



## TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center  
5330 Bluffstone Lane  
Austin, TX 78759  
Monday, October 3, 2022  
2:00 p.m.

Livestream at [www.campotexas.org](http://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.*

### 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](mailto:TPBcomments@campotexas.org) by 5:00 p.m., Thursday, September 29, 2022.*

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](mailto:TPBCOMMENTS@CAMPOTEXAS.ORG) BY 5:00 P.M., THURSDAY, SEPTEMBER 29, 2022.

5. [Public Hearing and Presentation of Amendments to the Transportation Improvement Program \(TIP\) and Regional Transportation Plan \(RTP\)](#).....Mr. Ryan Collins, CAMPO  
*Mr. Collins will present potential amendments to the TIP and RTP and provide opportunity for public comment.*

**ACTION:**

THE PUBLIC IS INVITED TO COMMENT ON ITEMS 6-11 IN THE SECTION BELOW. SPEAKERS MUST ADHERE TO THE THREE (3) MINUTE TIME LIMIT. WRITTEN COMMENTS MAY BE EMAILED TO [TPBCOMMENTS@CAMPOTEXAS.ORG](mailto:TPBCOMMENTS@CAMPOTEXAS.ORG) BY 5:00 P.M., THURSDAY, SEPTEMBER 29, 2022.

6. [Discussion and Take Appropriate Action on September 12, 2022 Meeting Minutes](#)  
.....Commissioner Cynthia Long, Chair  
*Chair Long will request Transportation Policy Board approval of the September 12, 2022 meeting minutes.*
7. [Discussion and Take Appropriate Action on FY 2022 & 2023 Unified Planning Work Program \(UPWP\) Amendment #3](#).....Ms. Theresa Hernandez, CAMPO  
*Ms. Hernandez will present a UPWP amendment for FYs 2022 & 2023 with accompanying Resolution 2022-10-7 and request Transportation Policy Board approval.*
8. [Discussion and Take Appropriate Action on Chestnut Street/SL 150 Multimodal Corridor Study Interlocal Agreement \(ILA\)](#).....Mr. Will Lisska, CAMPO  
*Mr. Lisska will request Transportation Policy Board authorization for CAMPO to enter into an ILA with the City of Bastrop.*
9. [Discussion and Take Appropriate Action on 10 Year Transportation Plan](#)  
.....Mr. Ryan Collins, CAMPO  
*Mr. Collins will present the 10 Year Transportation Plan and request adoption by the Transportation Policy Board.*
10. [Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiation on Northeast Burnet County Corridors Study Contract](#).....Ms. Doise Miers, CAMPO  
*Ms. Miers will request Transportation Policy Board authorization for the CAMPO Executive Director to begin negotiations with a consultant firm for the Northeast Burnet County Corridors Study contract.*
11. [Discussion and Take Appropriate Action on Functional Classification for Braker Lane Extension Projects](#).....Mr. Ryan Collins, CAMPO  
*Mr. Collins will present the functional classification change recommendation for Braker Lane with accompanying Resolution 2022-10-11 and request Transportation Policy Board approval.*

**Persons with Disabilities:**

Upon request, reasonable accommodations are provided. Please call 737-226-4840 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 737-226-4840 at least three (3) business days prior to the meeting to arrange for a voucher.

**INFORMATION:**

12. Executive Director’s Report on Transportation Planning Activities
  - a. [2023 Transportation Policy Board Meeting Schedule](#)
  - b. Update on Corridor Readiness Segment Prioritization Efforts
13. Announcements
  - a. Transportation Policy Board Chair Announcements
  - b. Next Technical Advisory Committee Meeting, October 17, 2022 – 2:00 p.m.
  - c. Next Transportation Policy Board Meeting, November 14, 2022 – 2:00 p.m.
14. Adjournment

***Persons with Disabilities:***

*Upon request, reasonable accommodations are provided. Please call 737-226-4840 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 737-226-4840 at least three (3) business days prior to the meeting to arrange for a voucher.*



**Date:** October 3, 2022  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Transportation Policy Board  
**From:** Mr. Chad McKeown, Deputy Executive Director  
**Agenda Item:** 4  
**Subject:** Report from the Technical Advisory Committee (TAC) Chair

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**Date:** October 3, 2022  
**Continued From:** N/A  
**Action Requested:** Information

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

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**RECOMMENDATION**

None. This item is for information purposes and public comment only.

**PURPOSE AND EXECUTIVE SUMMARY**

The Capital Area Metropolitan Planning Organization (CAMPO) is conducting the routine amendment cycle for the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). This is the amendment process for regular amendment requests submitted by project sponsors to add projects, remove projects, or make significant changes to projects currently listed in the TIP and RTP. This process includes a public hearing, 30-days of public comment, and direct approval by the Transportation Policy Board as detailed in both the Public Participation Plan and Amendment Procedures.

**FINANCIAL IMPACT**

The amendment cycle will not include any new allocation of funding from programs administered directly by the Transportation Policy Board (TPB) including Surface Transportation Block Grant and Transportation Alternative Set-Aside funding. However, any projects selected for federal funding through surface transportation programs including federal highway and transit formula and discretionary programs, must be approved directly by the TPB through the TIP in order for federal funding to be obligated to projects or sponsors.

**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 which are then 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 – Requested Amendments (Draft)**

| Fall 2022 – Requested Amendments |          |               |   |                                |                              |   |              |          |              |   |
|----------------------------------|----------|---------------|---|--------------------------------|------------------------------|---|--------------|----------|--------------|---|
| MPO ID/CSJ                       | County   | Sponsor       | Project Name                                    | Limits (From)                  | Limits (To)                  | Description   | Phase        | Let Year | Cost         | Amendment Request   |
| 53-00018-00                      | Travis   | Capital Metro | Demand Response Operations Maintenance Facility | N/A                            | N/A                          | Construction of the Demand Response Operations and Maintenance Facility   | Construction | 2023     | \$76,175,000 | • Add to Individual Listing   |
| 1200-03-060                      | Travis   | TxDOT         | FM 973  | .069 Miles Northeast of FM 969 | .1 Miles North of Thyone Dr. | Install sidewalks, widen existing 2-lane to 4-lane, install continuous turn-lane, widen paved shoulders to >5 feet. | Construction | 2023     | \$20,151,053 | • Roll over from Previous TIP<br>• Move FY from 2022 to 2023<br>• Add Funding |
| 0805-02-008                      | Caldwell | TxDOT         | FM 2720   | Old Spanish Trail              | SH 142                       | Widen from 2-lane undivided to 4-lane divided with shoulders, add cable barrier                                     | Construction | 2025     | \$46,659,799 | • Add Individual Listing  |
| 0805-05-004                      | Caldwell | TxDOT         | FM 2720   | SH 21                          | Old Spanish Trail            | Widen from 2-lane undivided to 4-lane divided with shoulders, add cable barrier                                     | Construction | 2025     | \$1,796,482  | • Add Individual Listing  |
| 0323-01-028                      | Bastrop  | TxDOT         | SH 95   | LP 230                         | FM 535                       | Upgrade from a 2-lane rural to a 3-lane urban roadway with continuous left-turn lane                                | Construction | 2024     | \$9,985,397  | • Roll over from Previous TIP<br>• Move FY from 2022 to 2024                  |

**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, September 12, 2022 – 2:00 p.m.  
Livestream at: [www.campotexas.org](http://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 2:01 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            | Mayor Pro Tem, City of Austin, District 10 | Y                |                     |
| 4  | Clara Beckett           | Commissioner, Bastrop County               | Y                |                     |
| 5  | Andy Brown              | Judge, Travis County                       | N                | Ms. Amy Pattillo    |
| 6  | Christine DeLisle       | Mayor, City of Leander                     | N                |                     |
| 7  | Paige Ellis             | City of Austin, District 8                 | Y                |                     |
| 8  | Tucker Ferguson, P.E.   | TxDOT-Austin District                      | Y                |                     |
| 9  | Natasha Harper-Madison  | City of Austin, District 1                 | Y                |                     |
| 10 | Matt Harriss            | Capital Metro Board Member                 | Y                |                     |
| 11 | Ann Howard              | Commissioner, Travis County                | Y                |                     |
| 12 | Jane Hughson            | Mayor, City of San Marcos                  | Y                |                     |
| 13 | Mark Jones              | Commissioner, Hays County                  | Y                |                     |
| 14 | Rudy Metayer            | City of Pflugerville, Place 4              | Y                |                     |

|    |                    |                               |   |                         |
|----|--------------------|-------------------------------|---|-------------------------|
| 15 | Travis Mitchell    | Mayor, City of Kyle           | N | Commissioner Mark Jones |
| 16 | Craig Morgan       | Mayor, City of Round Rock     | Y |                         |
| 17 | James Oakley       | Judge, Burnet County          | Y |                         |
| 18 | Amy Pattillo       | Travis County                 | Y |                         |
| 19 | Jim Penniman-Morin | Mayor, City of Cedar Park     | Y |                         |
| 20 | Josh Schroeder     | Mayor, City of Georgetown     | Y |                         |
| 21 | Edward Theriot     | Commissioner, Caldwell County | Y |                         |
| 22 | Jeffrey Travillion | Commissioner, Travis County   | Y |                         |

## 2. Public Comments

There were no public comments.

Video of this item can be viewed <https://austintx.new.swagit.com/videos/184512>. Start Video at 00:00:17

## 3. Executive Session

An Executive Session was not convened.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/184512>. Start Video at 00:00:24

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

The Chair recognized Ms. Laurie Moyer, P. E. who provided a report of the discussion and action items from previous meetings.

Ms. Moyer identified the Safe Streets for All (SS4A) Grant Program and Project Readiness for the Regional Corridor Improvement Study as the primary focus for discussion at the June, July, and August meetings.

Ms. Moyer reported TAC consensus to submit a regional safety action plan grant application with co-applicant and co-partnership participation roles for the membership agencies concluded the discussions. Ms. Moyer also reported that the Committee adopted a formal recommendation at its August meeting to approve the use of Transportation

Development Credits (TDCs) as local match for the regional safety action plan grant application. Ms. Moyer noted that CAMPO staff later discovered that TDCs would not be acceptable as local match. On behalf of the TAC, Ms. Moyer thanked Travis County in developing a participation concept for the regional plan.

Ms. Moyer also reported TAC consensus to request that the Transportation Policy Board Chair appoint an Ad hoc subcommittee to the TAC to assist CAMPO staff in selecting corridor segments for regional corridor improvements. Ms. Moyer noted that the request is included in Agenda Item 11b-Ad hoc Subcommittees to the Technical Advisory Committee.

Ms. Moyer later reported that the 10-Year Transportation Plan was presented to the TAC at its August meeting and received TAC concurrence with the submission of the 10-Year Transportation Plan, as proposed by CAMPO staff.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/184512>. Start Video at 00:00:32

## **5. Discussion and Take Appropriate Action on June 13, 2022 Meeting Minutes**

The Chair entertained a motion for approval of the June 13, 2022 meeting minutes, as presented.

Judge James Oakley moved for approval of the June 13, 2022 meeting minutes, as presented.

Mayor Craig Morgan seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Mayor Pro Tem Alison Alter, Commissioner Clara Beckett, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Council Member Natasha Harper-Madison, Mr. Matt Harriss, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Mayor Travis Mitchell), Council Member Rudy Metayer, Mayor Craig Morgan, Judge James Oakley, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Moran, Mayor Josh Schroeder, and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Mayor Christine DeLisle and Commissioner Jeffrey Travillion

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/184512>. Start Video at 00:04:29

## **6. Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiation on Austin Avenue Corridor Study Contract**

The Chair recognized Mr. Chad McKeown, Deputy Executive Director who summarized the procurement and evaluation process for consultant services for the Austin Avenue Corridor Study contract. Mr. McKeown identified HDR, Inc. as the top ranked consultant firm and requested approval to authorize the CAMPO Executive Director to begin negotiations with the top ranked consultant firm for the Austin Avenue Corridor Study contract.

The Chair entertained a motion for approval to authorize the CAMPO Executive Director to begin negotiations on the Austin Avenue Corridor Study Contract.

Mayor Josh Schroeder moved for approval to authorize the CAMPO Executive Director to begin negotiations on the Austin Avenue Corridor Study Contract.

Council Member Rudy Metayer seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Mayor Pro Tem Alison Alter, Commissioner Clara Beckett, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Council Member Natasha Harper-Madison, Mr. Matt Harriss, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Mayor Travis Mitchell), Council Member Rudy Metayer, Mayor Craig Morgan, Judge James Oakley, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Moran, Mayor Josh Schroeder, and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Mayor Christine DeLisle and Commissioner Jeffrey Travillion

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/184512>. Start Video at 00:05:00

## **7. Discussion and Take Appropriate Action on Austin Avenue Corridor Study Interlocal Agreement (ILA)**

The Chair recognized Mr. Chad McKeown who informed the Board that an ILA with CAMPO and the City of Georgetown for the Austin Avenue Corridor Study will allow the transfer of the City of Georgetown's local costs share to CAMPO. Mr. McKeown requested approval to execute an ILA with CAMPO and the City of Georgetown for the Austin Avenue Corridor Study and accompanying Resolution 2022-9-7.

The Chair entertained a motion for approval to execute an ILA with CAMPO and the City of Georgetown for the Austin Avenue Corridor Study and accompanying Resolution 2022-9-7.

Mayor Josh Schroeder moved for approval to execute an ILA with CAMPO and the City of Georgetown for the Austin Avenue Corridor Study and accompanying Resolution 2022-9-7.

Council Member Rudy Metayer seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Mayor Pro Tem Alison Alter, Commissioner Clara Beckett, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Council Member Natasha Harper-Madison, Mr. Matt Harriss, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Mayor Travis Mitchell), Council Member Rudy Metayer, Mayor Craig Morgan, Judge James Oakley, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Moran, Mayor Josh Schroeder, and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Mayor Christine DeLisle and Commissioner Jeffrey Travillion

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/184512>. Start Video at 00:7:29

Commissioner Jeffrey Travillion joined the meeting following the vote on Agenda Item 7-Discussion and Take Appropriate Action on Austin Avenue Corridor Study Interlocal Agreement (ILA).

**8. Discussion and Take Appropriate Action on Local Match for Regional Safety Action Plan Grant Application for Safe Streets for All (SS4A) Program**

The Chair recognized Mr. Chad McKeown who informed the Board that the U.S. Department of Transportation (U.S. DOT) encourages regionally coordinated safety action plan grant applications through Metropolitan Planning Organizations (MPOs). The Board was also informed that CAMPO has prepared the materials needed for a regional safety action plan for a total project cost of \$2.9 million. Mr. McKeown added that staff has been working with joint applicants from local agencies as mentioned in the report from the TAC Chair.

Mr. McKeown informed the Board of CAMPO's intent regarding the use of TDCs for the local match requirement of \$580,000 in the grant application process. Mr. McKeown also informed the Board that staff submitted an inquiry with the U.S. DOT regarding the eligibility of TDCs for the local match requirement and learned very late in the process that TDCs would not be eligible for the local match requirement.

