



TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, November 8, 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, November 4, 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 SessionCommissioner 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.

ACTION:

THE PUBLIC IS INVITED TO COMMENT ON ITEMS 5-8 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, NOVEMBER 4, 2021.

- 5. [Discussion and Take Appropriate Action on October 11, 2021 Meeting Minutes](#)
..... Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the October 11, 2021 meeting minutes.
- 6. [Discussion and Take Appropriate on Federal Transit Administration \(FTA\) 5310 Funding](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will present the funding recommendation for the FTA 5310 Project Call and request Transportation Policy Board approval.
- 7. [Discussion and Take Appropriate on Surface Transportation Block Grant \(STBG\) Funding for Deferred Project](#).....Mr. Ryan Collins, CAMPO
Mr. Collins will present the recommendation for STBG funding for deferred projects and request Transportation Policy Board approval.
- 8. [Discussion and Take Appropriate Action on CAMPO Executive Director to Begin Negotiation of General Engineering Consultant \(GEC\) Contract for Regional Corridor Improvement](#)
..... Mr. Chad McKeown, CAMPO
Mr. McKeown will request Transportation Policy Board authorization for the CAMPO Executive Director to begin negotiations with the top-ranked firm for the GEC contract for regional corridor improvement.

INFORMATION:

- 9. [Executive Director’s Report on Transportation Planning Activities](#)
 - a. [2022 Technical Advisory Committee Appointments](#)
 - b. 2022 Election of Officers for the Transportation Policy Board
 - c. Spring Amendment Cycle for the 2045 Regional Transportation Plan (RTP) and 2021-2024 Transportation Improvement Program (TIP)
- 10. Announcements
 - a. Transportation Policy Board Chair Announcements
 - b. Next Technical Advisory Committee Meeting, November 15, 2021 – 2:00 p.m.
 - c. Next Transportation Policy Board Meeting, December 13, 2021 – 2:00 p.m.
- 11. Adjournment

Persons with Disabilities:

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

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**

Livestream at: www.campotexas.org

**Meeting Minutes
October 18, 2021**

1. Certification of Quorum Mr. Chad McKeown, CAMPO

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	N	
2.	Cole Kitten	City of Austin	Y	
3.	Robert Spillar	City of Austin	N	Eric Bollich
4.	Tom Gdala	City of Cedar Park	Y	
5.	Will Parrish	City of Georgetown	Y	
6.	Ross Blackketter	City of Leander	Y	
7.	Emily Barron	City of Pflugerville	Y	
8.	Gary Hudder, Vice Chair	City of Round Rock	Y	
9.	Laurie Moyer, Chair	City of San Marcos	Y	
10.	Mitchell Cameron	Bastrop County	Y	
11.	David Harrell	Bastrop County (Smaller Cities)	Y	

12.	Greg Haley	Burnet County	Y	
13.	Mike Hodge	Burnet County (Smaller Cities)	N	
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)	N	Alex Amponsah
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	Nadia Barrera-Ramirez
25.	Heather Ashley-Nguyen	TxDOT	Y	

2. Approval of the July 19, 2021 and September 27, 2021 Meeting Summaries

..... Ms. Laurie Moyer, P.E., Chair

The Chair entertained a motion for approval of the July 19, 2021 and September 27, 2021 meeting summaries.

Vice Chair, Mr. Gary Hudder moved for approval of the July 19, 2021 and September 27, 2021 meeting summaries.

Mr. Mike Sexton seconded the motion.

The motion prevailed unanimously.

3. Discussion on Federal Transit Administration (FTA) 5310 Project Call

.....Mr. Ryan Collins, CAMPO

Mr. Ryan Collins, Short-Range Planning Manager provided an update on the FTA 5310 Project Call. Mr. Collins informed the Committee that the project call closed in mid-August and staff received a total of 12 applications. Mr. Collins reported that staff has completed the evaluation and scoring process for the applications received. The full FTA 5310 Program recommendations was later presented and discussed. Mr. Collins noted that a recommendation report was also completed and provided to project sponsors for review. The Committee was informed that the recommendation report will also be provided to the TAC for review and later to the Transportation Policy Board for approval. The update was concluded by a brief question and answer with comments about project scoring.

Mr. Collins later reminded the TAC that it is not general practice of the TAC to take action on financial issues but deferred the directive to the Chair. Mr. Collins informed the Committee that any feedback received from the TAC will be presented to the Transportation Policy Board. Following further discussion by the Committee, the Chair directed the Committee to proceed with a recommendation for Transportation Policy Board approval.

Vice Chair, Mr. Gary Hudder moved for approval to move forward with a recommendation for Transportation Policy Board approval of the project funding recommendations.

Mr. Tom Gdala seconded the motion.

The motion prevailed by unanimously.

4. Discussion Refunding Opportunity of Deferred Projects

Mr. Ryan Collins also provided an update on the refunding opportunity of deferred projects. Mr. Collins informed the Committee that \$15 million in Surface Transportation Block Grant (STBG) funding is now available from the COVID Relief authorization to begin refunding projects on the deferral list. Mr. Collins also informed the Committee that project sponsors were asked to submit an application or provide confirmation of refunding intent, if their projects were ready for refunding. Staff received a total of 7 applications and is currently in the review process. Specific projects were highlighted and discussed. Mr. Collins reported that staff will provide a final recommendation for refunding next month.

Mr. Collins later presented and discussed the remaining deferral list which includes approximately \$37.6 million in projects. Mr. Collins added that an additional refunding opportunity will be available in the near future that will cover the projects on the remaining deferral list. The presentation was concluded by a brief overview of the draft project removal recommendation as confirmed by project sponsors. A brief question and answer with comments followed.

The Chair directed CAMPO staff to forward the final recommendations report to the TAC before presenting it to the Transportation Policy Board and entertained a motion for approval of the recommendation list, as presented.

Mr. Tom Gdala moved for approval to move forward with a recommendation for Transportation Policy Board approval of the project funding recommendations.

Mr. Will Parrish seconded the motion.

The motion prevailed unanimously.

5. Update on Regional Transportation Demand Management (TDM) Subcommittee Meeting

Vice Chair, Mr. Gary Hudder provided an update on the first meeting of the TDM Subcommittee. The Vice Chair informed the Committee that the first meeting of the TDM Subcommittee was held on October 5, 2021 and included the participation of UrbanTrans, the consultant for the TDM Program. UrbanTrans provided the subcommittee with a preview of what the TDM Program will look like. The Vice Chair reported that the subcommittee discussed upcoming public outreach and public involvement. The Vice Chair added that guidance from the TAC on public outreach efforts is welcomed. The update concluded without questions or comments.

6. Report on Transportation Planning Activities

Mr. Chad McKeown, CAMPO Deputy Executive Director highlighted the 2022 meeting schedule for the TAC. Following comments by the Committee, staff was asked to consider an alternative date for the November meeting in lieu of the Thanksgiving holiday.

Mr. McKeown informed the Committee that the TAC will continue to meet remotely for the 2022 calendar year as social distancing is not possible in the previous meeting space. Following a brief discussion, the Chair and Vice Chair concurred with recommendation of staff and the Committee for a combination of in-person and virtual meetings. The Committee proposed a minimum of 2 in-person meetings hosted by member agencies and a virtual platform for remaining meetings.

Mr. McKeown also reported that the TAC appointment process for the 2022 membership is starting soon. The information and required forms required to submit appointments was included in the meeting materials. Mr. McKeown informed the Committee that the deadline for completed appointment forms is December 17, 2021.

7. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on November 8, 2021 and the next TAC meeting will be held on November 15, 2021.

8. Adjournment

The Chair entertained a motion to adjourn the October 18, 2021 meeting of the Technical Advisory Committee.

The Vice Chair, Mr. Gary Hudder moved to adjourn the October 18, 2021 meeting of the Technical Advisory Committee.

The motion was seconded.

The October 18, 2021 meeting of the Technical Advisory Committee was adjourned at 3:14 p.m. by unanimous consent.



