planning and Development

Attachment

cc: Marc D. Williams, P.E., Executive Director, TxDOT
William L. Hale, P.E., Chief Engineer, TxDOT
Tucker Ferguson, P.E., Austin, District Engineer, TxDOT
Jessica Butler, P.E., Transportation Planning and Programming, Division Director, TxDOT
Kenneth A. Stewart, Contract Services, Division Director, TxDOT



ROUND ROCK POLICE DEPARTMENT

2701 N. Mays Street
Round Rock, TX 78665
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Allen J. Banks
Chief of Police

James W. Richards
Assistant Chief of Police

Justin T. Carmichael
Assistant Chief of Police

David McDonald
Traffic Incident Management Coordinator
Texas Department of Transportation

August 31, 2021

David,

This morning in our patrol briefing, our officers shared great comments about the HERO team that responded to the 18-wheeler roll over yesterday on NB IH 35 at our south city limits. This is consistent with the response we regularly get from the HERO team. I believe they also said there were 4 who responded to this incident which is super helpful. In addition to the number of vehicles that responded to help, the drivers had great attitudes and were extremely supportive. As you likely know, having the right disposition when responding to a large-scale incident can be a difference maker. These folks were a tremendous help as usual. During this incident we had a credit union robbery and an auto ped in a parking lot, which taxed our resources heavily. The support on the crash scene made a huge difference. Please pass on to the team and supervision the appreciation for the continued support in Round Rock!

Sincerely,

Darin Bayles

Lieutenant, Special Operations Division