Mr. McKeown provided a brief overview of other potential options for the 20% local match requirement of \$580,000 which included In-Kind Services, Local or State Contribution, and Exploration of Non-SS4A Funding.

Mr. Ashby Johnson, CAMPO Executive Director provided further clarification on the U.S. DOT's response on the ineligibility of TDCs as local match for the Regional Safety Action Plan Grant application. Mr. Johnson also discussed other potential options for addressing the 20% local match requirement.

Following a discussion, the Board reached consensus to authorize CAMPO staff to move forward with the Regional Safety Action Plan Grant application process using the In-Kind Services option through CAMPO or member entities for the 20% local match requirement.

The Chair moved for approval to authorize CAMPO staff to move forward with the Regional Safety Action Plan Grant application process using the In-Kind Services option through CAMPO or member entities for the 20% local match requirement.

Commissioner Mark Jones seconded the motion.

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

Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Moran, Mayor Josh Schroeder, and Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: Mayor Christine DeLisle

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/184512>. Start Video at 00:08:16

## **9. Discussion on 10-Year Transportation Plan**

The Chair recognized Mr. Ryan Collins, Short-Range Planning Manager who provided a brief overview of the development and purpose of the 10-Year Transportation Plan and how it fits into CAMPO's larger programs. Mr. Collins informed the Board that projects in the 10-Year Transportation Plan are selected by TxDOT in collaboration with CAMPO and it will be updated annually. Mr. Collins added that the projects are individually listed in the UTP. Mr. Collins also informed the Board the draft 10-Year Transportation Plan will be presented to the TAC for recommendation and later to the Transportation Policy Board for adoption.

At the Chair's request, Mr. Tucker Ferguson, P.E., TxDOT Austin-District Engineer provided clarification on the estimates included in the presentation for the Capital Express Project.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/184512>. Start Video at 00:22:44

## **10. Executive Director's Report on Transportation Planning Activities**

### **a. TxDOT Safety Working Group**

Mr. Ashby Johnson reported that the topics of discussion for the previous working group meetings centered around the potential funding for MPOs across the state to create safety plans. Mr. Johnson added that there have been additional discussions regarding a \$50,000 funding allocation from the Texas Transportation Commission for each MPO to develop a safety plan. Mr. Johnson noted that an action by the Texas Transportation Commission has not happened, to date.

Mr. Johnson also reported that TxDOT will kick off a statewide safety campaign next month. Mr. Johnson added that CAMPO staff will also be working with TxDOT to coordinate a safety education campaign for the region at the same time. Mr. Johnson also added that other local governments are welcome to participate in the effort.

### **b. TxDOT Revenue Forecasting Workgroup**

Mr. Johnson reported that the TxDOT Revenue Forecasting Workgroup met last month and certified the financial forecast that the Texas Transportation Commission uses for the next year's UTP which will be approved in August of 2023. Mr. Johnson provided a brief overview of the significance of this year's revenue forecasting technology.

Mr. Johnson also provided additional reports on the following Transportation Planning Activities.

1. The federal certification review of CAMPO's planning process was held July 26-28, 2022. CAMPO is waiting for the final report on the certification of its planning process.
2. The Transportation Policy Board Chair, Commissioner Cynthia Long and CAMPO Executive Director participated on a panel for the Austin Chamber of Commerce's Regional Mobility Summit on August 17, 2022. Executive Directors from the San Antonio and Killeen-Temple MPOs were also participants.
3. Transportation Policy Board Chair, Commissioner Cynthia Long received the "Woman of the Year Award" from the Central Texas Chapter of Women's Transportation Seminar (WTS) on August 27, 2022.
4. CAMPO staff continues to work with the TxDOT-Austin District, TAC, and General Engineering Consultant (GEC) to advance work on the Regional Corridors Program. CAMPO is currently in discussions with the TxDOT-Austin District office on potential ways to supplement the \$7 million allocated by the Transportation Policy Board to the effort with potential access to a portion of the TxDOT-Austin District's planning budget and consultants.
5. The SmartTrack Initiative previously presented at the June Transportation Policy Board meeting continues to move forward and take shape. An Advisory Committee was created by the University of Texas Center for Transportation Research. The first meeting was held on September 9, 2022 and included representatives from Governor Greg Abbott's office, members from local governments, local transportation entities, CAMPO staff, TxDOT-Austin District Staff, members of the private sector, and academia.
6. CAMPO Executive Director is currently working with counterparts in San Antonio to host a meeting of both Policy Boards in December.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/184512>. Start Video at 00:38:32

## **11. Announcements**

### **a. Transportation Policy Board Chair Announcements**

The Chair announced that the Capital Metro Board appointment of Mr. Matt Harriss to the CAMPO Transportation Policy Board. The Chair welcomed Mr. Harriss to the Board.

### **b. Ad hoc Subcommittees to the Technical Advisory Committee**

The Chair informed the Board that a Regional Corridor Improvements Ad hoc Subcommittee has been appointed to the Technical Advisory Committee (TAC) to provide targeted technical assistance on corridor studies and improvement and provide recommendations to the TAC. The Chair announced that members of the committee will include Mr. Cole Kitten (City of Austin), Mr. Charlie Watts (Travis County), Mr. Will Conley (Caldwell County),

Mr. Greg Haley, P.E. (Burnet County), Ms. Aimee Roberts (Bastrop County), Mr. Bob Daigh, P.E. (Williamson County), and Ms. Heather Ashley-Nguyen, P.E. (TxDOT-Austin District).

The Chair also informed the Board that a Transportation Technology Ad hoc Subcommittee to the TAC has been appointed to provide targeted technical assistance on transportation research and technology and provide recommendations to the TAC. The Chair announced that members of the committee will include Mr. Jim Dale (City of Austin), Mr. Miguel Arellano, P.E. (TxDOT-Austin District), Mr. Gary Hudder (City of Round Rock), Mr. Stephen Schindehette (Capital Metro), Ms. Tracie Brown (CTRMA), Ms. Heidi Westerfield-Ross (University of Texas), and Mr. Bob Daigh, P.E. (Williamson County).

The Chair also announced that a performance evaluation tool will be emailed to the Board in preparation for the CAMPO Executive Director's FY 2022 performance evaluation. The Chair added that instructions for the evaluation process will be included in the email. The Chair noted that new board members are not required to participate in this process.

- c. The next Technical Advisory Committee Meeting will be held on September 26, 2022 at 2:00 p.m.
- d. The next Transportation Policy Board Meeting will be held on October 3, 2022 at 2:00 p.m.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/184512>. Start Video at 00:54:03

## **12. Adjournment**

The September 12, 2022 meeting of the Transportation Policy Board was adjourned at 3:00 p.m. by unanimous consent.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/184512>. Start Video at 00:58:43



**Date:** October 3, 2022  
**Continued From:** February 14, 2022  
**Action Requested:** Approval

**To:** Transportation Policy Board  
**From:** Ms. Theresa Hernandez, Finance & Administration Manager  
**Agenda Item:** 7  
**Subject:** Discussion and Take Appropriate Action on FY 2022 & 2023 Unified Planning Work Program (UPWP) Amendment #3

#### **RECOMMENDATION**

CAMPO staff recommends the Transportation Policy Board approve FY 2022 & 2023 Unified Planning Work Program (UPWP) Amendment Three and accompanying Resolutions 2022-10-7 (**Attachment A**).

#### **PURPOSE AND EXECUTIVE SUMMARY**

The purpose of this item is to add an additional \$20,000 of local funding from the City of Georgetown for the Austin Avenue Corridor Study and carryover FY 2022 unexpended funds to FY 2023. On September 12, 2022, the Policy Board approved CAMPO to enter into an ILA with the City of Georgetown for the Austin Avenue Corridor Study in which the City would provide \$60,000 as a local match (\$40,000 previously committed).

#### **FINANCIAL IMPACT**

Amendment Three will increase the FY 2022 & 2023 UPWP (**Attachment B**) by the amount of \$20,000.

#### **BACKGROUND AND DISCUSSION**

The UPWP is the federally-required document that identifies work tasks to be completed in the CAMPO region. The items detailed below are either under way but will not be completed in this fiscal year, in the process of seeking an Advance Funding Agreement from the Texas Department of Transportation (TxDOT) or in scope negotiations with the local government. Details are as follows:

| 2022 & 2023 Unified Planning Work Program: Amendment Three |  |
|--|--|
| Subtask 3.2.1  | Carryover \$24,000 TPF - Congestion Management   |
| Subtask 3.3.1  | Carryover \$236,000 STBG - Regional Transportation Demand Management Program   |
| Subtask 4.1.5  | Carryover \$24,000 TPF - Safety Planning   |
| Subtask 5.2.1  | Carryover \$160,000 STBG and \$40,000 Local - FM 1626/RM 967 Intersection  |
| Subtask 5.2.2  | Carryover \$280,000 STBG and \$70,000 Local for Garlic Creek Parkway   |
| Subtask 5.2.3  | Carryover \$340,000 STBG and \$85,000 State - Western Caldwell County Transportation Study and Schematic Development |
| Subtask 5.2.5  | Carryover \$200,000 STBG - Freight Study   |
| Subtask 5.2.6  | Carryover \$225,000 STBG – Bottleneck Study  |
| Subtask 5.2.8  | Carryover \$150,000 TPF – Northeast Burnet County Corridor Study   |
| Subtask 5.2.9  | Carryover \$5,200,000 Concession – Project Readiness for Reg Corridor Imp Projects                                   |
| Subtask 5.2.10   | Carryover \$250,000 STBG and \$50,000 Local – SL 150/Chestnut Street Corridor Study                                  |
| Subtask 5.2.11   | Carryover \$200,000 STBG and \$60,000 Local – Austin Avenue Corridor Study   |

**SUPPORTING DOCUMENTS**

**Attachment A** – *Resolution 2022-10-7*

**Attachment B** – *FY 2022 & 2023 Unified Planning Work Program with Proposed Amendment #3*



## **Resolution 2022-10-7**

### **Acknowledging the Transportation Policy Board's Adoption of Amendment Three to the CAMPO FY 2022 & 2023 Unified Planning Work Program**

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

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

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

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

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

**WHEREAS**, CAMPO's Transportation Policy Board adopted the *FYs 2022 & 2023 Unified Planning Work Program (UPWP)* on June 14, 2021 and approved Amendment Two on February 14, 2022; and

**WHEREAS**, staff is proposing Amendment Three to add an additional \$20,000 of local funding from the City of Georgetown for the Austin Avenue Corridor Study, subtask 5.2.11. To carryover FY 2022 unexpended funding to FY 2023 for various studies (Attachment A). This revision is depicted in the background material accompanying this proposed resolution; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to approve the requested amendment to the CAMPO *FYs 2022 & 2023 Unified Planning Work Program* as reflected in this Resolution; and directs the Executive Director to transmit the adopted amendment to the Federal Highway Administration through the Texas Department of Transportation; and

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

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

The above resolution being read, a motion to amend the CAMPO FY 2022 & 2023 *Unified Planning Work Program* as reflected was made on October 3, 2022, by \_\_\_\_\_ duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 3<sup>rd</sup> day of October 2022.

\_\_\_\_\_  
**Chair, CAMPO Board**

Attest:

\_\_\_\_\_  
**Executive Director, CAMPO**



**FY 2022 & 2023**

**UNIFIED PLANNING WORK PROGRAM**

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

Adopted by the Transportation Policy Board: June 14, 2021  
Amended by the Transportation Policy Board: October 11, 2021  
Amended by the Transportation Policy Board: February 14, 2022  
[Amended by the Transportation Policy Board: October 3, 2022](#)

## Credit and Disclaimer Statement

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

- I. **INTRODUCTION** - The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis.
- A. **PURPOSE** - The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Area Metropolitan Planning Organization (CAMPO) planning process for FYs 2022- 2023. This activity is required under federal law defining the responsibilities of Metropolitan Planning Organizations (MPO). The UPWP serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process in the six-county Capital Area in Central Texas. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, CAMPO prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the CAMPO region.

The appendices contain the following:

- Appendix A: Transportation Policy Board Membership
- Appendix B: Metropolitan Area Boundary Map
- Appendix C: Debarment Certification
- Appendix D: Lobbying Certification
- Appendix E: Certification of Compliance
- Appendix F: Certification of Internal Ethics and Compliance

#### FAST Act Planning Factors

FAST Act contains ten broad planning areas that should be considered when developing plans and programs. The work tasks contained in the FYs 2022 - 2023 UPWP have considered the following ten areas, some more directly than others:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

Further, the work tasks consider the federal performance goals in the following seven areas:

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

- B. **DEFINITION OF AREA** - The CAMPO planning area includes all of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties (**Appendix B**) and the cities and villages in each of the six counties (a comprehensive list of these jurisdictions can be found at [www.campotexas.org](http://www.campotexas.org)). By federal definition, CAMPO's planning area must at least include the urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years.

During the 2010 census, a very small portion of Guadalupe County was included as a part of the newly urbanized area of San Marcos. San Marcos intends to remain part of CAMPO. Therefore, an agreement was developed between CAMPO and the Alamo Area MPO (AAMPO) regarding the roles and responsibilities of each MPO concerning this portion of Guadalupe County. CAMPO agrees that staff will meet as needed to review progress of planning efforts to discuss key findings from program activities and to discuss the scope, plans, and implementation of activities. To help ensure continuity of federal and state funds, CAMPO agrees to abide by the methodology and process used to allocate funds to the respective MPOs. CAMPO agrees to abide by the methodology and process currently used to allocate federal transportation planning funds to the respective MPOs. CAMPO agrees to work with the AAMPO to identify the need for corridor projects that cross the CAMPO and AAMPO planning area boundary.

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

Other committees, task forces or study groups may be formed from time-to-time throughout the year as necessary.

CAMPO currently operates with various professional staff positions. The professional staff covers the tasks listed in the UPWP. Depending on the budget and/or work tasks to be completed, CAMPO may employ a varying number of consultants, interns, permanent, or temporary personnel.

#### Functional Responsibilities of Planning Agencies

For the transportation planning process to function properly, the agencies involved

must work together cooperatively. The Transportation Policy Board (TPB), the Texas Department of Transportation (TxDOT), Central Texas Regional Mobility Authority (CTRMA), Capital Metro, Capital Area Rural Transportation System (CARTS) and the local governments within the planning area are responsible for carrying out the urban transportation planning process consistent with local agreements. This process includes planning for roadways, bicycling facilities, pedestrian facilities, freight movement, passenger rail, and transit.

The following descriptions of functional responsibilities for each agency are not intended to limit the participation of any agency or local government in the study. Rather, they are brief descriptions of primary responsibilities.

Metropolitan Planning Organization - The MPO, in cooperation with CTRMA, mass transit operators, planning agencies and local governments:

- 1) Is responsible for carrying out and maintaining the urban transportation planning process to include:
  - a. Cooperative decision-making, principally, by elected officials of local governments.
  - b. Unified Planning Work Program (UPWP),
  - c. Transportation Improvement Program (TIP),
  - d. Metropolitan Transportation Plan (MTP), and
  - e. Congestion Management Process (CMP).
- 2) Executes contracts and/or agreements necessary to carry out the work outlined in the UPWP.
- 3) Develops and maintains transportation databases and analytical tools.