**Capital Area Metropolitan Planning Organization
Transportation Policy Board Meeting**
 The Junior League of Austin Community Impact Center
 5330 Bluffstone Lane Austin, TX 78759
 Monday, October 11, 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 2:02 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	N	Council Member Paige Ellis
3	Alison Alter	City of Austin, District 10	N	Mayor Pro Tem Natasha Harper-Madison
4	Clara Beckett	Commissioner, Bastrop County	Y	
5	Andy Brown	Judge, Travis County	Y	
6	Paige Ellis	City of Austin, District 8	Y	
7	Tucker Ferguson, P.E.	TxDOT-Austin District	N	
8	Natasha Harper-Madison	Mayor Pro Tem, City of Austin, District 1	Y	
9	Ann Howard	Commissioner, Travis County	N	Commissioner Jeffrey Travillion
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	Y	
16	James Oakley	Judge, Burnet County	N	Mayor Craig Morgan
17	Amy Pattillo	Travis County	Y	
18	Josh Schroeder	Mayor, City of Georgetown	Y	
19	Christine Sederquist	Mayor City of Leander	Y	
20	Edward Theriot	Commissioner, Caldwell County	N	Commissioner Mark Jones
21	Jeffrey Travillion	Commissioner, Travis County	Y	
22	Corbin Van Arsdale	Mayor, City of Cedar Park	Y	

The Chair welcomed new Transportation Policy Board Member, Council Member Amy Pattillo, representing Travis County and replacing Commissioner Brigid Shea.

2. Public Comments

There were no public comments.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/142085>. Start Video at 00:01:37

3. Executive Session

An Executive Session was not convened.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/142085>. Start Video at 00:02:12

4. Report from the Technical Advisory Committee (TAC)

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who provided a report of the discussion items from the September 27, 2021 meeting.

Mr. McKeown reported that there was TAC discussion on the Federal Transit Administration (FTA) 5310 Project Call, Refunding Opportunity of Deferred Projects, Demographic Update and 2020 Census, and TxDOT's presentation on "Planning for Emerging Technologies". Mr. McKeown noted that there were no recommended changes regarding the information included in today's presentations to the board on the Federal Transit Administration (FTA) 5310 Project Call, Refunding Opportunity of Deferred Projects, and Demographic Update and 2020 Census.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/142085>. Start Video at 00:02:14

5. Discussion and Take Appropriate Action on September 13, 2021 Meeting Minutes

The Chair entertained a motion for approval of the September 13, 2021 meeting minutes, as presented.

Commissioner Mark Jones moved for approval of the September 13, 2021 meeting minutes, as presented.

Council Member Rudy Metayer seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Judge Andy Brown, Commissioner Clara Beckett, Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Commissioner Edward Theriot), Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Travis Mitchell, Mayor Craig Morgan (Proxy for Judge James Oakley), Mayor Josh Schroeder, Mayor Christine Sederquist, Commissioner Jeffrey Travillion (Proxy for Commissioner Ann Howard), and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Council Member Paige Ellis (Proxy for Council Member Ann Kitchen), Mayor Pro Tem Natasha Harper-Madison (Proxy for Council Member Alison Alter), and Mr. Tucker Ferguson, P.E.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/142085>. Start Video at 00:04:06

6. Discussion and Take Appropriate Action on FY 2022 & 2023 Unified Planning Work Program (UPWP) Amendment #1

The Chair recognized Ms. Theresa Hernandez, Finance and Administration Manager who presented FY 2022 & 2023 UPWP Amendment #1 and requested Transportation Policy Board approval.

Council Member Paige Ellis and Mayor Pro Tem Natasha Harper-Madison joined the meeting prior to the vote.

The Chair entertained a motion for approval of FY 2022 & 2023 UPWP Amendment #1 and accompanying Resolution 2021-10-6.

Mayor Jane Hughson moved for approval of FY 2022 & 2023 UPWP Amendment #1 and accompanying Resolution 2021-10-6.

Mayor Craig Morgan seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Mr. Tucker Ferguson, P.E.

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director, who noted a correction to the limits for FM 1100 as discussed in the September meeting's information item for Regional Corridor Improvement Projects. Mr. Johnson informed the board that the limits will be adjusted to begin from SH 95 to Greenlawn Blvd. in the City of Pflugerville.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/142085>. Start Video at 00:04:27

7. Discussion and Take Appropriate Action on 2022 Meeting Schedule for Transportation Policy Board

The Chair recognized Mr. Ashby Johnson who presented the 2022 schedule for the Transportation Policy Board meetings and requested Transportation Policy Board approval.

The Chair noted that the Transportation Policy Board does not convene in July or December and noted that the meeting dates are reserved should the board need to take action.

The Chair entertained a motion to adopt the 2022 meeting schedule for the Transportation Policy Board.

Mayor Pro Tem Natasha Harper-Madison moved to adopt the 2022 meeting schedule for the Transportation Policy Board.

Mayor Craig Morgan seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Judge Andy Brown, Commissioner Clara Beckett, Council Member Paige Ellis (Proxy for Council Member Ann Kitchen), Mayor Pro Tem Natasha Harper-Madison (Proxy for Council Member Alison Alter), Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Commissioner Edward Theriot), Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Travis Mitchell,

Mayor Craig Morgan (Proxy for Judge James Oakley), Mayor Josh Schroeder, Mayor Christine Sederquist, Commissioner Jeffrey Travillion (Proxy for Commissioner Ann Howard), and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Mr. Tucker Ferguson, P.E.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/142085>. Start Video at 00:06:51

8. Discussion on Refunding Opportunity of Deferred Projects

The Chair recognized Mr. Ryan Collins, Short-Range Planning Manager who informed the board that approximately \$120 million was deferred in Surface Transportation Block Grant (STBG) funding in support of the Capital Express central portion of IH-35. Mr. Collins presented the deferred project list and noted that \$15 million in STBG funding from the COVID Relief Authorization bill is now available to address the deferred projects.

The board was informed that this item will be presented to the TAC at its October meeting and presented to the Transportation Policy Board for recommendation at its November meeting.

The Chair later recognized Ms. Sharmila Mukherjee of Capital Metro who provided comments on the refunding opportunity of deferred projects.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/142085>. Start Video at 00:08:51

9. Discussion on Project Progress Reports

The Chair recognized Mr. Ryan Collins who informed the board that project sponsors are required to submit a quarterly progress report for all active projects. Mr. Collins highlighted a progress report included in the meeting materials and noted that projects are tracked closely to prevent the loss of any federal funding for the region.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/142085>. Start Video at 00:17:36

10. Discussion on Federal Transit Administration (FTA) 5310 Project Call

The Chair recognized Mr. Ryan Collins who also provided an overview of the recent FTA 5310 Project Call. Mr. Collins informed the board that staff received 12 applications totaling \$13, 039,496 in requests and highlighted the evaluation process used for the project call.

The board was informed that this item will be presented to the Transportation Policy Board for recommendation at its November meeting.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/142085>. Start Video at 00:25:49

11. Executive Director's Report on Transportation Planning Activities

a. 2022 Technical Advisory Committee Appointment Process

Mr. Ashby Johnson reminded the board that as representatives of local governments, it is time to make their appointments to the TAC for the 2022 membership. Mr. Johnson informed the board that the deadline for submittals is December 17, 2021.

The Chair called attention to the guidelines for appointing TAC members and appointment forms included in the meeting materials.

b. Update on CAMPO Demographic Forecast

Mr. Johnson introduced Mr. Greg Lancaster, Travel Demand Modeling Manager who provided an overview of the Census 2020 data and the Travel Demand Model comparisons, as requested by the Transportation Policy Board.

Mr. Johnson announced that he was elected as Vice Chair of the national Association of Metropolitan Planning Organizations (AMPO) by a body of his peers the week prior to the board meeting.

Mr. Johnson also presented Chair Long with the Honorable Mention Award, as awarded by AMPO for her effective leadership and efforts in supporting the mission of MPOs.

Mr. Johnson reported that he received notification prior to the board meeting that CAMPO is the recipient of an award from the American Planning Association (APA) for outstanding planning work on the Bergstrom Spur Study that was completed in conjunction with the City of Austin and Capital Metro.