MPO staff has the following general responsibilities:

- 1) Provide staff support to the Transportation Policy Board (TPB), the Technical Advisory Committee (TAC), and committees of the Policy Board and TAC.
- 2) Review and report on items on the agenda(s) for the TPB, TAC, and appropriate committees.
- 3) Coordinate and perform the planning and data collection activities contained in the UPWP.
- 4) Prepare and submit an annual budget outlined in the UPWP for approval.
- 5) Receive and review all bills from consultants that the MPO has contracted with to perform work outlined in the UPWP.
- 6) Submit requests for reimbursement to the appropriate federal and/or state agencies for work performed according to the UPWP.
- 7) Prepare and submit grant applications for federal/other assistance in transportation planning, and related fields, as appropriate.
- 8) Prepare and submit the annual performance and expenditure report and annual project listing.
- 9) Coordinate the activities for the development and maintenance of the Unified Planning Work Program, the long-range Metropolitan Transportation Plan and the Transportation Improvement Program.
- 10) Refine and maintain a process for engaging the public in the transportation planning process; and

- 11) Perform any other administrative duties as required by the Transportation Policy Board; and,
- 12) Ensure compliance with Title VI Civil Rights, Environmental Justice and other federal requirements related to CAMPO's operations, activities and programs.

#### Texas Department of Transportation

The Texas Department of Transportation (TxDOT), within the realm of transportation planning, has the following varied responsibilities for the CAMPO planning area:

- Highway planning.
- Participating and lead agency in appropriate transportation studies and environmental documents.
- Review of all FTA Section 5307, 5310 and Section 5311 capital grant applications that may involve state funding: and

In addition, TxDOT maintains certain transportation database files and forecasting models, and coordinates its planning efforts with the MPO through the UPWP.

#### Capital Area Rural Transportation System (CARTS)

CARTS is the rural public transportation provider for this region and has primary responsibility for rural transit planning and operations in the study area.

#### Capital Metropolitan Transportation Authority (Capital Metro)

Capital Metro is a provider of public transportation in the region. Capital Metro has primary responsibility for conducting various short and long-range transit studies, maintaining all transit data, and is responsible for transit planning and operation in the urban portion of the study area.

#### Counties

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

The Counties of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson have the primary responsibility for the planning of all roads outside incorporated areas that are not on the State system. The counties also perform analyses on the state system in cooperation with the TxDOT – Austin District. The County coordinates its planning with TxDOT and incorporated areas in extraterritorial jurisdictional areas.

#### Cities

All jurisdiction cities in our planning area have the responsibility for the planning of all off-system roads within their incorporated area, and some have negotiated agreements with TxDOT to plan for roads on the state system as well in cooperation with TxDOT.

#### Public/Public and Public/Private Partnerships

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

- D. **PRIVATE SECTOR INVOLVEMENT** – Consultants have been and will continue to be used on an as-needed basis in CAMPO's transportation programs and planning processes. In the past, CAMPO has used private sector consultants for a variety of services ranging from legal services to corridor studies to improvements to the regional travel demand model. The use of consultants will continue as needed.
- E. **PLANNING ISSUES AND EMPHASIS** – The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks for FY 2022 and 2023. The Planning Emphasis Areas are:
1. **MAP-21 Implementation - Transition to Performance Planning and Programming:** CAMPO continues to engage in performance-based planning and programming as required by MAP-21 and the FAST Act including the adoption of federal and state performance measures for Safety (PM1), Pavement/Bridge Conditions (PM2), System/Freight Performance (PM3) and Transit Asset Management (TAM). These performance measures are regularly updated, amended, and incorporated into the development of planning products including the Transportation Improvement Program and Regional Transportation Plan. Additionally, project programming and funding efforts undergo a rigorous performance-based evaluation process.
  2. **Regional Models of Cooperation - Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO and state boundaries:**  
CAMPO will continue to strive to improve the effectiveness of transportation decision making by working with regional partners to think beyond traditional borders and adopt a coordinated approach to transportation planning that supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination promises to reduce project delivery time and enhance the efficient use of resources. Enhanced cross-jurisdictional communication will improve collaboration, policy implementation, technology usage, and performance management.
  3. **Ladders of Opportunity – Access to essential services:**  
Through the transportation planning process, CAMPO will work with regional partners to identify connectivity gaps in accessing essential services, including employment, health care, schools/education, and recreation. Staff will research analytical methods to identify gaps in the connectivity of the transportation system and identify infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Potential tasks include: evaluating the effectiveness of public transportation plans for engaging transportation disadvantaged communities in the transportation decision making process; updating the Section 5310 Coordinated Human Services Public Transportation Plan; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with the Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical and transit facilities.

CAMPO will work cooperatively with TxDOT, CARTS and Capital Metropolitan Transportation Authority (CMTA) to define performance measures that emphasize these seven federal goals:

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

## II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

- **OBJECTIVE**

To accomplish, on a continuing basis, the plans and programs necessary to administer federal transportation planning requirements and maintain the transportation planning process in and for the Capital Area Metropolitan Planning Organization's planning area.

- **EXPECTED PRODUCTS**

Certified transportation planning process  
FY 2021 & FY 2022 Single Audit  
Unified Planning Work Program (FYs 2022 & 2023) and amendments  
Unified Planning Work Program (FYs 2024 & 2025)  
FY 2021 & 2022 Annual Project Listing  
FY 2021 & 2022 Annual Performance and Expenditure Report  
Statistics and Metrics Dashboard  
New equipment and computer hardware/software

- **PREVIOUS WORK**

Performed general administrative functions  
FY 2020 & 2021 Unified Planning Work Program and amendments  
FY 2019 & 2020 Annual Project Listing  
FY 2019 & 2020 Annual Performance and Expenditure Report  
FY 2019 & 2020 Single Audit  
Updated Public Participation Plan  
Updated Title VI Plan  
Coordinated transportation planning and implementation activities with other agencies and organizations  
Conducted a public involvement process compliant with federal and state regulations  
Provided support for all meetings of the transportation planning process  
Implemented policies to maintain the transportation planning process  
Provided staff access to courses, conferences, workshops and seminars  
Regional Transit Study  
Bergstrom Spur Study  
Regional Transportation Demand Management (TDM) Study

- **SUBTASKS**

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

The primary activities which will take place under MPO Staff Work include the following:

**1.1.1 Program Administration:** This activity includes development and implementation of those policies and guidelines necessary to carry out and maintain the transportation planning process; maintenance of the FY 2022 & 2023 Unified Planning Work Program, development of the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL), development of the FY 2024 & 2025 Unified Planning Work Program, sponsoring and conducting

meetings including providing support to policy and advisory bodies; coordinating and working with other agencies and organizations involved in planning, programming and implementation of transportation projects.

**1.1.2 Public Participation:** This activity supports the implementation of the MPO's Public Participation Plan to include the conduct of community outreach and public meetings/hearings as needed with emphasis on Environmental Justice populations and the development/review processes of the Transportation Improvement Program, Metropolitan Transportation Plan and other planning products; develop and use of questionnaires, online surveys, newsletters and other participation techniques; and provide bilingual materials and translations as appropriate.

**1.1.3 Title VI Civil Rights/Environmental Justice (EJ):** This activity supports monitoring and evaluating Title VI/EJ guidance and requirements, developing and implementing documents and procedures to ensure CAMPO's plans, programs and activities comply with Title VI/EJ guidance and requirements, collecting and analyzing data related to minority, low income, limited English proficiency and other populations vulnerable to potential disproportional adverse impacts from the planned transportation system and transportation projects, identifying possible strategies to minimize, avoid or mitigate potential disproportional adverse impacts on the EJ populations, maintaining, coordinating efforts to develop the Regional Toll Network Analysis that evaluates the impacts of the regional toll network on the EJ and non-EJ populations (see Task 2.0), implementing the CAMPO Limited English Proficiency Plan and updating that plan as needed.

**1.1.4 Travel and Training:** This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops (AMPO, APA, ESRI, TransCad, TxDOT, TRB, UT at Austin, CNU, etc.). CAMPO will seek prior approval from TxDOT for Out-of-State travel.

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

|                      |  |
|----------------------|--|
| Responsible Agency:  | Capital Area Metropolitan Planning Organization  |
| Funding Requirement: | \$3,908,388 PL   |
| Product(s):          | Certified transportation planning process; Updated or new documents and reports<br>Statistics and Metrics Dashboard New equipment and computer hardware/software |

### Subtask 1.2 Legal Services – Consultant Work

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

Responsible Agency: Capital Area Metropolitan Planning Organization  
 Funding Requirement: \$200,000 PL  
 Product(s): Legal opinion(s) and counsel, as necessary and appropriate, with prior approval from TxDOT and FHWA

### Subtask 1.3 Audit Costs – Consultant Work

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

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

## • FUNDING SUMMARY

### Task 1.0 - FY 2022 & FY 2023

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

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

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

- **OBJECTIVE**  
Provide updated information, demographic data and analysis to support the Metropolitan Planning Organization's planning efforts.
- **EXPECTED PRODUCTS**  
Series of technical reports documenting the ongoing GIS data updates on traffic counts and mapping  
Transportation related air quality data collection and analysis, air quality planning and outreach products  
2045 Plan related performance measures  
Demographic forecasts and travel demand model for the 2045 Plan updates  
Interactive Web Viewer updates  
UrbanSim (Demographic Allocation Tool)  
Development 2050 Travel Demand Model
- **PREVIOUS WORK**  
Updated demographic forecasts and travel demand model for the 2045 Plan  
2040 Plan related performance measures  
Development 2045 Travel Demand Model  
Regional Arterial Plan Modeling  
UrbanSim (Demographic Allocation Tool)  
Interactive Web Viewer – Regional Arterial Plan

- **SUBTASKS**

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

**2.1.1 General Administration:** This subtask allows for administrative activities related to data development and maintenance including procurement, contract management and appropriate review/processing of monthly billings for work related to Task 2, as well as conducting the activities in subtasks 2.1.2, 2.1.3, 2.1.4, and 2.1.5 and developing related performance measures.

**2.1.2 General GIS:** Specific activities will include reviewing and providing direction on the development and dissemination of geospatial databases on residential and commercial growth and transportation data; mapping databases supporting CAMPO programs; maintenance of the demographic and modeling databases of the 2045 Plan; develop and maintain the interactive web viewer for sharing GIS data on growth and projects; develop maps and materials for work group and public meetings; develop technical memoranda documenting work completed.

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

**2.1.4 Travel Demand Modeling:** Run CAMPO's FTA-compliant and time-of-day model. Specific activities will include coordination with TxDOT on development of the new 2020 base year model, performing model runs for the amendments of the 2045 Plan, 2019-2022 TIP and the development of the 2050 Plan; refinements of in-house modeling capabilities; and regular updates of computer hardware, software, and necessary peripherals for supporting the demographic forecasting and travel demand modeling activities.

**2.1.5 Environmental Analysis:** This subtask includes facilitating planning and environmental linkages by participating in NEPA related studies and Planning and Environmental Linkages (PEL) studies, monitoring and evaluating the effect of CAMPO plans and programs on the environment, identifying potential mitigation activities and locations where they might occur, coordinating outreach with resource agencies and working groups, developing and updating GIS analyses using GISST, and other relevant data. CAMPO is participating in NEPA related studies to facilitate the proper integration of planning outcomes in the environmental process.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$449,225 PL  
Product(s): Technical memoranda, final reports, PEL and NEPA related reports and analyses.

## **Subtask 2.2 GIS, Demographic Forecast, & Travel Demand – Consultant Work**

### **2.2.1 Demographic Forecast and Travel Demand Modeling Projects for 2045 Plan**

Conduct activities related to the travel demand model in support of development of the 2045 Plan. It is noted that the demographic forecasting and travel demand modeling procedures applied in the CAMPO area are integrated. Conduct activities related to the production of the regional employment and population profiles for inclusion in the CAMPO travel demand model and the 2045 toll analysis. Ongoing contract.

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

- FUNDING SUMMARY

Task 2.0 - FY 2022 & FY 2023

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

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

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

- **OBJECTIVE**

Conduct short-range transportation and transportation-related planning activities with short-term planning and implementation focus, including the development and administration of the Transportation Improvement Program.

- **EXPECTED PRODUCTS**

2021-2024 Transportation Improvement Program  
2023-2024 Transportation Improvement Program  
10 Year Plan  
Performance Measure Report  
Project Progress Report  
2023-2026 TASA 4-Project Call  
Project Prioritization Process  
Congestion Management Process

- **PREVIOUS WORK**

2019-2022 Transportation Improvement Program  
Project Tracking  
Performance Measure Report  
Congestion Management Process (CMP)  
Special Funding Report

- **SUBTASKS**

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

**3.1.1 General Administration:** This subtask allows for MPO staff support for administrative activities related to short range planning, including the development and management of agency contracts; procurement, development, and management of consultant contracts for projects in Task 3; and the review and processing of monthly billings for work related to Task 3.

**3.1.2 General Activities:** Specific activities will include, but are not limited to, maintenance of the FY 2021-2024 Transportation Improvement Program, development of the FY 2023-2026 Transportation Improvement Program, along with related performance measures.

**3.1.3 Public Participation:** This subtask includes MPO staff participation in public outreach activities including video production, developing website information, writing newsletter articles, developing other printed materials, and public meeting facilitation as needed.

**3.1.4 Congestion Management Process (CMP), Intelligent Transportation Systems (ITS) and Operations Planning:** This subtask covers activities related to conducting the CMP, ITS and Operations Planning. Specific activities include, but are not limited to, developing, updating, refining, and implementing the CMP, incorporating congestion analysis results into the regional planning process, and incorporating ITS, systems management and operations into the planning process.

**3.1.5 Transportation Improvement Program:** The four-year Transportation Improvement Program (TIP) lists surface transportation projects that are funded with federal dollars and are consistent with the long-range plan developed for the area. The TIP may also include non-federally funded projects that are regionally significant. The TIP development process includes public involvement activities and opportunities for public review and comment on all aspects of the program.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$565,667 PL  
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos, 2021-2023 TIP amendments, 2023-2026 TIP, Congestion Management Process (CMP) Plan

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

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

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$45,000 PL  
Product(s): Congestion data and analysis, data in GIS format

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

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

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

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

- FUNDING SUMMARY

### Task 3.0 - FY 2022 & FY 2023

| Subtask      | Responsible Agency | Transportation Planning Funds (TPF) <sup>1</sup> |         | STBG    |      | Local |      | Total   |         | Grand Total |
|--------------|--------------------|--|---------|---------|------|-------|------|---------|---------|-------------|
|              |                    | 2022   | 2023    | 2022    | 2023 | 2022  | 2023 | 2022    | 2023    |             |
| 3.1          | CAMPO              | 278,080  | 287,587 |         |      |       |      | 278,080 | 287,587 | 565,667     |
| 3.2          | CAMPO              | 45,000   | -       |         |      | -     |      | 45,000  | -       | 45,000      |
| 3.3          | CAMPO              | -  | -       | 498,720 | -    |       |      | 498,720 | -       | 498,720     |
| <b>TOTAL</b> |                    | 323,080  | 287,587 | 498,720 | -    | -     | -    | 821,800 | 287,587 | 1,109,387   |

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

| Subtask      | Responsible Agency | Transportation Planning Funds (TPF) <sup>1</sup> |         | STBG    |         | Local |      | Total   |         | Grand Total |
|--------------|--------------------|--|---------|---------|---------|-------|------|---------|---------|-------------|
|              |                    | 2022   | 2023    | 2022    | 2023    | 2022  | 2023 | 2022    | 2023    |             |
| 3.1          | CAMPO              | 278,080  | 287,587 |         |         |       |      | 278,080 | 287,587 | 565,667     |
| 3.2          | CAMPO              | 21,000   | 24,000  |         |         | -     |      | 21,000  | 24,000  | 45,000      |
| 3.3          | CAMPO              | -  | -       | 262,720 | 236,000 |       |      | 262,720 | 236,000 | 498,720     |
| <b>TOTAL</b> |                    | 299,080  | 311,587 | 262,720 | 236,000 | -     | -    | 561,800 | 547,587 | 1,109,387   |

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## V. TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN

- **OBJECTIVE**

To develop, maintain and update a multi-modal Regional Transportation Plan for the CAMPO planning area for a 25-year horizon that meets federal requirements and regional goals.

- **EXPECTED PRODUCTS**

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

- **PREVIOUS WORK**

2045 Regional Transportation Plan  
2040 Regional Transportation Plan Amendments  
2040 Regional Transportation Plan implementation products initial work products related to the development of the 2045 Regional Transportation Plan  
Develop a regional bicycle and pedestrian plan

- **SUBTASKS**

### Subtask 4.1 MPO Staff Work for Task 4.0

**4.1.1 General Administration:** This subtask allows for MPO staff support for administrative activities related to long range planning including procurement, development, management of consultant contracts for projects in Tasks 4.1, 4.2, and 4.3, review and processing of monthly billings for work related to Tasks 4.1, 4.2, and 4.3, conduct access management, safety, sub-regional traffic management, and other related corridor studies, participation in study oversight committee meetings, amending and maintaining the CAMPO 2040 Regional Transportation Plan, developing the CAMPO 2045 Regional Transportation Plan and supporting materials and cooperatively developing related performance measures.

**4.1.2 Public Participation:** This subtask includes MPO staff participation in public outreach activities including video production, developing website information, newsletter articles, other printed materials, and public meeting facilitation as needed.

**4.1.3 Regional Public Transportation Coordination:** This subtask allows for MPO staff support for regional public transportation coordination including coordinating the Regional Transit Coordination Committee (RTCC) and associated activities, and implementing, maintaining and updating the Capital Area Coordinated Transit – Health and Human Services Transportation Plan.

**4.1.4 Bicycle and Pedestrian Planning:** This subtask includes coordinating the Active Transportation Advisory Committee, conducting planning activities related to bicycle and pedestrian facilities, updating the regional active transportation plan, updating the regional bicycle and pedestrian facility inventory.

**4.1.5 Safety Planning:** This subtask includes access management and corridor studies for the region, crash data hot spot analyses for regional and local governments, coordinating the regional safety coalition and its safety emphasis area team's associated activities, including, but not limited to, regional workshops, Safety Summits, data analyses, and updating and maintaining the safety analysis tool.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$923,773 PL  
Product(s): Planning documents, data sets, contract procurement materials and billing packages, and networks

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

##### **4.2.1 2045 Metropolitan Transportation Plan**

Maintenance of the CAMPO 2045 Regional Transportation Plan.

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

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

##### **4.3.1 Regional Transit Coordination**

This subtask provides support for regional public transportation coordination including the Regional Transit Coordination Committee and associated activities, implementing, maintaining and updating the Capital Area Coordinated Transit-Health and Human Services Transportation Plan. Contract ongoing.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$100,000 FTA 5304  
Product(s): Reports, memos, agendas

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

**4.4.1 CARTS Transportation Development Plan**

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

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

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

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

Responsible Agency: City of Austin  
Funding Requirement: \$1,650,000 City of Austin Local Funds

**4.4.3 North Lamar/Guadalupe/Riverside Fixed Guideway Corridor Station Area Plans, Value Capture Tools and other Innovative Financing tools, and Transit Oriented Development (TOD) Station Area Zoning**

The Capital Metropolitan Transportation Authority will receive funding to plan for TOD at eight proposed stations along the 6.5-mile Orange Line South light rail corridor. The Orange Line South Corridor ETOD Study will focus on an approximately 6.5-mile light rail corridor with eight proposed stations, five of which are included in the Project Connect LRT Orange Line initial investment, Auditorium Shores, SOCO, Oltorf, St. Edwards, and South Congress Transit Center. The additional three southern-most proposed stations, Stassney, William Cannon, and Slaughter, are part of an LRT Orange Line extension. The Orange Line initial investment is expected to open in 2029.

Responsible Agency: Capital Metro  
Funding Requirement: \$750,000 FTA and \$400,000 Local Funds

• **FUNDING SUMMARY**

**Task 4.0 - FY 2022 & FY 2023**

| Sub task     | Responsible Agency | Transportation Planning Funds (TPF) <sup>1</sup> |         | FTA Sect. 5304 |        | STBG |      | STATE  |      | LOCAL     |      | FTA Sect. 20005(b) |      | Total     |         | Grand Total |
|--------------|--------------------|--|---------|----------------|--------|------|------|--------|------|-----------|------|--------------------|------|-----------|---------|-------------|
|              |                    | 2022   | 2023    | 2022           | 2023   | 2022 | 2023 | 2022   | 2023 | 2022      | 2023 | 2022               | 2023 | 2022      | 2023    |             |
| 4.1          | CAMPO              | 480,472  | 443,301 |                |        |      |      |        |      | -         |      |                    |      | 480,472   | 443,301 | 923,773     |
| 4.2          | CAMPO              | -  | -       |                |        |      |      |        |      |           |      |                    |      | -         | -       | -           |
| 4.3          | CAMPO              |  |         | 75,000         | 25,000 |      |      |        |      |           |      |                    |      | 75,000    | 25,000  | 100,000     |
| 4.4          | OTHER AGENCIES     | -  | -       | 166,667        |        | -    | -    | 33,333 | -    | 2,050,000 | -    | 750,000            | -    | 2,250,000 | -       | 2,250,000   |
|              |                    | -  | -       |                |        | -    | -    |        |      | -         | -    | -                  | -    | -         | -       | -           |
| <b>TOTAL</b> |                    | 480,472  | 443,301 | 241,667        | 25,000 | -    | -    | 33,333 | -    | 2,050,000 | -    | 750,000            | -    | 3,555,472 | 468,301 | 4,023,773   |

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

| Sub task | Responsible Agency | Transportation Planning Funds (TPF) <sup>2</sup> |         | FTA Sect. 5304 |        | STBG |      | STATE  |      | LOCAL     |      | FTA Sect. 20005(b) |      | Total     |         | Grand Total |
|----------|--------------------|--|---------|----------------|--------|------|------|--------|------|-----------|------|--------------------|------|-----------|---------|-------------|
|          |                    | 2022   | 2023    | 2022           | 2023   | 2022 | 2023 | 2022   | 2023 | 2022      | 2023 | 2022               | 2023 | 2022      | 2023    | 2022&2023   |
| 4.1      | CAMPO              | 456,472  | 467,301 |                |        |      |      |        |      | -         |      |                    |      | 456,472   | 467,301 | 923,773     |
| 4.2      | CAMPO              | -  | -       |                |        |      |      |        |      |           |      |                    |      | -         | -       | -           |
| 4.3      | CAMPO              |  |         | 75,000         | 25,000 |      |      |        |      |           |      |                    |      | 75,000    | 25,000  | 100,000     |
| 4.4      | OTHER AGENCIES     | -  | -       | 166,667        |        | -    | -    | 33,333 | -    | 2,050,000 | -    | 750,000            |      | 2,250,000 | -       | 2,250,000   |
|          |                    | -  | -       |                |        |      |      |        |      | -         | -    | -                  | -    | -         | -       | -           |
|          | <b>TOTAL</b>       | 456,472  | 467,301 | 241,667        | 25,000 | -    | -    | 33,333 | -    | 2,050,000 | -    | 750,000            | -    | 3,531,472 | 492,301 | 4,023,773   |

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## VI. TASK 5.0 - SPECIAL STUDIES

- OBJECTIVE**  
 To conduct special studies of transportation facilities and/or corridors and transportation-related topics and to implement specialized studies. Includes the assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.
- EXPECTED PRODUCTS**  
 Continued analysis of corridors in the region  
 Western Caldwell County Transportation Study and Schematic Development  
 FM 1626/RM 967 Intersection  
 Garlic Creek Parkway  
~~US 290/RM 12 & Mercer District~~ (Project Cancelled)  
 Freight Study  
 Bottleneck Study  
 San Marcos Planning Study  
 Northeast Burnet County Corridor Study  
 Project Readiness for Regional Corridor Improvement Projects  
 SL 150/Chestnut Street Corridor Study  
 Austin Avenue Corridor Study
- PREVIOUS WORK**  
 Regional Arterial and MoKan/Northeast Subregional  
 San Marcos Transportation Corridor Study
- SUBTASKS**

### Subtask 5.1 MPO Staff Work for Task 5.0

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

Responsible Agency: CAMPO  
 Funding Requirement: \$192,644 PL

Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos

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

### **5.2.1 FM 1626/RM 967 Intersection**

Lane use and transportation nodal analysis. Contract TBD.

Responsible Agency: CAMPO and City of Buda  
Funding Requirement: \$160,000 STBG and \$40,000 Local Funds

### **5.2.2 Garlic Creek Parkway**

Corridor and connectivity analysis. Contract TBD.

Responsible Agency: CAMPO and City of Buda  
Funding Requirement: \$280,000 STBG and \$70,000 Local Funds

### **~~5.2.3 US 290/RM 12 & Mercer District~~**

~~Land use, corridor and node analysis. Contract TBD.~~

~~Responsible Agency: CAMPO and City of Dripping Springs  
Funding Requirement: \$360,000 STBG \$90,000 Local Funds~~

### **5.2.4 Western Caldwell County Transportation Study and Schematic Development**

Conduct feasibility study for new location roadway. Contract ongoing.

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

### **5.2.5 Freight Study**

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

Responsible Agency: CAMPO  
Funding Requirement: \$200,000 STBG and 50,000 TDCs

#### **5.2.6 Bottleneck Study**

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

Responsible Agency: CAMPO  
Funding Requirement: \$225,000 STBG and 56,250 TDCs

#### **5.2.7 San Marcos Platinum Planning Study**

Land use, corridor, and node analysis. Contracted.

Responsible Agency: CAMPO and City of San Marcos  
Funding Requirement: \$136,000 STBG \$34,000 Local Funds

#### **5.2.8 Northeast Burnet County Corridor Study**

Planning level analyses and providing corridor planning support to develop, evaluate, and advance a broad range of mobility improvements in northeast Burnet County. Contract TBD.

Responsible Agency: CAMPO  
Funding Requirement: \$150,000 PL Funds

#### **5.2.9 Project Readiness for Regional Corridor Improvement Projects**

Multimodal corridor studies to advance recommendations for inclusion in CAMPO's long-range Regional Transportation Plan (RTP) and for future funding consideration in CAMPO's Transportation Improvement Program (TIP). Contract TBD.

Responsible Agency: CAMPO  
Funding Requirement: \$7,000,000 Concession Funds

#### **5.2.10 SL 150/Chestnut Street Corridor Study**

The SL 150/Chestnut Street Corridor Study will assess multimodal mobility and safety needs for the 3-mile section of SL 150/Chestnut Street between SH 71/Childers Drive and SH 71/Tahitian Drive in the City of Bastrop. Building upon community visioning work completed in 2019 as part of the Bastrop Building Block

(B3) Code, the study will include public/stakeholder engagement, needs assessment, a corridor concept plan, and an implementation plan. Contract TBD.

Responsible Agency: CAMPO and City of Bastrop  
Funding Requirement: \$250,000 PL and \$50,000 Local Funds

#### 5.2.11 Austin Avenue Corridor Study

The Austin Avenue Corridor Study will assess multimodal mobility/safety needs and catalytic land use opportunities for the 5-mile section of Austin Avenue between SE Inner Loop and NE Inner Loop in the City of Georgetown. The study will run concurrently with and inform several local planning efforts including the Downtown Master Plan Update, Downtown Parking Study, and Overall Transportation Plan Update. The study will include public/stakeholder engagement, needs assessment, a corridor concept plan, and an implementation plan. Contract TBD.