The Executive Director's report was concluded by congratulatory remarks from the Chair to Mr. Johnson on the visibility of his hard work on a regional and national level.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/142085>. Start Video at 00:27:30

12. Announcements

a. Transportation Policy Board Chair Announcements

There were no Chair announcements.

b. The next Technical Advisory Committee Meeting will be held on October 18, 2021 at 2:00 p.m.

c. The next Transportation Policy Board Meeting will be held on November 8, 2021 at 2:00 p.m.

The Chair reminded board members to closely review the guidelines for appointing TAC members with their respective entities in determining their representation on the TAC.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/142085>. Start Video at 00:36:01

13. Adjournment

The October 11, 2021 meeting of the Transportation Policy Board was adjourned at 2:38 p.m. by unanimous consent.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/142085>. Start Video at 00:36:45



Date: November 8, 2021
Continued From: October 11, 2021
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 6
Subject: Discussion and Appropriate Action on Federal Transit Administration (FTA) Section 5310 Project Call

RECOMMENDATION

Staff and the Technical Advisory Committee recommend the approval of the FTA 5310 funding allocation as listed in the Recommendation Report and Resolution 2021-11-6.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) manages the competitive project selection process for awarding federal FTA funding through the Section 5310 Program. This program awards funding for projects that enhance mobility for seniors and persons with disabilities by providing funds to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

CAMPO received 12 applications totaling \$13,039,496 in requests for the 2021 Project Call with \$2,108,585 available for allocation. After evaluating the projects applications, staff is recommending \$1,036,827 in traditional funding for capital projects and \$1,008,395 in funding for operational activities. The recommendation fully exhausts the funding available in the operational category, with \$63,363 in traditional capital funding remaining available to be rolled into the next funding call to be held in 2024.

FINANCIAL IMPACT

With a combined maximum of \$2,108,585 available, the recommendation will allocate \$1,036,827 in traditional funding for capital projects and \$1,008,395 in funding for operational activities. The recommendation fully exhausts the funding available in the operational category, with \$63,363 in traditional capital funding remaining available to be rolled into the next funding call.

BACKGROUND AND DISCUSSION

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

SUPPORTING DOCUMENTS

Attachment A – *Resolution 2021-11-6*

Attachment B – *FTA 5310 Recommendation Report*



Resolution 2021-11-6

Acknowledging the Transportation Policy Board's Approval of the Recommendation for Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310) Funding

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

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

WHEREAS, The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program is intended to enhance mobility for seniors and person with disabilities by providing funds for programs to serve the special needs of transit-dependent populations; and

WHEREAS, the Capital Metropolitan Transportation Authority (Capital Metro) serves as the designated recipient of FTA Section 5310 Funds in the Austin Urbanized Area and serves as the program administrator; and

WHEREAS, sub-recipients of the 5310 funds are selected by the Capital Area Metropolitan Planning Organization (CAMPO) through a competitive process; and

WHEREAS, CAMPO issued a project call to allocate up to \$2,108,585 in FTA Section 5310 funding in which 12 sponsors submitted applications requesting over \$13,039,496 in funds; and

WHEREAS, the project applications were evaluated, scored and ranked according to the approved process and criteria with the resulting recommendation for funding compiled in the Recommendation Report; and

WHEREAS, the results of the process and have led to the recommendation of \$1,036,827 in traditional funding for capital projects and \$1,008,395 in funding for operational activities as listed in the Recommendation Report; and

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Board hereby votes to award \$1,036,827 in traditional funding for capital projects and \$1,008,395 in funding for operational activities to the project sponsors as listed in the Recommendation Report as reflected in this Resolution; and

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

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

The above resolution being read, a motion votes to award \$1,036,827 in traditional funding for capital projects and \$1,008,395 in funding for operational activities to the project sponsors as listed in the Recommendation Report as reflected in this resolution was made on November 8, 2021 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 8th day of November 2021.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

Federal Transit Administration (FTA)

Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program

Recommendation Report

2021



Background

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

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

The Section 5310 program is a reimbursable grant program, where the selected sub-recipients incur expenses and are reimbursed through the program until the federal award is exhausted. Because of this, sub-recipients must have sufficient funds available to incur program expenses. Information regarding requirements and reimbursement rates linked in the additional resources section of this document.

Summary

The Capital Area Metropolitan Planning Organization (CAMPO) solicited project proposals from eligible entities for the FTA 5310 program through a competitive selection process. The project call will 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. Applicants were required to complete an online application with the requested information by August 13, 2021 to be considered for funding.

Applications were initially evaluated to determine eligibility including a review of the project location, sponsor, and project activities. The review also included a readiness evaluation to ensure sponsors and their program or services are adequately prepared to receive federal funding. Projects that were determined to be eligible and ready were then evaluated by each member of the technical review committee based on the information provided in the application and in supporting documentation using the approved criteria.

The projects were then ranked by their final scores and recommended from the top-ranked down until funding was exhausted or the committee was unable to recommend due to eligibility concerns identified after the initial review, funding availability considerations in the context of the request, or project concerns reflected by the application scores. Additionally, funding requests and activities are recommended under the eligible funding category regardless of funding type requested.

After scoring and ranking, staff is recommending \$1,036,827 in traditional funding for capital projects and \$1,008,395 in funding for operational activities. The recommendation fully exhausts the funding available in the operational category, however \$63,312 in traditional capital funding remains available and will be rolled into the next funding call unless otherwise directed by the Transportation Policy Board.

Recommendation

FTA 5310 Program Recommendation

Sponsor	Project	Traditional	Operational	Total	Score	Award
Bluebonnet Trails	Senior Transportation Service	\$295,320	\$0	\$295,320	95.00	\$295,320
Senior Access	Senior Mobility Management	\$174,000	\$200,000	\$374,000	86.00	\$374,000
Faith in Action Georgetown	Senior Connect	\$359,737	\$71,558	\$431,295	81.00	\$431,295
Drive a Senior (Central Texas)	On the Road Again	\$93,770	\$316,230	\$410,000	80.00	\$410,000
Drive a Senior (Austin, TX)	Equitable Access for Seniors	\$114,000	\$139,625	\$253,625	75.00	\$253,625
AGE of Central Texas	Transportation for Cognitively Disabled Older Adults in Central Texas	\$0	\$125,500	\$125,500	72.00	\$125,500
City of Austin (PARD)	Senior Transportation Program	\$0	\$230,000	\$230,000	70.00	\$155,482
Pearl Transit Corp.	24 Hour Transit Service for Seniors and People with Disabilities	\$0	\$263,054	\$263,054	59.00	\$0
Movability Inc.	Get There Central Texas Enhancement Project	\$150,000	\$0	\$150,000	56.00	\$0
ARCIL, Inc.	Travel Services Project	\$0	\$206,002	\$206,002	37.00	\$0
Mary Lee Foundation	Ensuring Mobility of Seniors and People with Disabilities	\$66,200	\$34,500	\$100,700	33.00	\$0
City of Bastrop	Old Iron Bridge Rehabilitation	\$10,200,000	\$0	\$10,200,000	N/A	\$0
Total		\$11,453,027	\$1,586,469	\$13,039,496		\$2,045,222

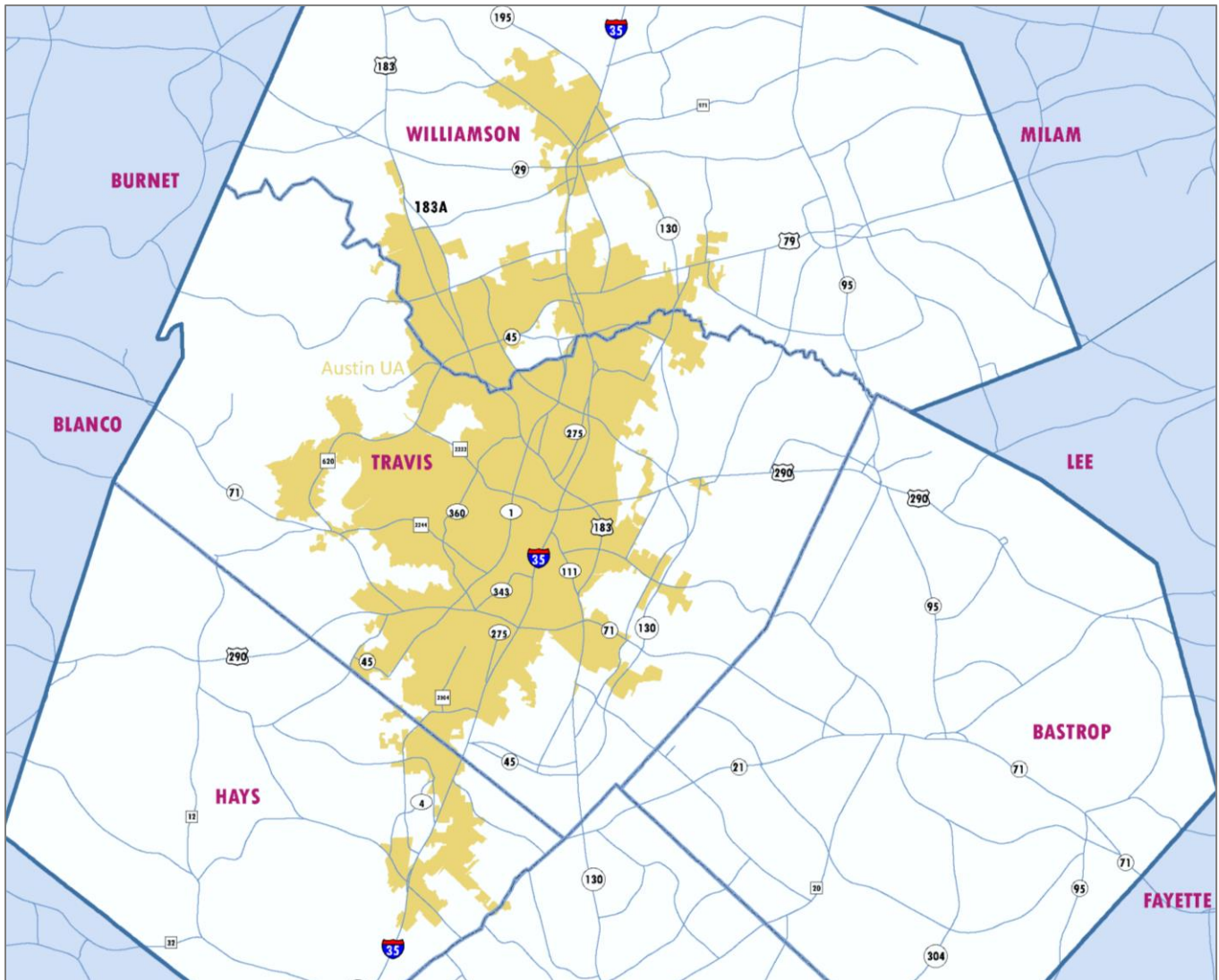
Summary			
	Traditional	Operational	Total
Total Requested	\$11,453,027	\$1,586,469	\$13,039,496
Maximum Available	\$1,100,190	\$1,008,395	\$2,108,585
Total Recommended	\$1,036,827	\$1,008,395	\$2,045,222
Rollover	\$63,363	\$0	\$63,363

Projects that are not scored or scored but not recommended for the remaining partial funding is due to eligibility determinations, funding and availability considerations, or scores.

Full Award
 Partial Award
 No Award

Eligible Locations

Projects and activities must serve the Austin Urbanized Area identified in yellow below:



Eligible Applicants

Only certain organizations are eligible for FTA Section 5310 funding which is dependent on the type of project being submitted for potential funding. Below are the eligible entities as specified by the project type and activities.

Traditional Capital Projects

- A private non-profit organization
- A state or local governmental authority that is approved by the state to coordinate services for seniors and individuals with disabilities
- A state or local governmental authority that certifies that there are no non-profit organizations readily available in the area to provide the service

Other Capital and Operating Projects

- A state or local government authority
- A private non-profit organization
- An operator of public transportation that receives a FTA Section 5310 grant indirectly through a recipient

Eligible Activities

The FTA Section 5310 program provides federal funding for both capital and operating expenses to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. Below are the general eligible activities for both traditional capital and other project types.

Traditional Capital Projects

1. Rolling stock and related activities for FTA Section 5310-funded vehicles
2. Passenger facilities related to FTA Section 5310-funded vehicles
3. Support facilities and equipment for FTA Section 5310-funded vehicles.
4. Lease of equipment when lease is more cost effective than purchase.
5. Acquisition of transportation services under a contract, lease, or other arrangement.
6. Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.
7. Capital activities to support ADA-complementary paratransit service.

Other Eligible Capital and Operating Expenses

1. Public transportation projects that exceed the requirements of the ADA.
2. Public transportation projects that improve accessibility.
3. Public transportation alternatives that assist seniors and individuals with disabilities with transportation.
4. Operating assistance.

For detailed information on the activities listed please refer to Chapter 3 in the FTA Guidance which is linked in the Resources section of this document.

Readiness Evaluation

Sponsors and projects were evaluated for readiness including a review of the budget, timeline, and ability of the sponsor to execute projects in a timely manner. Sponsors were required to provide the materials below with sufficient detail to accurately describe the project, expenditures, and timeline in order to move forward in the evaluation process.

Budget

Sponsors must submit a full and detailed budget for the funding request. At a minimum for each line item in the budget, sponsors must provide an item description, quantity, unit cost, and total cost. Additional documentation must be provided to support the budget and funding request including, but not limited to, operation cost information, engineering estimates for capital projects, and vendor estimates for vehicle purchase orders. Sponsors may use their own budget templates as long as they contain the required information and are clear to understand, however a basic template is available on the project call website.

Timeline

Sponsors must provide a detailed timeline of the program or services to be provided through the funding program with a schedule of activities and anticipated expenditures.

Good-Standing

Sponsors must be in good standing with the Federal Transit Administration, the designated recipient Capital Metro, and the Capital Area Metropolitan Planning Organization. Sponsor's program history will be evaluated including a review for any significant unexpended out-standing balances on previous funding awards. Sponsors that have never received 5310 funding will be evaluated based on demonstrated success with similar funding programs.

Scoring Criteria

Sponsors and projects that demonstrated readiness were evaluated by the scoring criteria below. The points are awarded based on the information provided in the applications and the supporting materials used to verify the responses. Indicated points are the maximum available per criterion.

Benefit (20 Points)

Sponsors must demonstrate how their project or program improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

Program Sustainability (5 Points)

Sponsors must demonstrate the overall stability of the transportation program or service by providing evidence of long-term sustainability and support including any additional funding outside of the 5310 program, age of the program or service, and a demonstrated record of continual operations.

Program Experience (5 Points)

Sponsors must demonstrate experience with federal funding grant programs including but not limited to experience with the 5310 program and federal transportation reimbursement grants. Other funding and grants management experience will be considered as appropriate.

Coordination and Partnerships (5 Points)

Sponsors must demonstrate regional coordination efforts and official partnerships that enhance the transportation system in the region by providing information on coordination efforts, official agreements with partner agencies and details of activities.

Interconnectivity (5 Points)

Sponsors must demonstrate how the program or services connect with the existing system of public transportation, non-profit providers, medical transportation services, and special transit services in the region.

RTCC Plan Goals and Objectives (20 Points)

Sponsors must demonstrate that the program or services directly support the goals, sub-goals and transportation strategies listed in the current Regionally Coordinated Transportation Plan which is linked in the Resources section of this document.

Performance Measures and Monitoring (20 Points)

Sponsors must demonstrate that they have a formal system in place for measures and monitoring the success of the program or services provided. This system must provide for the routine and continual gathering and disseminating of critical program performance data including ridership and trip information.

Cost-Benefit Analysis (20 Points)

Programs and services will be evaluated through a cost-benefit analysis that measures the comparative value of the program or services relative to the funding amount requested. For the Cost-Benefit Analysis, sponsors must provide the following information:

- Service area in square miles or total route lengths in miles
- Most recent annual number of riders or users provided service for existing programs.
- Anticipated annual number of riders or users to be provided service through the program (estimation methodology must be provided).