Responsible Agency: CAMPO and City of Georgetown  
Funding Requirement: \$200,000 PL and \$4960,000 Local Funds

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

### FUNDING SUMMARY

#### Task 5.0 - FY 2022 & 2023

| Sub task     | Responsible Agency | Transportation Planning Funds (TPF) <sup>1</sup> |        | STBG      |      | Local   |      | State   |      | Concession |      | Total      |        | Grand Total |
|--------------|--------------------|--|--------|-----------|------|---------|------|---------|------|------------|------|------------|--------|-------------|
|              |                    | 2022   | 2023   | 2022      | 2023 | 2022    | 2023 | 2022    | 2023 | 2022       | 2023 | 2022       | 2023   |             |
| 5.1          | CAMPO              | 94,097   | 98,547 | -         | -    | -       | -    | -       | -    | -          | -    | 94,097     | 98,547 | 192,644     |
| 5.2          | CAMPO              | 600,000  | -      | 2,201,000 | -    | 234,000 | -    | 300,000 | -    | 7,000,000  | -    | 10,335,000 | -      | 10,335,000  |
| 5.3          | OTHER Agencies     | -  | -      | -         | -    | -       | -    | -       | -    | -          | -    | -          | -      | -           |
| <b>TOTAL</b> |                    | 694,097  | 98,547 | 2,201,000 | -    | 234,000 | -    | 300,000 | -    | 7,000,000  | -    | 10,429,097 | 98,547 | 10,527,644  |

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

| Sub task     | Responsible Agency | Transportation Planning Funds (TPF) <sup>1</sup> |         | STBG    |           | Local  |         | State   |        | Concession |           | Total     |           | Grand Total |
|--------------|--------------------|--|---------|---------|-----------|--------|---------|---------|--------|------------|-----------|-----------|-----------|-------------|
|              |                    | 2022   | 2023    | 2022    | 2023      | 2022   | 2023    | 2022    | 2023   | 2022       | 2023      | 2022      | 2023      |             |
| 5.1          | CAMPO              | 94,097   | 98,547  | -       | -         | -      | -       | -       | -      | -          | -         | 94,097    | 98,547    | 192,644     |
| 5.2          | CAMPO              | -  | 600,000 | 996,000 | 1,205,000 | 34,000 | 220,000 | 215,000 | 85,000 | 1,800,000  | 5,200,000 | 3,045,000 | 7,310,000 | 10,355,000  |
| 5.3          | OTHER Agencies     | -  | -       | -       | -         | -      | -       | -       | -      | -          | -         | -         | -         | -           |
| <b>TOTAL</b> |                    | 94,097   | 698,547 | 996,000 | 1,205,000 | 34,000 | 220,000 | 215,000 | 85,000 | 1,800,000  | 5,200,000 | 3,139,097 | 7,408,547 | 10,547,644  |

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

**BUDGET SUMMARY - FY 2022 & 2023**

| UPWP Task | Description                      | TPF <sup>1</sup> Funds | FTA Sect. 5304 | FTA 5307 | FTA Sect. 20005(b) | STBG      | Local Funds | STATE   | Concession | Total Funds |
|-----------|----------------------------------|------------------------|----------------|----------|--------------------|-----------|-------------|---------|------------|-------------|
| 1.0       | Administration-Management        | 4,158,388              |                |          |                    |           |             |         |            | 4,158,388   |
| 2.0       | Data Development and Maintenance | 449,225                |                |          |                    |           |             |         |            | 449,225     |
| 3.0       | Short Range Planning             | 610,667                |                |          |                    | 498,720   |             |         |            | 1,109,387   |
| 4.0       | Metropolitan Transportation Plan | 923,773                | 100,000        |          |                    |           | -           |         |            | 1,023,773   |
| 4.4       | MTP (other agencies)             |                        | 166,667        |          | 750,000            |           | 2,050,000   | 33,333  |            | 3,000,000   |
| 5.0       | Special Studies                  | 792,644                |                |          |                    | 2,201,000 | 234,000     | 300,000 | 7,000,000  | 10,527,644  |
| TOTAL     |                                  | 6,934,697              | 266,667        | -        | 750,000            | 2,699,720 | 2,284,000   | 333,333 | 7,000,000  | 20,268,417  |

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

Combined Transportation Planning Funds <sup>2</sup> \$5,826,136  
Estimated Unexpended Carryover \$1,108,561  
TOTAL TPF \$6,934,697

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

| UPWP Task | Description                      | TPF <sup>1</sup> Funds | FTA Sect. 5304 | FTA 5307 | FTA Sect. 20005(b) | STBG      | Local Funds | STATE   | Concession | Total Funds |
|-----------|----------------------------------|------------------------|----------------|----------|--------------------|-----------|-------------|---------|------------|-------------|
| 1.0       | Administration-Management        | 4,158,388              |                |          |                    |           |             |         |            | 4,158,388   |
| 2.0       | Data Development and Maintenance | 449,225                |                |          |                    |           |             |         |            | 449,225     |
| 3.0       | Short Range Planning             | 610,667                |                |          |                    | 498,720   |             |         |            | 1,109,387   |
| 4.0       | Metropolitan Transportation Plan | 923,773                | 100,000        |          |                    |           | -           |         |            | 1,023,773   |
| 4.4       | MTP (other agencies)             |                        | 166,667        |          | 750,000            |           | 2,050,000   | 33,333  |            | 3,000,000   |
| 5.0       | Special Studies                  | 792,644                |                |          |                    | 2,201,000 | 254,000     | 300,000 | 7,000,000  | 10,547,644  |
| TOTAL     |                                  | 6,934,697              | 266,667        | -        | 750,000            | 2,699,720 | 2,304,000   | 333,333 | 7,000,000  | 20,288,417  |

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**Date:** October 3, 2022  
**Continued From:** N/A  
**Action Requested:** Approval

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**To:** Transportation Policy Board  
**From:** Mr. William Lisska, Regional Planning Manager  
**Agenda Item:** 8  
**Subject:** Discussion and Take Appropriate Action on Chestnut Street/SL 150 Multimodal Corridor Study Interlocal Agreement (ILA)

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**RECOMMENDATION**

Staff requests the Transportation Policy Board authorize the Chair to execute an interlocal agreement (Attachment A) with the City of Bastrop for the Chestnut Street/SL 150 Multimodal Corridor Study.

**PURPOSE AND EXECUTIVE SUMMARY**

CAMPO seeks to assist Bastrop with the development of a multimodal corridor study for Chestnut Street/SL 150 from SH 71/21 (at Childers Drive) to SH 71/95 (at Tahitian Drive).

**FINANCIAL IMPACT**

This study will use up to \$250,000 in Metropolitan Planning (PL) funds, as amended in the Unified Planning Work Program on February 14, 2022. The City of Bastrop will provide an additional \$50,000 in local contributions for a total project budget amount not to exceed \$300,000.

**BACKGROUND AND DISCUSSION**

This study will be led by CAMPO in partnership with the City of Bastrop (City). The purpose of this initiative is to assist the City of Bastrop (City) with a multimodal corridor study for Chestnut Street/State Loop (SL) 150 from SH 71/21 (at Childers Drive) to SH 71/95 (at Tahitian Drive). The study will identify needs and develop a context-sensitive transportation vision for several different subareas along the corridor. Additionally, the study will identify placemaking opportunities within key focus areas. The study will build upon previous local and regional plans, including the City's Bastrop Building Block (B3) Code and Transportation Master Plan update, and will guide recommendations for CAMPO's long-range Regional Transportation Plan (RTP) and other planning efforts.

This agenda item covers the request for approval of an interlocal agreement (ILA) between CAMPO and the City of Bastrop for the Chestnut Street/SL 150 Multimodal Corridor Study. CAMPO has issued a request for proposal (RFP) for planning service for this study with a due date of October 7, 2022. Following the evaluation of qualifying responses, staff will ask the Transportation Policy Board at a future meeting to authorize the CAMPO Executive Director to negotiate and execute a contract with the top-ranked consultant firm.

**SUPPORTING DOCUMENTS**

**Attachment A** – *Chestnut Street/SL 150 Multimodal Corridor Study Interlocal Agreement*  
**Attachment B** – *Resolution 2022-10-8*

**INTERLOCAL AGREEMENT BETWEEN  
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)  
AND  
CITY OF BASTROP  
FOR  
CHESTNUT STREET / SL 150 MULTIMODAL CORRIDOR STUDY**

THIS INTERLOCAL AGREEMENT (“Agreement”) is made by and between the CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION, a **metropolitan planning organization**, (“CAMPO”) and the CITY OF BASTROP, a **Texas Home Rule Municipal Corporation in Bastrop County**, (“the City”) pursuant to the authority granted and in compliance with the provisions of the Interlocal Cooperation Act, Chapter 791, *Texas Government Code*.

**WHEREAS**, the Texas Interlocal Cooperation Act, Texas Government Code Chapter 791 (the “Act”), provides that any one or more public agencies may contract with each other for the performance of governmental functions or services for the promotion and protection of the health and welfare of the inhabitants of this State and for the mutual benefit of the parties; and

**WHEREAS**, the Governor of the State of Texas has designated CAMPO (formerly the Austin Transportation Study), acting through its Transportation Policy Board, to be the Metropolitan Planning Organization (MPO) for the Austin urbanized area(s), and the lead agency for the region’s Metropolitan Planning process; and

**WHEREAS**, the Metropolitan Planning process addresses requirements under state and Federal law that promote efficient system management and operation; and

**WHEREAS**, CAMPO’s planning process is a multimodal approach to addressing congestion and transportation needs; and uses comprehensive planning to ensure the regional nature of their planning work is locally driven; and

**WHEREAS**, CAMPO’s planning process translates federal and state transportation guidelines into actions that are consistent and appropriate for our region’s and local communities’ context; and

**WHEREAS**, Chestnut Street is the primary spine of traffic moving west and east through central Bastrop and parallel to SH 71 / 21, with more than 18,000 vehicles accessing it daily, a figure which is expected to grow with the City’s expanding population, the growth of downtown Bastrop, and mobility issues that impede the potential growth and further development of this corridor as planned in the City’s 2036 Comprehensive Plan and Transportation Master Plan; and

**WHEREAS**, the City wishes to partner with CAMPO to complete a study of Chestnut Street / SL 150, to address the historic and emerging mobility and economic development issues along this corridor, and recommend projects and implementation plans that enhance multi-modal transportation, safety, mobility and connectivity, enhance economic development potential, and

establishes the area as a premier gateway into Bastrop (“Chestnut Street / SL 150 Multimodal Corridor Study”).

**NOW, THEREFORE**, in consideration of the mutual covenants and promises made by the parties, CAMPO and the City hereby agree as follows:

## **I. PAYMENT**

CAMPO’s and the City’s payment obligations are payable only and solely from funds appropriated by the City Council of the City of Bastrop and the CAMPO Transportation Policy Board, respectively (“Appropriated funds”) and available for the purpose of this purchase. The absence of appropriated funds or other lawfully available funds shall render this Agreement null and void to the extent funds are not appropriated or available. Within 45 days of the adoption of the City’s annual budget or CAMPO’s Unified Planning Work Program, the applicable party shall provide the other party written notice of the failure of the party’s governing body to make adequate appropriation for any fiscal year to pay for the amounts due under this Agreement, or the reduction of any appropriation to an amount insufficient to permit the applicable party to pay its obligation under this Agreement.

## **II. OBLIGATIONS OF CAMPO**

- A. CAMPO shall support the inclusion of the City’s 2036 Comprehensive Plan, including the Transportation Master Plan, Bastrop Building Block (B3) Code, as part of the Chestnut Street / SL 150 Multimodal Corridor Study.
- B. CAMPO agrees to actively work with the City of Bastrop in the development of the Chestnut Street / SL 150 Multimodal Corridor Study.
- C. CAMPO will form a steering committee that includes the City, TXDOT and other stakeholders to guide the planning process of the Chestnut Street / SL 150 Multimodal Corridor Study.
- D. CAMPO will manage all phases of development and administration of a consultant contract, including, but not limited to, procurement, contract execution, review and approval of deliverables, enforcement of contract terms and conditions, payment of invoices, and contract close-out. CAMPO will actively engage and partner with the City throughout the process to ensure that the final plan meets the needs of the City and the goals of the City’s 2036 Comprehensive Plan.
- E. CAMPO will coordinate with the City of Bastrop on any proposed and/or necessary changes to the Project Schedule, Public Participation Plan, and other related documents, prior to approval.
- F. CAMPO will ensure significant community outreach is completed during the project and will ensure the City Council is presented information on the study during a minimum of three City Council Meetings.

- G. CAMPO will pay an amount not to exceed **\$250,000** to cover planning services.

### **III. OBLIGATIONS OF THE CITY**

- A. The City will actively work with CAMPO in the development of the Chestnut Street / SL 150 Multimodal Corridor Study.
- B. The City will remit to CAMPO **\$50,000** as the local match for this study within thirty (30) days of the effective date of this Agreement.
- C. The City will participate in the consultant selection process and the planning process of the Chestnut Street / SL 150 Multimodal Corridor Study.
- D. Upon completion of the Chestnut Street / SL 150 Multimodal Corridor Study, the City will track and report to CAMPO on plan implementation activity such as transportation investments, new development projects, public and private dollars invested, new policies established or amended, etc.
- E. The City will present the Chestnut Street / SL 150 Multimodal Corridor Study to its local decision making bodies for review and possible adoption and implementation.

### **IV. TERM AND TERMINATION**

- A. This Agreement is effective on the date of the last party to sign. The Agreement expires on **April 30, 2024**. If this Agreement is not terminated as provided for herein, the Parties shall have the option to renew this Agreement with thirty (30) days' notice to the other Party for a term of one (1) year, beginning on May 1, 2024, and ending on April 30, 2025.
- B. If either party defaults in the performance of any terms or conditions of this Agreement the defaulting party shall have 30 days after receipt of written notice of such default within which to cure such default. If such default is not cured within such period of time, then the offended party shall have the right without further notice to terminate this Agreement.
- C. This Agreement may be terminated, in whole or in part, by either party whenever such termination is found to be in the best interest of either party. Either party shall provide written notification to the other party at least thirty (30) days in advance of the effective date of the termination. All notices pursuant to this Agreement shall be deemed given when either delivered in person or deposited in the United States mail, postage prepaid, certified mail, return receipt requested, addressed to the appropriate party at the following address:

If to CAMPO:     Ashby Johnson  
                          Executive Director  
                          CAMPO  
                          3300 N. Interstate 35, Suite 630  
                          Austin, Texas 78705

with a copy to: Nicholas Samuel  
Senior Regional Planner  
CAMPO  
3300 N. Interstate 35, Suite 630  
Austin, Texas 78705

If to the City: Jennifer Bills, AICP, LEED AP  
Director of Planning & Development  
City of Bastrop  
1311 Chestnut Street  
Bastrop, TX 78602

with a copy to: Alan Bojorquez  
Bastrop City Attorney  
Bojorquez Law Firm, PC  
11675 Jollyville Rd, Ste 300  
Austin, Texas 78759

## **V. RESTRICTION ON LOBBYING**

In accordance with 31 USC Section 1352, CAMPO and the City hereby certify that no Federal appropriated funds have been or will be paid by or on behalf of CAMPO and/or the City to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress in connection with the awarding of any Federal contract, the making of any Federal grant or loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of Federal contract, grant, loan or cooperative agreement. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress in connection with this federal contract, grant, loan, or cooperative agreement, CAMPO and/or the City shall complete and submit standard form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions. CAMPO and/or the City shall require that the language of this certification be included in the award documents for all sub-awards at all tiers and that all subcontractors shall certify and disclose accordingly. CAMPO and its subcontractors shall require that the language of this certification be included in any subcontract exceeding \$100,000 by any tier in that any such subcontractor shall certify and disclose accordingly.

## **VI. INSPECTION OF WORK AND RETENTION OF DOCUMENTS**

- A. CAMPO when federal funds are involved, shall grant the U.S. Department of Transportation, the Texas Department of Transportation and any authorized representative thereof, the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed hereunder and the premises in which it is being performed.

- B. All records or materials required by or produced under this Agreement, including records produced by any subcontractor to CAMPO and/or the City, shall be maintained for at least four (4) years after CAMPO and/or the City makes payment under this Agreement or the termination or expiration of this Agreement.

## **VII. PROCUREMENT**

In accordance with the Interlocal Cooperation Act, it is mutually agreed that all parties hereto shall conduct all procurements and award all contracts necessary to this Agreement in accordance with federal and state laws and regulations, including Federal Transit Administration Circular 4220.1D, if federal funds are used to execute procurement and award of services. No officer, employee, independent consultant, or elected official of either party who is involved in the development, evaluation, or decision-making process of the performance of any procurement related to this Agreement shall have a financial interest, direct or indirect, in the Agreement resulting from the procurement.