Resources

[Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance](#)

The Federal Transit Administration (FTA) 5310 program guide contains detailed information on the program including additional information on sponsor and project eligibility.

[Enhanced Mobility of Seniors and Individuals with Disabilities Program Website](#)

The Federal Transit Administration (FTA) 5310 program website contains detailed information on the program including the guide linked above and frequently asked questions.

[Coordinated Public Transit-Health and Human Services Transportation Plan](#)

The regionally coordinated transportation plan provides an assessment of available services, transportation needs, and provides the strategies, activities and projects that address the identified gaps and enhance the regional transportation system.

[A Guidebook for Developing a Transit Performance-Measurement System](#)

The guidebook provides a step-by-step process for developing a performance-measurement program that includes both traditional and non-traditional performance indicators that address customer-oriented and community issues.

[Regional Transit Study](#)

The Regional Transit Study outlines the region's current transit infrastructure outside of the Capital Metro service area and provides local governments and project sponsors with resources for developing transit projects.

[Capital Metro Performance Dashboard](#)

Dashboard that provides a real-time look at the performance measures tracked and reported by Capital Metro and can provide a useful resource for sponsor's developing a performance management system.



Date: November 8, 2021
Continued From: October 11, 2021
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 7
Subject: Discussion and Take Appropriate Action on Refunding Opportunity for Deferred Projects

RECOMMENDATION

Staff and the Technical Advisory Committee recommend the Transportation Policy Board approve the refunding of deferred projects and list changes as provided in the Recommendation Report and Resolution 2021-11-7.

PURPOSE AND EXECUTIVE SUMMARY

With approximately \$15 million in Surface Transportation Block Grant (STBG) funding available, the Capital Area Metropolitan Planning Organization (CAMPO) requested project applications from sponsors for any deferred projects that fall on or under this funding availability threshold for refunding consideration. Sponsors of deferred projects that did not submit an application were asked to provide written notification of their project status to ensure accurate management of the deferral list.

CAMPO received seven project applications totaling \$14,205,745 in federal funding requests which are being recommended for refunding. Additionally, sponsors confirmed eight projects totaling \$91,419,374 in STBG funding requests will remain on the deferral list for future refunding. Sponsors also confirmed nine projects totaling \$28,775,350 to be removed from the deferral list and future consideration. The complete recommendation and additional information are included in the Recommendation Report.

FINANCIAL IMPACT

This process will allocate \$14,205,745 in Surface Transportation Block Grant funding to seven deferred projects. In addition to this refunding allocation, the list changes resulting from coordination with project sponsors will impact future cash-flow planning and the scheduling of the next call for projects.

BACKGROUND AND DISCUSSION

On April 30, 2020, the Texas Transportation Commission (TTC) dedicated funding to the central portion of the IH-35 Capital Express Project. The TTC funding reduced the unfunded portion of the project to \$934 million. To address the funding gap, the TTC requested the reprioritization of more than \$633 million in currently funded projects from CAMPO and the TxDOT-Austin District.

On June 8, 2020, the Transportation Policy Board (TPB) approved a selection of STBG funded projects to be deferred in support of the IH-35 Capital Express project. The TPB also endorsed the prioritization of these deferred projects for refunding as additional funds become available. The formal prioritization process was approved in January 2021.

SUPPORTING DOCUMENTS

Attachment A – *Resolution 2021-11-7*

Attachment B – *STBG Refunding Recommendation Report*



Resolution 2021-11-7

Acknowledging the Transportation Policy Board's Authorization and Approval of Surface Transportation Block Grant Funding for Deferred Projects.

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

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

WHEREAS, on June 8, 2020 the Transportation Policy Board approved the selection and funding determination of Surface Transportation Block Grant (STBG) funded projects as identified in Baseline Scenario C of the Special Funding Report which reprioritized \$134 million in STBG funding to the IH-35 Capital Express Central project; and

WHEREAS, the Transportation Policy Board also voted to prioritize these deferred projects for refunding when additional STBG funding becomes available; and

WHEREAS, approximately \$15 million in Surface Transportation Block Grant funding became available through emergency congressional authorization related to COVID-19; and

WHEREAS, seven deferred projects totaling \$14,205,745 in STBG funding have been identified and recommended as listed in the recommendation report and attached listing; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the refunding of the deferred projects as listed in the Recommendation Report and reflected in this Resolution; and

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

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

The above resolution being read, a motion to approve the refunding of the deferred projects as listed in the Recommendation Report as reflected was made on November 8, 2021 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 8th day of November 2021.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DRAFT

Surface Transportation Block Grant (STBG)

Prioritization and Refunding of Deferred Projects

Recommendation Report



Background

On April 30th, 2020, the Texas Transportation Commission (TTC) updated the Unified Transportation Plan (UTP) to facilitate the development and implementation of the central portion of the IH-35 Capital Express Project, which has an estimated \$4.9 billion construction cost. The TTC action reduced the unfunded portion of the project from \$4.34 billion to \$934 million. To address the \$934 million funding gap, the Texas Department of Transportation (TxDOT) requested the reprioritization of more than \$633 million in currently funded projects in the Capital Area Metropolitan Planning Organization's (CAMPO) six-county region and the TxDOT-Austin District.

To accommodate the \$633 million reprioritization, CAMPO staff worked closely with the TxDOT-Austin District to develop a process to identify currently funded projects to be deferred until additional funding becomes available from state and federal sources. CAMPO was responsible for developing the process and approval of projects with Category 7 - Surface Transportation Block Grant (STBG) funding. The TxDOT-Austin District was responsible for the process and approval of projects with Category 2 - Metropolitan and Urban Area Corridor Projects, Category 4 - Statewide Connectivity Corridor Projects, and Category 12 - Strategic Priority funding.

Process Summary

On June 8, 2020, the Transportation Policy Board approved the selection of Category 7 projects to be deferred in support of the IH-35 Capital Express project. Upon approval, the TPB also formally endorsed the prioritization of these deferred projects for refunding. To facilitate this directive, a process was developed and approved to evaluate and select projects from the deferral list to be refunded as additional funding becomes available.

The process focuses on project readiness and prioritizes projects that are most ready to use the available federal funding; only utilizing project scores and ranking to differentiate between similarly ready projects. The process also considers potential changes that may have occurred both with the sponsor and individual projects as a result of the deferral, project development, and other factors. The process is summarized below:



Readiness will assess projects based on the project development process and the resulting schedule for utilizing the federal funding as it is critical to ensure that projects are able to utilize the funding in a timely manner and that the projects have completed all of the necessary steps in order for the federal funding to be obligated in a timely manner. Because Surface Transportation Block Grant (STBG) funding is allocated to the region each federal fiscal year, projects will be grouped on anticipated fiscal year of obligation, which is determined by the readiness evaluation, environmental clearance and letting schedule certification to be determined by TxDOT.

For the readiness evaluation, sponsors will provide a summary of the project progress regarding the applicable development phases. Sponsors must provide a narrative summary and include supporting materials for status verification. For detailed information on the project development process and verifying materials please refer to resource section of this document.

Funding Recommendation

With approximately \$15,000,000 in Surface Transportation Block Grant (STBG) funding is available to refund deferred projects, the Capital Area Metropolitan Planning Organization (CAMPO) staff requested project applications from sponsors for any deferred projects that fall on or under the funding availability threshold for consideration. Staff also requested that sponsors of deferred projects that were not ready to be refunded or are over the current funding availability threshold but desired to be considered for future refunding opportunities provide written notification to ensure accurate management of the deferral list and refunding process.

Staff received responses or applications from sponsors regarding all of the projects listed including seven project applications for refunding. Upon review of the applications, staff is recommending that the Transportation Policy Board restore funding to the seven projects as listed below:

Deferred List - STBG Refunding Recommendation						
CSJ	Sponsor	County	Project Name	Funding Authorization	Federal	Local
0914-33-082	CAMPO	Hays	Garlic Creek Parkway	\$350,000	\$280,000	\$70,000
0914-33-081	CAMPO	Hays	FM 1626/ RM 967 Intersection	\$200,000	\$160,000	\$40,000
0914-04-321	Capital Metro	Travis	North Lamar/ Airport Blvd	\$5,872,181	\$4,697,745	\$1,174,436
0914-05-194	City of Austin	Williamson	Lakeline Blvd	\$2,700,000	\$2,160,000	\$540,000
0285-03-059	Hays County	Hays	RM 12	\$250,000	\$200,000	\$50,000
0805-04-030	Hays County	Hays	RM 3237	\$250,000	\$200,000	\$50,000
1776-02-018	Hays County	Hays	FM 2001	\$7,260,000	\$5,808,000	\$1,452,000
0366-01-077	TxDOT	Hays	SH 123	\$875,000	\$700,000	\$175,000
				\$17,757,181	\$14,205,745	\$3,551,436

For the projects in which an application was not submitted, staff received confirmation for eight projects totaling \$91,419,374 in STBG funding requests to remain on the deferral list for future refunding and nine projects totaling \$28,775,350 to be removed from the deferral list and future consideration. The complete, updated deferred project list is provided in the next section as well as the original list from June 8, 2020 for reference.

Updated Deferred Project List

Through this current refunding opportunity staff received responses or applications from sponsors regarding all of the projects originally listed including seven project applications for refunding, confirmation for eight projects to remain on list for future refunding opportunities, and confirmation for nine projects to be removed from the list and future consideration. The updated list reflects all these changes.

Deferral List - Refund

CSJ	Sponsor	County	Project Name	Funding Authorization	Federal	Local	TDC	Evaluation Score	Response
0914-33-082	CAMPO	Hays	Garlic Creek Parkway	\$350,000	\$280,000	\$70,000		N/A	Application
0914-33-081	CAMPO	Hays	FM 1626/RM 967 Intersection	\$200,000	\$160,000	\$40,000		N/A	Application
0914-04-321	Capital Metro	Travis	North Lamar/Airport Blvd	\$5,872,181	\$4,697,745	\$1,174,436		82.85	Application
0914-05-194	City of Austin	Williamson	Lakeline Blvd	\$2,700,000	\$2,160,000	\$540,000		61.20	Application
0285-03-059	Hays County	Hays	RM 12	\$250,000	\$200,000	\$50,000		44.00	Application
0805-04-030	Hays County	Hays	RM 3237	\$250,000	\$200,000	\$50,000		44.00	Application
1776-02-018	Hays County	Hays	FM 2001	\$7,260,000	\$5,808,000	\$1,452,000		81.40	Application
0366-01-077	TxDOT	Hays	SH 123	\$875,000	\$700,000	\$175,000		86.60	Application
				\$17,757,181	\$14,205,745	\$3,551,436	0		

Deferral List – Remain

CSJ	Sponsor	County	Project Name	Funding Authorization	Federal	Local	TDC	Evaluation Score	Response
0914-04-314	City of Austin	Travis	West Rundberg Lane	\$11,000,000	\$8,800,000	\$2,200,000		62.70	Written Confirmation
0914-05-194	City of Austin	Williamson	Lakeline Blvd	\$14,425,000	\$11,540,000	\$2,885,000		61.20	Written Confirmation
0914-05-197	City of Cedar Park	Williamson	New Hope Dr.	\$12,403,200	\$12,403,200		3,180,000	49.60	Written Confirmation
0914-05-187	City of Georgetown	Williamson	Austin Avenue Bridges	\$1,623,967	\$1,299,174	\$324,793		66.00	Written Confirmation
0151-09-148	CTRMA/TxDOT	Travis	Colorado River Scenic Byway	\$4,550,000	\$3,640,000	\$910,000			Written Confirmation
0914-04-326	Travis County	Travis	Pearce Lane	\$22,000,000	\$22,000,000		5,500,000	62.30	Written Confirmation
0914-04-316	Travis County	Travis	Braker Lane North	\$14,671,250	\$11,737,000	\$2,934,250		57.40	Written Confirmation
0683-01-100	TxDOT	Travis	RM 620	\$15,000,000	\$12,000,000	\$3,000,000		77.20	Written Confirmation
0683-02-079	TxDOT	Williamson	RM 620	\$10,000,000	\$8,000,000	\$2,000,000		77.20	Written Confirmation
				\$105,673,417	\$91,419,374	\$14,254,043	8,680,000		

Deferral List – Remove

CSJ	Sponsor	County	Project Name	Funding Authorization	Federal	Local	TDC	Evaluation Score	Response
N/A	CAMPO	Regional	Regional TDM Study	\$375,000	\$300,000	\$75,000		N/A	Written Confirmation
0914-33-083	CAMPO	Hays	US 290/RM 12 & Mercer District	\$450,000	\$360,000	\$90,000		N/A	Written Confirmation
0914-04-323	City of Austin	Travis	Vehicle Detection	\$11,200,000	\$8,960,000	\$2,240,000		97.30	Written Confirmation
0914-04-324	City of Austin	Travis	Traffic Monitoring System	\$1,400,000	\$1,120,000	\$280,000		87.60	Written Confirmation
0914-04-243	City of Austin	Travis	Northern Walnut Creek Trail	\$1,881,188	\$1,504,950	\$376,238		70.80	N/A*
0914-04-325	City of Austin	Travis	Emergency/Transit Vehicle Signal Priority	\$7,280,000	\$5,824,000	\$1,456,000		81.70	Written Confirmation
0914-33-900	Hays County	Hays	Lime Kiln Road	\$5,222,500	\$4,178,000	\$1,044,500		56.10	Written Confirmation
0914-04-273	Travis County	Travis	Blake Manor Shared Use Path	\$2,760,500	\$2,208,400	\$552,100		72.00	N/A*
1754-01-024	TxDOT	Travis	RM 1826	\$5,400,000	\$4,320,000	\$1,080,000		70.70	Written Confirmation
				\$35,969,188	\$28,775,350	\$7,193,838	0		

*Northern Walnut Creek Trail to be removed from the Category 7 Deferral list as the project is eligible and will be recommended for future available TASA funding should the project sponsor request refunding. Response is currently pending from a discussion held during the TASA refunding opportunity in January 2021. Blake Manor Shared Use Path was refunded during the TASA refunding opportunity.

Original Deferred Project List

The deferred project list provides the original full listing of projects deferred in Baseline Scenario C of the Special Funding Report approved by the Transportation Policy Board on June 8, 2020.

Surface Transportation Block Grant (STBG) - Deferred Project List

CSJ	Sponsor	County	Project Name	Limits (From)	Limits (To)	Description	Funding Authorization
N/A	CAMPO	Regional	Regional TDM Study	VA	VA	Development of regional TDM implementation strategies	\$375,000.00
0914-33-082	CAMPO	Hays	Garlic Creek Parkway	NA	NA	Corridor and connectivity analysis	\$350,000.00
0914-33-081	CAMPO	Hays	FM 1626/RM 957 Intersection	NA	NA	Land use and transportation nodal analysis	\$200,000.00
0914-33-083	CAMPO	Hays	US 290/RM 12 & Mercer District	NA	NA	Land use, corridor and node analysis	\$450,000.00
0914-04-321	Capital Metro	Travis	North Lamar/Airport Blvd	N. Lamar	Airport Blvd	Grade separation of Metrorail Red Line and N. Lamar Blvd.	\$5,872,181.25
0914-04-323	City of Austin	Travis	Vehicle Detection	VA	VA	Procure and install vehicle detection at 400 signalized intersections	\$11,200,000.00
0914-04-324	City of Austin	Travis	Traffic Monitoring System	VA	VA	Expand the Traffic Monitoring System including 275 CCTV cameras and video management system	\$1,400,000.00
0914-04-314	City of Austin	Travis	West Rundberg Lane	Metric Blvd.	Burnet Road	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection	\$11,000,000.00
0914-04-243	City of Austin	Travis	Northern Walnut Creek Trail	Northern Walnut Creek Trail	West of Lamar Blvd. to IH 35	Construct bike/ped trail.	\$1,881,187.50
0914-04-325	City of Austin	Travis	Emergency/Transit Vehicle Signal Priority	VA	VA	Enhance the Advanced Transportation Management System (ATMS)	\$7,280,000.00
0914-05-194	City of Austin	Williamson	Lakeline Blvd	Parmer Lane	Lyndhurst Blvd	Add two additional travel lanes and upgrade bicycle facilities and sidewalks	\$17,125,000.00
0914-05-197	City of Cedar Park	Williamson	New Hope Dr.	CR 175/Sam Bass Rd.	Ronald Reagan Blvd.	Widen and extend as a new four-lane divided roadway with bicycle and pedestrian facilities	\$12,403,200.00