## **VIII. LEGAL CONSTRUCTION**

If any of the provisions contained in this Agreement are for any reason held to be unconstitutional, void, or invalid, illegal or unenforceable in any respect, such unconstitutionality, invalidity, illegality or unenforceability shall not affect the remaining portions of the Agreement; and this Agreement shall be construed as if such unconstitutional, void, or invalid, illegal or unenforceable provision had never been contained herein.

## **IX. LAW AND VENUE**

The laws of the State of Texas govern all matters arising out of this Agreement, and venue shall lie in the state courts of Travis County, Texas. The parties acknowledge and agree that each party shall be responsible for any attorney's fees incurred by that party relating to this Agreement

## **X. NON-DISCRIMINATION**

It is mutually agreed that all parties hereto are bound by the provisions of Title 49, Code of Federal Regulations, Part 21, which was promulgated to effectuate Title VI of the Civil Rights Act of 1964, Title 23, Code of Federal Regulations, Part 710.405(b), and Executive Order 11246 titled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR Part 60).

## **XI. INTERPRETATION OF LAWS AND AUTHORITIES**

CAMPO is responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of the contract work.

## **XII. ALTERATION, AMENDMENT, OR MODIFICATION**

- A. This Agreement may not be altered, amended, or modified except in writing and any alterations, amendments, or modifications must be approved by both parties.
- B. This Agreement constitutes the entire Agreement between CAMPO and the City. No other agreement, statement or promise relating to the subject matter of this Agreement that is not contained in the Agreement is valid or binding

CITY OF BASTROP

By: \_\_\_\_\_  
Trey Job  
Acting City Manager

Date: \_\_\_\_\_

CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

By: \_\_\_\_\_  
Ashby Johnson,  
Executive Director

Date: \_\_\_\_\_

ATTEST:

By: \_\_\_\_\_  
Ann Franklin  
City Secretary

By: \_\_\_\_\_  
Title: \_\_\_\_\_

Approved as to form only:

By: \_\_\_\_\_  
Alan Bojorquez  
City Attorney



## **RESOLUTION 2022-10-8**

### **Authorizing the CAMPO Executive Director to Enter into an Interlocal Agreement with the City of Bastrop for the Receipt of Local Funds for the Chestnut Street/SL 150 Multimodal Corridor Study**

**WHEREAS**, the Capital Area Metropolitan Planning Organization (CAMPO) is the regional metropolitan planning organization encompassing Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties and is committed to improving mobility – and ultimately the quality of life – within the six-county region; and

**WHEREAS**, CAMPO frequently assists its member government and agencies with transportation plan coordination and development; and

**WHEREAS**, the City of Bastrop desires a partnership with CAMPO in the development of a multimodal complete street study called the Chestnut Street/SL 150 Multimodal Corridor Study; and

**WHEREAS**, Section 11206 of the Infrastructure Investment and Jobs Act (IIJA) requires metropolitan planning organizations to use at least 2.5% of available Metropolitan Planning (PL) funding on planning activities related to complete streets that improve safe and accessible options for multiple travel modes and for people of all ages and abilities; and

**WHEREAS**, CAMPO will provide up to \$250,000 in Metropolitan Planning (PL) funding for the Chestnut Street/SL 150 Multimodal Corridor Study and

**WHEREAS**, CAMPO and the City of Bastrop will partner in the execution of the Chestnut Street/SL 150 Multimodal Corridor Study; and

**WHEREAS**, the City of Bastrop will transfer the committed funding for the match of no less than \$50,000 to CAMPO prior to issuing a Notice to Proceed with a contractor approved by the Transportation Policy Board; and

**WHEREAS**, the City of Bastrop and CAMPO will execute an Interlocal Agreement approving the transfer of funds; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to authorize the execution of an Interlocal Agreement with the City of Bastrop for the Chestnut Street/SL 150 Multimodal Corridor Study; 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.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 3<sup>rd</sup> day of October, 2022.

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**Chair, CAMPO Board**

Attest:

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**Executive Director, CAMPO**



**Date:** October 3, 2022  
**Continued From:** September 12, 2022  
**Action Requested:** Action

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**To:** Transportation Policy Board  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 9  
**Subject:** Discussion and Take Appropriate Action on the 10 Year Transportation Plan

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#### **RECOMMENDATION**

Staff and the Technical Advisory Committee recommend the Transportation Policy Board adopt the 10 Year Transportation Plan as detailed in Resolution 2022-10-9.

#### **PURPOSE AND EXECUTIVE SUMMARY**

The Capital Area Metropolitan Planning Organization (CAMPO) is developing the 10 Year Transportation Plan to address state requirements regarding performance-based planning and the allocation of federal and state highway fund revenue sources to roadway projects. CAMPO's 10 Year Transportation Plan is being developed to specifically support the selection of projects for those funding sources which are distributed through the program categories in the Unified Transportation Program (UTP) and will directly reflect CAMPO's individually listed projects for Categories 2, 4, and 12. These projects are selected by the Texas Department of Transportation (TxDOT) - Austin District and Texas Transportation Commission in collaboration with CAMPO and reflect regional priorities for these specific highway funding sources. The 10 Year Transportation Plan will be updated annually in conjunction with the UTP.

#### **FINANCIAL IMPACT**

The development and adoption of the 10 Year Transportation Plan does not allocate funding to projects but will be used to support the TxDOT's Unified Transportation Program (UTP) which schedules future projects for development against the 10-year revenue forecast. Projects individually listed in the 10 Year Transportation Plan and UTP are not obligated funding until they are submitted to the Transportation Improvement Program (TIP) and approved by the Transportation Policy Board.

#### **BACKGROUND AND DISCUSSION**

The state has implemented requirements pertaining to the transportation planning activities and expenditures carried out by TxDOT, as well as the planning organizations within the state, with an emphasis on the development of a comprehensive performance-based planning and programming process related to the investment of state highway fund revenue sources.

#### **SUPPORTING DOCUMENTS**

**Attachment A** – *10 Year Transportation Plan (Draft)*

**Attachment B** – *Resolution 2022-10-9*

# 10 Year Transportation Plan

2023–2033

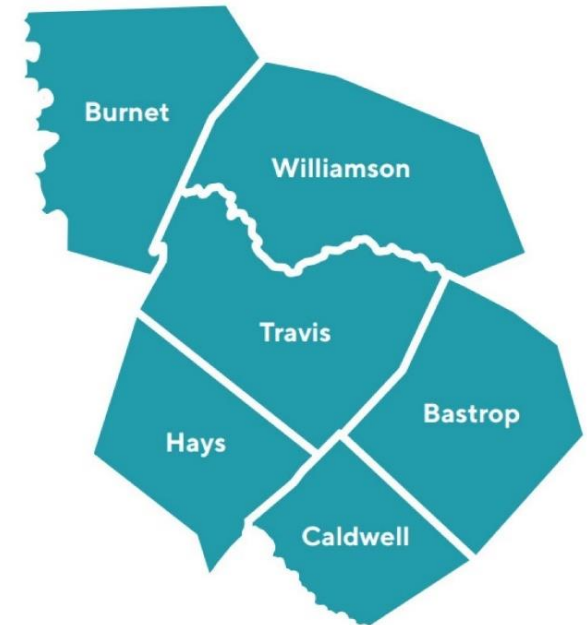


## Overview

The Capital Area Metropolitan Planning Organization (CAMPO), established in 1973, serves as the federally designated Metropolitan Planning Organization (MPO) for the six county capital region in central Texas. CAMPO coordinates regional transportation planning and funding within Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties.

CAMPO's 10 Year Transportation Plan was developed to support the major regional projects individually listed in the Unified Transportation Program (UTP). These projects are selected by the Texas Department of Transportation (TxDOT) in consultation and coordination with CAMPO.

The 10-Year Transportation Plan does not allocate funding to projects but acts a planning resource to help schedule project development and construction activities over the 10 year timeframe utilizing the annually updated revenue funding forecast to match expected revenue with potential projects.



## Project Listings

Project listings include only those projects within the CAMPO region that have been selected for inclusion and individual listing in the Unified Transportation Program (UTP), specifically those selected for development under Categories 2, 4, and 12. Additional funding sources are included in these listings as applicable.

Draft

| Project Information          |   | Authorized Funding by Category |   |
|------------------------------|---|--------------------------------|---|
| <b>CSJ</b>                   | 0323-01-028   | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$8,590,445 |
| <b>County</b>                | Bastrop   | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0        |
| <b>Roadway</b>               | SH 95   | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                   |
| <b>Limits (From)</b>         | SL 230  | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0 |
| <b>Limits (To)</b>           | South of FM 535   | <b>11</b>                      | <b>District Discretionary</b> \$0                   |
| <b>Construction Estimate</b> | \$8,590,445   | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0     |
| <b>Let Range</b>             | FY 2023-2026  |                                | <b>\$8,590,445</b>                                  |
| <b>Description</b>           | Upgrade from a 2-lane rural to 3-lane urban to include continuous left turn lane. |                                |   |

| Project Information          |  | Authorized Funding by Category |   |
|------------------------------|--|--------------------------------|---|
| <b>CSJ</b>                   | 0151-02-026  | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$5,806,080 |
| <b>County</b>                | Burnet   | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0        |
| <b>Roadway</b>               | SH 29  | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                   |
| <b>Limits (From)</b>         | RM 243 North                                       | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0 |
| <b>Limits (To)</b>           | Williamson County Line                             | <b>11</b>                      | <b>District Discretionary</b> \$0                   |
| <b>Construction Estimate</b> | \$5,806,080  | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0     |
| <b>Let Range</b>             | FY 2023-2026                                       |                                | <b>\$5,806,080</b>                                  |
| <b>Description</b>           | Widen with continuous left turn lane and shoulders |                                |   |

| Project Information          |   | Authorized Funding by Category |   |
|------------------------------|---|--------------------------------|---|
| <b>CSJ</b>                   | 0252-01-084   | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$1,814,400 |
| <b>County</b>                | Burnet  | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0        |
| <b>Roadway</b>               | US 281  | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                   |
| <b>Limits (From)</b>         | AT RM 1431  | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0 |
| <b>Limits (To)</b>           |   | <b>11</b>                      | <b>District Discretionary</b> \$0                   |
| <b>Construction Estimate</b> | \$1,814,400   | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0     |
| <b>Let Range</b>             | FY 2023-2026  |                                | <b>\$1,814,400</b>                                  |
| <b>Description</b>           | Add right turn lane at intersection and signal improvements |                                |   |

| Project Information          |                                   | Authorized Funding by Category |  |
|------------------------------|-----------------------------------|--------------------------------|--|
| <b>CSJ</b>                   | 0805-02-008                       | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$0              |
| <b>County</b>                | Caldwell                          | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0             |
| <b>Roadway</b>               | FM 2720                           | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                        |
| <b>Limits (From)</b>         | SH 142                            | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0      |
| <b>Limits (To)</b>           | Old Spanish Trail                 | <b>11</b>                      | <b>District Discretionary</b> \$0                        |
| <b>Construction Estimate</b> | \$44,931,659                      | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$44,931,658 |
| <b>Let Range</b>             | FY 2023-2026                      |                                | <b>\$44,931,658</b>                                      |
| <b>Description</b>           | Widen non-freeway - Lockhart Area |                                |  |

| Project Information          |                                   | Authorized Funding by Category |   |
|------------------------------|-----------------------------------|--------------------------------|---|
| <b>CSJ</b>                   | 0805-05-004                       | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$0             |
| <b>County</b>                | Hays                              | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0            |
| <b>Roadway</b>               | FM 2720                           | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                       |
| <b>Limits (From)</b>         | SH 21                             | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0     |
| <b>Limits (To)</b>           | Old Spanish Trail                 | <b>11</b>                      | <b>District Discretionary</b> \$0                       |
| <b>Construction Estimate</b> | \$1,868,341                       | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$1,868,342 |
| <b>Let Range</b>             | FY 2023-2026                      |                                | <b>\$1,868,342</b>                                      |
| <b>Description</b>           | Widen non-freeway - Lockhart Area |                                |   |

| Project Information          |                           | Authorized Funding by Category |   |
|------------------------------|---------------------------|--------------------------------|---|
| <b>CSJ</b>                   | 0113-07-072               | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$1,174,880 |
| <b>County</b>                | Hays                      | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0        |
| <b>Roadway</b>               | US 290                    | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                   |
| <b>Limits (From)</b>         | At Trautwein Road         | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0 |
| <b>Limits (To)</b>           |                           | <b>11</b>                      | <b>District Discretionary</b> \$0                   |
| <b>Construction Estimate</b> | \$1,174,880               | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0     |
| <b>Let Range</b>             | FY 2023-2026              |                                | <b>\$1,174,880</b>                                  |
| <b>Description</b>           | Intersection Improvements |                                |   |

| Project Information          |                                 | Authorized Funding by Category |   |
|------------------------------|---------------------------------|--------------------------------|---|
| <b>CSJ</b>                   | 3417-03-027                     | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$3,553,500 |
| <b>County</b>                | Travis                          | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0        |
| <b>Roadway</b>               | FM 734                          | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                   |
| <b>Limits (From)</b>         | East US 290                     | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0 |
| <b>Limits (To)</b>           | Loop 275                        | <b>11</b>                      | <b>District Discretionary</b> \$0                   |
| <b>Construction Estimate</b> | \$3,553,500                     | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0     |
| <b>Let Range</b>             | FY 2027-2032                    |                                | <b>\$3,553,500</b>                                  |
| <b>Description</b>           | Traffic Management - Technology |                                |   |

| Project Information          |                                | Authorized Funding by Category |   |
|------------------------------|--------------------------------|--------------------------------|---|
| <b>CSJ</b>                   | 3417-01-032                    | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$2,358,206 |
| <b>County</b>                | Travis                         | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0        |
| <b>Roadway</b>               | FM 734                         | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                   |
| <b>Limits (From)</b>         | Loop 275                       | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0 |
| <b>Limits (To)</b>           | Travis/Williamson County Line  | <b>11</b>                      | <b>District Discretionary</b> \$0                   |
| <b>Construction Estimate</b> | \$2,358,206                    | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0     |
| <b>Let Range</b>             | FY 2027-2032                   |                                | <b>\$2,358,206</b>                                  |
| <b>Description</b>           | Traffic Management -Technology |                                |   |

| Project Information          |   | Authorized Funding by Category |   |
|------------------------------|---|--------------------------------|---|
| <b>CSJ</b>                   | 0015-13-433                                       | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$104,000,000 |
| <b>County</b>                | Travis  | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0          |
| <b>Roadway</b>               | IH 35   | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                     |
| <b>Limits (From)</b>         | South of 51st Street                              | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0   |
| <b>Limits (To)</b>           | North of Holly Street                             | <b>11</b>                      | <b>District Discretionary</b> \$0                     |
| <b>Construction Estimate</b> | \$104,000,001                                     | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0       |
| <b>Let Range</b>             | FY 2023-2026                                      |                                | <b>\$104,000,000</b>                                  |
| <b>Description</b>           | Construct Capital Express Central Drainage Tunnel |                                |   |