0914-05-187	City of Georgetown	Williamson	North and South Austin Avenue Bridges	Morrow Street	2nd Street	Reconstruct the North and South Austin Avenue Bridges	\$1,623,967.00
0151-09-148	CTRMA/TxDOT	Travis	Colorado River Scenic Byway Project (US 183)	At Colorado River		Construct a bicycle and pedestrian path	\$4,550,000.00
0285-03-059	Hays County	Hays	RM 12	.13 Miles North of RM 3237	.12 Miles South of RM 3237	Add turn lanes and pedestrian crossings	\$250,000.00
0805-04-030	Hays County	Hays	RM 3237	RM 12	.22 Miles East of RM 12	Add turn lanes and pedestrian crossings	\$250,000.00
0914-33-900	Hays County	Hays	Lime Kiln Road	Hilliard Road	Post Road	Realignment and intersection improvements	\$5,222,500.00
1776-02-018	Hays County	Hays	FM 2001	IH 35	SH 21	Upgrade to a four-lane divided with new traffic signals and pedestrian improvements	\$7,260,000.00
0914-04-326	Travis County	Travis	Pearce Lane	Travis/Bastrop County Line	Kellam Road	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	\$22,000,000.00
0914-04-273	Travis County	Travis	Blake Manor Shared Use Path	Travis County East Metro Park	Proposed Wildhorse Connector	Construct multi-use path	\$2,760,500.00
0914-04-316	Travis County	Travis	Braker Lane North	Harris Branch Parkway	Samsung Blvd.	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	\$14,671,250.00
0683-01-100	TxDOT	Travis	RM 620	North of Hatch Road	Travis County Line	Reconstruct intersection to add overpass at Anderson Mill Road	\$15,000,000.00
0683-02-079	TxDOT	Williamson	RM 620	Williamson County Line	North of Foundation Road	Reconstruct intersection to add overpass at Anderson Mill Road	\$10,000,000.00
1754-01-024	TxDOT	Travis	RM 1826	Hays County Line	US 290	Reconstruct existing 2-ln roadway to a 4-ln divided roadway with bike and pedestrian path	\$5,400,000.00
0366-01-077	TxDOT	Hays	SH 123	DeZavalla Dr	IH 35	Construct sidewalks	\$875,000.00

Complete Project List as approved by the Transportation Policy Board on June 8, 2020 reflecting Baseline Scenario C. (List to be updated after the October 8, 2021 deadline)



Date: November 8, 2021
Continued From: September 13, 2021
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Chad McKeown, Deputy Executive Director
Agenda Item: 8
Subject: Discussion and Take Appropriate Action on CAMPO Executive Director to Begin Negotiation of General Engineering Consultant (GEC) Contract for Regional Corridor Improvement

RECOMMENDATION

CAMPO staff recommends that the Transportation Policy Board (TPB) authorize the CAMPO Executive Director to negotiate and execute a contract for General Engineering Consultant (GEC) services, for a program of Regional Corridor Improvement studies. If a satisfactory contract cannot be negotiated with the top ranked firm, the Executive Director may then negotiate with the second ranked firm. Staff proposes execution of a 24-month contract with one (1) 24-month extension option. The offerors' scores and rankings are reflected in **Table 2**.

PURPOSE AND EXECUTIVE SUMMARY

At its September 13, 2021, meeting, the TPB authorized CAMPO to issue a Request for Qualifications (RFQ) to solicit proposals to assist CAMPO in advancing multimodal project readiness on 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, which the TPB authorized for this effort at its September meeting.

On September 23, 2021, CAMPO issued the RFQ for Professional Services – Project Readiness for Regional Corridor Improvement Projects. This RFQ was posted on CAMPO's website and a notification was emailed to all consulting firms that have signed up for CAMPO's RFP/RFQ notification list. A hybrid in-person/remote pre-proposal meeting was held on September 29, 2021, to answer consultant questions on the RFQ. These questions and their answers were posted on CAMPO's website following this meeting. Proposals were due to CAMPO by October 13, 2021. CAMPO received proposals from consultant teams led by the following seven firms:

- BGE, Inc.
- Halff Associates, Inc.
- HNTB Corporation
- K Friese + Associates
- Kimley-Horn and Associates, Inc.
- Jacobs Engineering Group Inc.
- WSP USA Inc.

A six-person proposal review team was assembled which included five senior staff from CAMPO and one representative from the Texas Department of Transportation – Austin District. These staff independently reviewed and scored all proposals based on CAMPO's standard selection criteria shown in **Table 1**. These criteria were also described in the RFQ to inform proposers' submittals.

Table 1 – Selection Criteria

Criteria	Points Available
Previous Experience – Submissions will be assessed on prior experience of the consultant in the subject areas covered in Section III of this RFQ.	20
Understanding of Project Scope – The responding consultant team must present their team’s approach through further clarification and understanding of all tasks involved in this study and the project. Any work on similar type projects may be listed to validate this understanding. The proposal should also include a project timeline/schedule demonstrating completion of tasks within the allotted project timeframe.	25
Availability of Consultant – This project involves many simultaneous tasks; the consultant team must demonstrate its ability to meet the project schedule. The consultant team should indicate other significant projects being worked on by the principals, % of involvement, and probable completion dates.	15
Project Management – The responding consultant team should include individuals that have relevant and effective project management experience. This includes a strong project manager, if applicable, deputy project manager, and strong subconsultants. Strong proposals will demonstrate how each team member, including any subconsultants, will be utilized in relevant tasks.	20
Past Performance – The Consultant must have a demonstrated track record of timely performance, quality, and integrity, as evidenced by a list of client references.	10
Additional Services, Ideas, Innovation or Products – Any additional services, innovative ideas, graphic design, cost-saving measures, safety-measures, products, DBE/WBE/MBE/HUB usage, etc. will be considered for their usefulness to CAMPO or their contribution to the project	10
Total Points	100

In addition to the 100 points available based on independent review of the proposals by CAMPO and TxDOT staff, up to 24 additional points are available for firms which were invited to interview. Firms selected to be interviewed were based on those having the highest scores from the proposal review. The number of firms interviewed is not a set number and depends on how many firms are highly scored and closely ranked. Based on the results of the proposal review, the top two firms were invited for interviews with CAMPO and TxDOT staff. These firms are BGE, Inc. and Kimley-Horn and Associates, Inc. Following these interviews, the scores for the proposer teams were finalized and summarized in **Table 2**. Firms shown in bold text were invited to be interviewed and BGE, Inc. had the highest overall score.

Table 2

Ranking	Firm Name	Score (124 Max.)
1	BGE, Inc.	113
2	Kimley-Horn and Associates, Inc.	100
3	WSP USA Inc.	68
4	Jacobs Engineering Group Inc.	62
5	HNTB Corporation	59
6	K Friese + Associates	57
7	Half Associates, Inc.	51

FINANCIAL IMPACT

The funding for this effort comes 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. The TPB has authorized these funds be used to advance the development of improvement projects for several on-system corridors of regional significance. CAMPO will 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 multimodal expansion projects. The corridors were presented to and approved by the TPB and 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 of the corridors anticipated over the next twenty-five years in the RTP, totaling over \$2.6 billion in total project costs.
- Ten projects across six of the corridors included in the Transportation Improvement Program (TIP-2021-2024) totaling over \$220 million in project costs.

The Project Development Process – The TxDOT project development process (found in **Attachment B**) 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 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 – *TxDOT Project Development Process*

Attachment A - TTC Minute Order 113487

TEXAS TRANSPORTATION COMMISSION

VARIOUS County

MINUTE ORDER

Page 1 of 1

VARIOUS District

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

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

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

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

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

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

Submitted and reviewed by:



Director of Planning and Environment

Recommended by:



Executive Director

113487 FEB 20 13

Minute
Number

Date
Passed

EXHIBIT A

Programs and Projects to be funded with SH 130 Concession Payments

AUSTIN DISTRICT

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

SAN ANTONIO DISTRICT

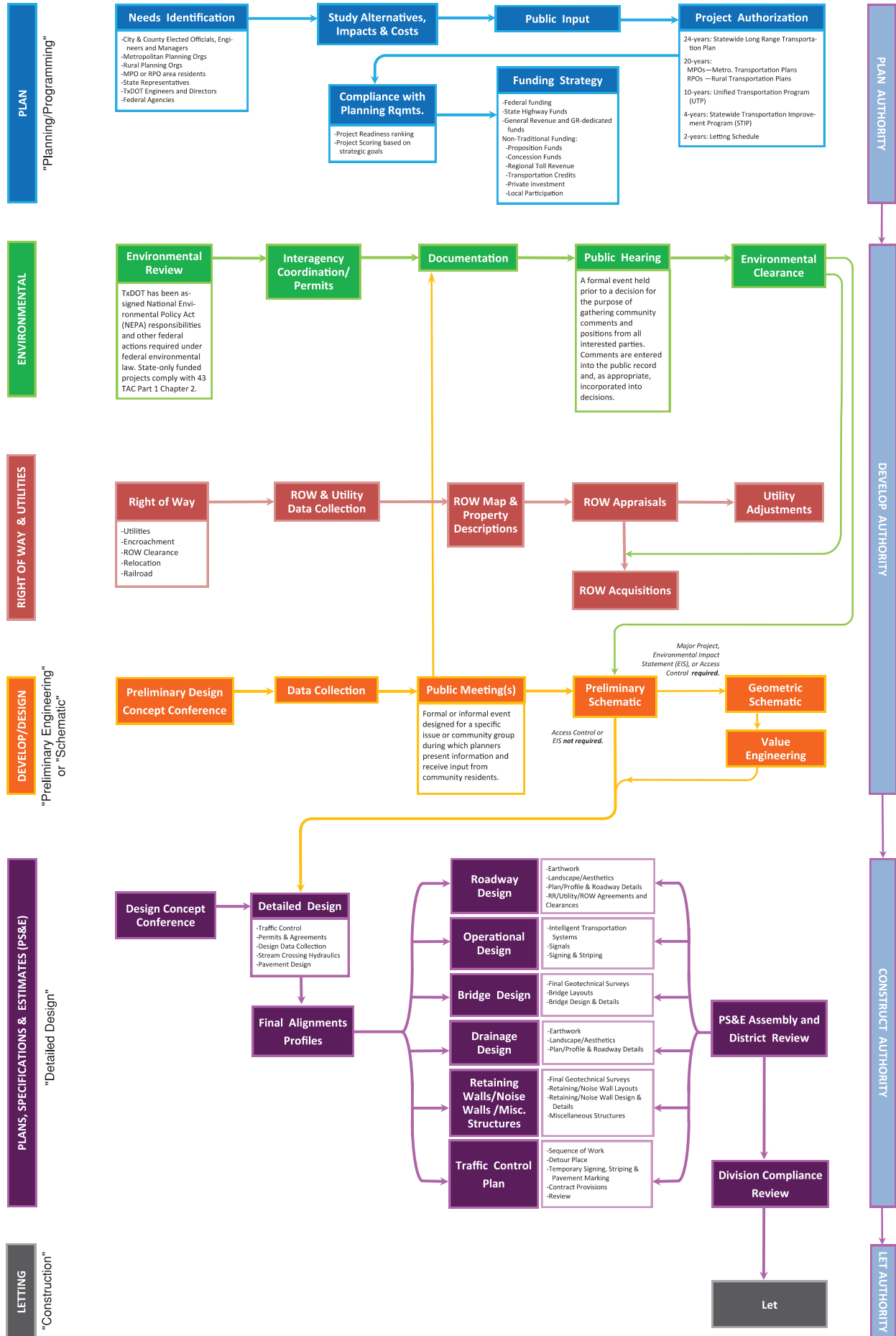
IH 10 Improvements	Operational and Safety Improvements FM 464 to SH 123 Bypass - Guadalupe County/Seguin	\$30,000,000
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SH 130 CORRIDOR (AUSTIN AND SAN ANTONIO DISTRICTS)

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

Attachment B - 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.



GUIDE FOR APPOINTMENTS TO THE TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (TAC) serves as an advisory group to the Transportation Policy Board (TPB). The TPB relies on the TAC to review technical information provided by the CAMPO staff or other relevant organizations to support the development of the Long-Range Plan, the 10-Year Program of Projects required by House Bill 20, and the Transportation Improvement Program. The TPB expects the TAC to provide recommendations to the TPB on a slate of transportation projects and activities upon completion of their review of all relevant technical information.

In order to ensure that the TAC functions as intended, it is important that each member jurisdiction of the TPB appoint TAC members and alternates that have the knowledge, experience, and responsibility to represent them. A TAC appointee and their alternate should hold a college degree and have substantial experience in civil engineering or transportation planning. Each TAC appointee and their alternate should also be a senior member of the organization and should have the level of responsibility to encumber public funds on behalf of the appointing jurisdiction. Most importantly, the TAC appointee and their alternate should have direct responsibility for the development and implementation of transportation projects.

Please find below a guide that may be used when considering the appointment of a TAC member. The guide gives some indication as to the level of responsibility a TAC appointee and their alternate should hold in their organization. The guide is not an exhaustive list. Ideally, a TAC appointee and their alternate will fall into one of the job titles (or a title closely equivalent) below:

Cities (All Categories – Smaller Cities, Between 50,000 & 500,000, Above 500,000)

- City Manager or Assistant City Manager
- Director and/or Assistant Director of Public Works
- Director and/or Assistant Director of Transportation
- Director and/or Assistant Director of Planning

Counties

- County Engineer or Assistant County Engineer
- Director of Infrastructure, Public Works or Transportation

Transportation Organizations

- Director or Assistant Director
- Organizational Lead for Engineering or Planning



**2022 APPOINTMENT TO THE
TECHNICAL ADVISORY COMMITTEE**

PRIMARY VOTING MEMBER:

*Name: _____

*Title: _____

*Organization: _____

*Representing: _____

*Address: _____

*Phone: _____

*Email: _____

*Term Expiration: January 31, 2023 _____

ALTERNATE VOTING MEMBER:

*Name: _____

*Title: _____

*Organization: _____

*Representing: _____

*Address: _____

*Phone: _____

*Email: _____

*Term Expiration: January 31, 2023 _____

Return to: Kimberly Petty, Executive Assistant
CAMPO
3300 N. IH-35, Suite 630
Austin, Texas 78705
kimberly.petty@campotexas.org

Signature of Appointing Official

***DEADLINE FOR COMPLETED FORM - DECEMBER 17, 2021**



**2022 APPOINTMENT TO THE
TECHNICAL ADVISORY COMMITTEE**

PRIMARY VOTING MEMBER – (SMALLER CITIES):

*Name: _____

*Title: _____

*Organization: _____

*Representing: _____

*Address: _____

*Phone: _____

*Email: _____

*Term Expiration: January 31, 2023 _____

ALTERNATE VOTING MEMBER – (SMALLER CITIES):

*Name: _____

*Title: _____

*Organization: _____

*Representing: _____

*Address: _____

*Phone: _____

*Email: _____

*Term Expiration: January 31, 2023 _____

Return to: Kimberly Petty, Executive Assistant
CAMPO
3300 N. IH-35, Suite 630
Austin, Texas 78705
kimberly.petty@campotexas.org

Signature of Appointing Official

***DEADLINE FOR COMPLETED FORM - DECEMBER 17, 2021**