| Project Information          |  | Authorized Funding by Category |  |
|------------------------------|--|--------------------------------|--|
| <b>CSJ</b>                   | 0015-13-388  | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$30,261,652         |
| <b>County</b>                | Travis   | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0                 |
| <b>Roadway</b>               | IH 35  | <b>4</b>                       | <b>Statewide Connectivity</b> \$7,441,180                    |
| <b>Limits (From)</b>         | US 290E  | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$95,482,809 |
| <b>Limits (To)</b>           | US 290W/SH 71  | <b>11</b>                      | <b>District Discretionary</b> \$0                            |
| <b>Construction Estimate</b> | \$1,557,827,010  | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$1,424,641,369  |
| <b>Let Range</b>             | FY 2023-2026   |                                | <b>\$1,557,827,010</b>                                       |
| <b>Description</b>           | Reconstruct IH-35 from 15th St. to Holly St., adding 2 northbound and 2 southbound non-tolled managed lanes, 1 northbound general purpose lane, 1 northbound frontage road. lane and 1 southbound frontage road. lane, reconstruct ramps and improve frontage roads. |                                |  |

| Project Information          |  | Authorized Funding by Category |   |
|------------------------------|--|--------------------------------|---|
| <b>CSJ</b>                   | 0015-13-423  | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$0                 |
| <b>County</b>                | Travis   | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0                |
| <b>Roadway</b>               | IH 35  | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                           |
| <b>Limits (From)</b>         | US 290E  | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0         |
| <b>Limits (To)</b>           | US 290W/SH 71  | <b>11</b>                      | <b>District Discretionary</b> \$0                           |
| <b>Construction Estimate</b> | \$2,429,840,354  | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$2,429,840,354 |
| <b>Let Range</b>             | FY 2023-2026   |                                | <b>\$2,429,840,354</b>                                      |
| <b>Description</b>           | Reconstruct IH-35 from US 290E to 15th St., adding 2 northbound and 2 southbound non-tolled managed lanes, 1 northbound frontage rd. lane and 1 southbound frontage rd. lane, reconstruct ramps, and improve frontage roads. |                                |   |

| Project Information          |   | Authorized Funding by Category |   |
|------------------------------|---|--------------------------------|---|
| <b>CSJ</b>                   | 0015-13-428   | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$18,800,000        |
| <b>County</b>                | Travis  | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0                |
| <b>Roadway</b>               | IH 35   | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                           |
| <b>Limits (From)</b>         | Holly Street  | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$9,400,000 |
| <b>Limits (To)</b>           | US 290 / SH 71  | <b>11</b>                      | <b>District Discretionary</b> \$0                           |
| <b>Construction Estimate</b> | \$300,000,000   | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$271,800,000   |
| <b>Let Range</b>             | FY 2023-2026  |                                | <b>\$300,000,000</b>  |
| <b>Description</b>           | Reconstruct IH-35 from Holly St. to SH 71, adding 2 northbound and 2 southbound non-tolled managed lanes, 1 southbound general purpose lane, reconstruct ramps, improve frontage roads, reconstruct intersections and bridges at Riverside Dr., Woodland Ave, and Lady Bird Lake. |                                |   |

| Project Information          |  | Authorized Funding by Category |  |
|------------------------------|--|--------------------------------|--|
| <b>CSJ</b>                   | 0015-13-432                                      | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$10,400,000 |
| <b>County</b>                | Travis   | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0         |
| <b>Roadway</b>               | IH 35  | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                    |
| <b>Limits (From)</b>         | Martin Luther King Jr Blvd                       | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0  |
| <b>Limits (To)</b>           | Airport Blvd                                     | <b>11</b>                      | <b>District Discretionary</b> \$0                    |
| <b>Construction Estimate</b> | \$10,400,001                                     | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0      |
| <b>Let Range</b>             | FY 2023-2026                                     |                                | <b>\$10,400,000</b>                                  |
| <b>Description</b>           | Southbound Upper Deck Bridge Structural Retrofit |                                |  |

| Project Information          |  | Authorized Funding by Category |  |
|------------------------------|--|--------------------------------|--|
| <b>CSJ</b>                   | 0015-10-062  | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$148,557,237        |
| <b>County</b>                | Travis   | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0                 |
| <b>Roadway</b>               | IH 35  | <b>4</b>                       | <b>Statewide Connectivity</b> \$14,850,000                   |
| <b>Limits (From)</b>         | SH 45N   | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$11,708,000 |
| <b>Limits (To)</b>           | FM 1825  | <b>11</b>                      | <b>District Discretionary</b> \$0                            |
| <b>Construction Estimate</b> | \$175,115,237  | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0              |
| <b>Let Range</b>             | FY 2023-2026   |                                | <b>\$175,115,237</b>   |
| <b>Description</b>           | 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. |                                |  |

| Project Information          |  | Authorized Funding by Category |  |
|------------------------------|--|--------------------------------|--|
| <b>CSJ</b>                   | 0015-13-389  | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$233,709,719    |
| <b>County</b>                | Travis   | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0             |
| <b>Roadway</b>               | IH 35  | <b>4</b>                       | <b>Statewide Connectivity</b> \$7,850,000                |
| <b>Limits (From)</b>         | FM 1825  | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0      |
| <b>Limits (To)</b>           | US 290E  | <b>11</b>                      | <b>District Discretionary</b> \$0                        |
| <b>Construction Estimate</b> | \$325,159,719  | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$83,600,000 |
| <b>Let Range</b>             | FY 2023-2026   |                                | <b>\$325,159,719</b>                                     |
| <b>Description</b>           | 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. |                                |  |

| Project Information          |  | Authorized Funding by Category |   |
|------------------------------|--|--------------------------------|---|
| <b>CSJ</b>                   | 2100-01-065                              | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$5,992,000 |
| <b>County</b>                | Travis                                   | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0        |
| <b>Roadway</b>               | RM 2222                                  | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                   |
| <b>Limits (From)</b>         | At SL 360                                | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0 |
| <b>Limits (To)</b>           |  | <b>11</b>                      | <b>District Discretionary</b> \$0                   |
| <b>Construction Estimate</b> | \$5,992,000                              | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0     |
| <b>Let Range</b>             | FY 2023-2026                             |                                | <b>\$5,992,000</b>                                  |
| <b>Description</b>           | Construct diverging diamond intersection |                                |   |

| Project Information          |                    | Authorized Funding by Category |   |
|------------------------------|--------------------|--------------------------------|---|
| <b>CSJ</b>                   | 0683-02-074        | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$7,826,767 |
| <b>County</b>                | Travis             | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0        |
| <b>Roadway</b>               | RM 620             | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                   |
| <b>Limits (From)</b>         | Anderson Mill Road | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0 |
| <b>Limits (To)</b>           | SH 71              | <b>11</b>                      | <b>District Discretionary</b> \$0                   |
| <b>Construction Estimate</b> | \$7,826,767        | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0     |
| <b>Let Range</b>             | FY 2027-2032       |                                | <b>\$7,826,767</b>                                  |
| <b>Description</b>           | ITS Deployment     |                                |   |

| Project Information          |                | Authorized Funding by Category |   |
|------------------------------|----------------|--------------------------------|---|
| <b>CSJ</b>                   | 0265-02-043    | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$750,860   |
| <b>County</b>                | Travis         | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0        |
| <b>Roadway</b>               | SH 71          | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                   |
| <b>Limits (From)</b>         | Onion Creek    | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0 |
| <b>Limits (To)</b>           | Norwood Lane   | <b>11</b>                      | <b>District Discretionary</b> \$0                   |
| <b>Construction Estimate</b> | \$750,860      | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0     |
| <b>Let Range</b>             | FY 2023-2026   |                                | <b>\$750,860</b>                                    |
| <b>Description</b>           | ITS Deployment |                                |   |

| Project Information   |                    | Authorized Funding by Category |  |              |
|-----------------------|--------------------|--------------------------------|--|--------------|
| CSJ                   | 0265-01-113        | 2                              | Metropolitan and Urban Corridors         | \$0          |
| County                | Travis             | 3                              | Non-Traditional and Local Funding        | \$0          |
| Roadway               | SH 71              | 4                              | Statewide Connectivity                   | \$26,031,310 |
| Limits (From)         | SH 71/US 183       | 7                              | Metropolitan Mobility and Rehabilitation | \$0          |
| Limits (To)           | Presidential Blvd. | 11                             | District Discretionary                   | \$2,500,000  |
| Construction Estimate | \$28,531,310       | 12                             | Strategic Priority/Texas Clear Lanes     | \$0          |
| Let Range             | FY 2027-2032       |                                |  | \$28,531,310 |
| Description           | Interchange at 183 |                                |  |              |

| Project Information   |                | Authorized Funding by Category |  |           |
|-----------------------|----------------|--------------------------------|--|-----------|
| CSJ                   | 0265-01-118    | 2                              | Metropolitan and Urban Corridors         | \$174,764 |
| County                | Travis         | 3                              | Non-Traditional and Local Funding        | \$0       |
| Roadway               | SH 71          | 4                              | Statewide Connectivity                   | \$0       |
| Limits (From)         | SH 130         | 7                              | Metropolitan Mobility and Rehabilitation | \$0       |
| Limits (To)           | Onion Creek    | 11                             | District Discretionary                   | \$0       |
| Construction Estimate | \$174,764      | 12                             | Strategic Priority/Texas Clear Lanes     | \$0       |
| Let Range             | FY 2023-2026   |                                |  | \$174,764 |
| Description           | ITS Deployment |                                |  |           |

| Project Information   |                    | Authorized Funding by Category |  |             |
|-----------------------|--------------------|--------------------------------|--|-------------|
| CSJ                   | 0113-13-163        | 2                              | Metropolitan and Urban Corridors         | \$0         |
| County                | Travis             | 3                              | Non-Traditional and Local Funding        | \$0         |
| Roadway               | SH 71              | 4                              | Statewide Connectivity                   | \$2,674,797 |
| Limits (From)         | East of Riverside  | 7                              | Metropolitan Mobility and Rehabilitation | \$0         |
| Limits (To)           | US 183             | 11                             | District Discretionary                   | \$0         |
| Construction Estimate | \$2,674,797        | 12                             | Strategic Priority/Texas Clear Lanes     | \$0         |
| Let Range             | FY 2027-2032       |                                |  | \$2,674,797 |
| Description           | New frontage roads |                                |  |             |

| Project Information          |                             | Authorized Funding by Category |   |
|------------------------------|-----------------------------|--------------------------------|---|
| <b>CSJ</b>                   | 0113-13-168                 | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$39,513,746  |
| <b>County</b>                | Travis                      | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$11,000,000 |
| <b>Roadway</b>               | SL 360                      | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                     |
| <b>Limits (From)</b>         | At Courtyard Drive          | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0   |
| <b>Limits (To)</b>           |                             | <b>11</b>                      | <b>District Discretionary</b> \$2,180,013             |
| <b>Construction Estimate</b> | \$52,693,760                | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0       |
| <b>Let Range</b>             | FY 2023-2026                |                                | <b>\$52,693,759</b>                                   |
| <b>Description</b>           | Grade separate intersection |                                |   |

| Project Information          |  | Authorized Funding by Category |  |
|------------------------------|--|--------------------------------|--|
| <b>CSJ</b>                   | 0914-04-341  | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$0                  |
| <b>County</b>                | Travis   | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0                 |
| <b>Roadway</b>               | Various  | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                            |
| <b>Limits (From)</b>         | IH 35  | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$55,621,083 |
| <b>Limits (To)</b>           | Colorado River   | <b>11</b>                      | <b>District Discretionary</b> \$0                            |
| <b>Construction Estimate</b> | \$104,000,000  | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$48,378,917     |
| <b>Let Range</b>             | FY 2023-2026   |                                | <b>\$104,000,000</b>   |
| <b>Description</b>           | Construct Capital Express Central Drainage Tunnel along Cesar Chavez |                                |  |

| Project Information          |  | Authorized Funding by Category |  |
|------------------------------|--|--------------------------------|--|
| <b>CSJ</b>                   | 3486-01-008  | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$0              |
| <b>County</b>                | Williamson   | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$3,430,000     |
| <b>Roadway</b>               | FM 3349  | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                        |
| <b>Limits (From)</b>         | US 79  | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0      |
| <b>Limits (To)</b>           | CR 404   | <b>11</b>                      | <b>District Discretionary</b> \$0                        |
| <b>Construction Estimate</b> | \$69,300,000   | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$65,870,000 |
| <b>Let Range</b>             | FY 2023-2026   |                                | <b>\$69,300,000</b>                                      |
| <b>Description</b>           | Widen 2-lane to 4-lane divided with grade separation at UPRR and US 79 |                                |  |

| Project Information          |                                 | Authorized Funding by Category |   |
|------------------------------|---------------------------------|--------------------------------|---|
| <b>CSJ</b>                   | 3417-02-033                     | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$1,904,000 |
| <b>County</b>                | Williamson                      | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0        |
| <b>Roadway</b>               | FM 734                          | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                   |
| <b>Limits (From)</b>         | North SH 45                     | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0 |
| <b>Limits (To)</b>           | Travis/Williamson County Line   | <b>11</b>                      | <b>District Discretionary</b> \$0                   |
| <b>Construction Estimate</b> | \$1,904,000                     | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0     |
| <b>Let Range</b>             | FY 2027-2032                    |                                | <b>\$1,904,000</b>                                  |
| <b>Description</b>           | Traffic Management - Technology |                                |   |

| Project Information          |   | Authorized Funding by Category |  |
|------------------------------|---|--------------------------------|--|
| <b>CSJ</b>                   | 0015-09-185   | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$37,200,000 |
| <b>County</b>                | Williamson  | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0         |
| <b>Roadway</b>               | IH 35   | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                    |
| <b>Limits (From)</b>         | North of RM 2243  | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0  |
| <b>Limits (To)</b>           | SE Inner Loop   | <b>11</b>                      | <b>District Discretionary</b> \$0                    |
| <b>Construction Estimate</b> | \$37,200,000  | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$0      |
| <b>Let Range</b>             | FY 2027-2032  |                                | <b>\$37,200,000</b>                                  |
| <b>Description</b>           | Construct intersection improvements, turnaround bridge and southbound auxiliary lanes, replace bridge at RM 2243 and reverse southbound ramps |                                |  |

| Project Information          |  | Authorized Funding by Category |  |
|------------------------------|--|--------------------------------|--|
| <b>CSJ</b>                   | 0015-09-178  | <b>2</b>                       | <b>Metropolitan and Urban Corridors</b> \$0              |
| <b>County</b>                | Williamson   | <b>3</b>                       | <b>Non-Traditional and Local Funding</b> \$0             |
| <b>Roadway</b>               | IH 35  | <b>4</b>                       | <b>Statewide Connectivity</b> \$0                        |
| <b>Limits (From)</b>         | RM 1431  | <b>7</b>                       | <b>Metropolitan Mobility and Rehabilitation</b> \$0      |
| <b>Limits (To)</b>           | SH 45N   | <b>11</b>                      | <b>District Discretionary</b> \$0                        |
| <b>Construction Estimate</b> | \$200,000,000  | <b>12</b>                      | <b>Strategic Priority/Texas Clear Lanes</b> \$92,339,359 |
| <b>Let Range</b>             | FY 2027-2032   |                                | <b>\$92,339,359</b>                                      |
| <b>Description</b>           | Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage roads and freight movements and add auxillary lanes. |                                |  |

| Project Information   |   | Authorized Funding by Category |  |             |
|-----------------------|---|--------------------------------|--|-------------|
| CSJ                   | 2103-01-036   | 2                              | Metropolitan and Urban Corridors         | \$5,040,000 |
| County                | Williamson  | 3                              | Non-Traditional and Local Funding        | \$0         |
| Roadway               | RM 2243   | 4                              | Statewide Connectivity                   | \$0         |
| Limits (From)         | SW Bypass   | 7                              | Metropolitan Mobility and Rehabilitation | \$0         |
| Limits (To)           | Norwood Drive   | 11                             | District Discretionary                   | \$0         |
| Construction Estimate | \$5,040,000   | 12                             | Strategic Priority/Texas Clear Lanes     | \$0         |
| Let Range             | FY 2023-2026  |                                |  | \$5,040,000 |
| Description           | Upgrade from a two-lane to a four-lane divided with new traffic signals and pedestrian improvements |                                |  |             |

| Project Information   |                    | Authorized Funding by Category |  |           |
|-----------------------|--------------------|--------------------------------|--|-----------|
| CSJ                   | 0683-01-098        | 2                              | Metropolitan and Urban Corridors         | \$711,988 |
| County                | Williamson         | 3                              | Non-Traditional and Local Funding        | \$0       |
| Roadway               | RM 620             | 4                              | Statewide Connectivity                   | \$0       |
| Limits (From)         | Pecan Park Blvd    | 7                              | Metropolitan Mobility and Rehabilitation | \$0       |
| Limits (To)           | Anderson Mill Road | 11                             | District Discretionary                   | \$0       |
| Construction Estimate | \$711,988          | 12                             | Strategic Priority/Texas Clear Lanes     | \$0       |
| Let Range             | FY 2027-2032       |                                |  | \$711,988 |
| Description           | ITS Deployment     |                                |  |           |

| Project Information  |                           | Authorized Funding by Category |  |             |
|--|---------------------------|--------------------------------|--|-------------|
| <div>CSJ</div> <div>County</div> <div>Roadway</div> <div>Limits (From)</div> <div>Limits (To)</div> <div>Construction Estimate</div> <div>Let Range</div> <div>Description</div> | 0204-02-034               | 2                              | Metropolitan and Urban Corridors         | \$0         |
|  | Williamson                | 3                              | Non-Traditional and Local Funding        | \$150,000   |
|  | US 79                     | 4                              | Statewide Connectivity                   | \$0         |
|  | At FM 3349 and CR 101     | 7                              | Metropolitan Mobility and Rehabilitation | \$0         |
|  |                           | 11                             | District Discretionary                   | \$0         |
|  | \$1,400,000               | 12                             | Strategic Priority/Texas Clear Lanes     | \$1,250,000 |
|  | FY 2023-2026              |                                |  | \$1,400,000 |
|  | Construct new interchange |                                |  |             |

## Additional Resources

[Regional Transportation Plan \(RTP\)](#) – The Capital Area Metropolitan Planning Organization (CAMPO)’s long-range regional transportation plan. The plan includes the regional vision, goals, and objectives as well as a list of projects planned over the next 20 years.

[Statewide Transportation Improvement Program \(STIP\)](#) – The Statewide Transportation Improvement Program includes all metropolitan planning organization Transportation Improvement Programs and the rural Transportation Improvement Programs developed by the Texas Department of Transportation.

[Transportation Improvement Program \(TIP\)](#) – The Capital Area Metropolitan Planning Organization (CAMPO)’s 4-year regional funding program for projects with committed federal, state, and local funding. Projects in the first four years of the 10 Year Transportation Plan and UTP are included.

[Unified Transportation Program \(UTP\)](#) – Texas Department of Transportation’s 10-year funding plan. This resource includes additional information on funding program categories, project selection, development, and financial information.

Draft



## **Resolution 2022-10-9**

### **Adoption of the 10 Year 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 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**, CAMPO has developed the 10 Year Transportation Plan to address state requirements regarding performance-based planning and the allocation of federal and state highway fund revenue sources to roadway projects; and

**WHEREAS**, CAMPO's 10 Year Transportation Plan has been developed to specifically support the selection of projects for those funding sources which are distributed through the program categories in the Unified Transportation Program (UTP) and will directly reflect CAMPO's individually listed projects for Categories 2, 4, and 12; and

**WHEREAS**, these projects are selected by the Texas Department of Transportation (TxDOT) - Austin District and Texas Transportation Commission in collaboration with CAMPO and reflect regional priorities for these specific highway funding; and

**WHEREAS**, the 10 Year Transportation Plan will be updated annually in conjunction with the UTP; and

**NOW, THEREFORE BE IT RESOLVED** that the Transportation Policy Board hereby votes to approve the 10 Year Transportation Plan;

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 adopt the 10 Year Transportation Plan as reflected was made on October 3, 2022 by \_\_\_\_\_ duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 3<sup>rd</sup> day of October 2022.

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**Chair, CAMPO Board**

Attest:

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**Executive Director, CAMPO**



**Date:** October 3, 2022  
**Continued From:** N/A  
**Action Requested:** Approval

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**To:** Transportation Policy Board  
**From:** Ms. Doise Miers, Community Outreach Manager  
**Agenda Item:** 10  
**Subject:** Discussion and Take Appropriate Action on CAMPO Executive Director to Begin Negotiation on Northeast Burnet County Corridors Study Contract

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**RECOMMENDATION**

Staff requests the Transportation Policy Board authorize the CAMPO Executive Director to negotiate and execute a contract with the top ranked consultant firm to develop the Northeast Burnet County Corridors Study in partnership with Burnet County.

**PURPOSE AND EXECUTIVE SUMMARY**

On June 10, 2022, CAMPO issued a Request for Proposals (RFP) to solicit planning services to develop the Northeast Burnet County Corridor Study, with proposals due on July 7, 2022. One proposal was received so the study scope was revised to eliminate the engineering task and reduce the environmental study task. The revised scoping was reissued July 28, 2022 with proposals due August 18, 2022. Again, only one proposal was received. The proposal was reviewed and found to be responsive to the RFP.

This study will be conducted in partnership with Burnet County and will assist the County in identifying current and future transportation needs and preparing corridor studies to advance recommendations for inclusion in CAMPO's long-range Regional Transportation Plan (RTP) and for future funding consideration in CAMPO's Transportation Improvement Program (TIP).

**FINANCIAL IMPACT**

This contract will use up to \$150,000 in Metropolitan Planning (PL) funds, as amended into the Unified Planning Work Program on October 11, 2021.

**BACKGROUND AND DISCUSSION**

This study will be conducted in partnership with Burnet County and will assist the County in identifying current and future transportation needs and advance recommendations for future project development phases. Corridors to be included in this program may include existing state and local facilities or potential greenfield locations. This study complements existing corridor studies and improvement projects throughout Burnet, Bell, and Williamson counties and the CAMPO region, connecting to and extending projects currently in some stage of development ranging from feasibility studies to construction.

**SUPPORTING DOCUMENTS**

**Attachment A – Request for Proposals (RFP) – DM-004**



# MEMORANDUM

July 28, 2022

To: Consultants

From: Theresa Hernandez, Finance & Administration Manager

Subject: Request for Proposals

The Capital Area Metropolitan Planning Organization (CAMPO) is seeking the professional services of a consultant to perform the activities outlined in the attached Request for Proposals (RFP) for **Northeast Burnet County Corridors Study**.

**Electronic** proposals are due to CAMPO by 2:00 PM (CT), Thursday, August 18, 2022.

Please submit any questions you may have in writing to the attention of Doise Miers by e-mail to [campo.procurement@campotexas.org](mailto:campo.procurement@campotexas.org), no later than 5:00 PM (CT), Friday, August 5, 2022. Responses will be posted on CAMPO's website at [www.campotexas.org](http://www.campotexas.org) no later than 5:00 PM (CT), Tuesday, August 9, 2022.

**It is the proposers' responsibility to visit CAMPO's website for any updated information on this RFP.**

**Due to the ongoing COVID-19 pandemic, effective immediately, the Capital Area Metropolitan Planning Organization is no longer receiving physical hardcopies of proposals. The Capital Area Metropolitan Planning Organization will only solicit submissions of proposals via electronic means.**



# Request for Proposals (RFP)

## Solicitation No. DM-004

**Service Description:** Professional Services – Northeast Burnet County Corridors Study

**Request for Proposals Issued:** Thursday, July 28, 2022

Proposers are responsible for periodically visiting the Capital Area Metropolitan Planning Organization's website [www.campotexas.org](http://www.campotexas.org) for updated information on this RFP.

**Pre-Proposal Meeting via WebEx or in person:** 10:30 AM (CT), Wednesday, August 3, 2022

WebEx Meeting link: [Northeast Burnet County Corridors Study](#)  
Meeting number: 2488 531 0986  
Password: eMpm2iYGi33

Join by phone: (844) 992-4726 United States Toll Free  
Access code: 248 853 10986

**In-Person**  
University Park  
3300 N IH 35, Suite 300  
Austin, Texas 78705

**Deadline for Questions:** 5:00 PM (CT), Friday, August 5, 2022

Questions will only be accepted in writing by e-mail to **Doise Miers** at [campo.procurement@campotexas.org](mailto:campo.procurement@campotexas.org). Responses will be posted to the CAMPO website at [www.campotexas.org](http://www.campotexas.org) by 5:00 PM (CT), Tuesday, August 9, 2022.

**Electronic Proposal Due:** 2:00 PM (CT), Thursday, August 18, 2022

**Number of Copies:** One electronic document (pdf) less than 10 MB, 40 page maximum (inclusive of everything), 8.5x11 paper, no smaller than 11-point font emailed to [campo.procurement@campotexas.org](mailto:campo.procurement@campotexas.org)

**Interview Date(s):** Tentative Dates – Week of September 12, 2022

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OFFER SUBMITTED BY

By the signature below, I certify that I have submitted a binding offer:

Name: \_\_\_\_\_

Company Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Phone No.: (\_\_\_\_\_) \_\_\_\_\_

\_\_\_\_\_  
Signature of Person Authorized to Sign Offer

\_\_\_\_\_  
Date

Email address: \_\_\_\_\_

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**\*\*\*SIGNATURE FOR SUBMITTAL REQUIRED\*\*\***

## **RFP SUBMITTAL**

Each proposer of this RFP is requested to present a proposal discussing the Scope of Services as described in Section III. CAMPO reserves the right to reject any or all proposals or portions of proposals, if it is deemed to be in the best interest of CAMPO. This RFP document is organized as follows:

### **I. Proposal Contents and Specifications**

This section contains the specific and general description of the information to be provided within the proposal. Federal requirements and specifications are noted. Due to the nature of this contract, all the contents and specifications may not apply to this contract.

### **II. Evaluation of Proposals**

This section describes the methodology by which the proposals will be evaluated, and consultants selected for oral presentations, if required.

### **III. Scope of Services**

This section describes the services to be performed in the study and tasks to be executed.

## RFP PROCESS INFORMATION

This RFP will be sent to all consultants in CAMPO's consultant database, which satisfies the search criteria of consultants with experience in regional and transportation planning. All requests for this RFP packet will be welcomed. This RFP will be available on CAMPO's website at

<https://www.campotexas.org/requests-proposals-qualifications/>.

After the proposals are received, CAMPO's evaluation committee will score the submissions then select the top ranked consultant(s). Following approval by the Transportation Policy Board, CAMPO staff will begin negotiations with the top ranked provider.

CAMPO retains the right to select from the consultants responding to this RFP. Any or all submissions may be rejected if they do not meet the Evaluation Committee's criteria or fail to comply with RFP specifications. CAMPO also retains the right to withdraw this RFP at any time.

At any point in the procurement process, any dispute, protest, or claim may be filed. The dispute, protest, or claim should be directed to the CAMPO Executive Director within seven (7) days after the aggrieved party knows or should have known of the facts or events giving rise to the complaint.

CAMPO is responsible for this contracted consultant. Further inquiries should be directed to Theresa Hernandez, Finance & Administration Manager at [theresa.hernandez@campotexas.org](mailto:theresa.hernandez@campotexas.org).

## **SECTION I**

### **PROPOSAL CONTENTS AND SPECIFICATIONS**

Submissions must include the following:

#### **A. Executive Summary**

An executive summary of two pages or less to include a summary of the important aspects of the proposal including project objectives, a brief description of each section of the proposal, and any special considerations. The letter must include the primary contact name, telephone number, and email address for the submitting firm.

#### **B. Project Work Program**

The consultant should detail their approach to undertaking each task listed in this RFP including a demonstration of meeting specified deadlines as assigned.

#### **C. Responsibility and Qualifications**

The project manager and other key staff members must be specified, and the consultant must describe how their management and team structure will deliver a successful project. Brief resumes of staff members should be included. The successful respondent will provide qualified personnel to accomplish each portion of the work in the scope outlined. Substitutions for essential personnel involved in the tasks will not be allowed without CAMPO's prior approval and resulting delays will be the responsibility of the consultant. CAMPO retains the right to request the removal of any personnel found, in CAMPO's assessment, to be unqualified to perform the work.

#### **D. Schedule**

The schedule will demonstrate how the consultant intends to complete work within the timeframe specified by this RFP. At a minimum, the schedule should include a breakdown by tasks, milestones, major deliverables, and critical events.

#### **E. Availability of Consultant**

The consultant will indicate the availability of the project manager and other key staff members to complete the work described in this RFP. For all staff defined in Section C (Project Management and Team), the consultant will provide all other projects being worked on by key staff, percentage of involvement, role, and estimated completion dates of those projects. The consultant will also specify the ability of key staff members to attend in-person meetings within the six-county CAMPO region and to work at the CAMPO office.

#### **F. Prior Experience**

Describe relevant individual experience for personnel proposed for the project. Do not include experience 10 years prior to the issuance of the RFP. Provide the project title,

year, and reference name, title, agency, email, and phone number of principal person for whom the prior projects were accomplished.

#### **G. Past Experience**

Please provide three references from Governmental agencies that have contracted with the submitting consultant for similar services. References should include contact name, title, agency, email, and phone number. Strong proposals will include references from the projects detailed in Section F: Prior Experience.

#### **H. Budget**

CAMPO has established a cost ceiling for the requested services not to exceed **\$150,000.00**.

#### **I. Other Requirements and Disclosures**

##### **a. Disadvantaged Business Enterprise (DBE) Goal**

In connection with receiving grants from the U. S. Department of Transportation (DOT), CAMPO has established a goal of 25% Disadvantaged Business Enterprise (DBE) participation in its total annual third-party consulting opportunities. Each proposer is encouraged to take affirmative action and make every effort possible to use DBE consultants in the performance of work under this contract. Nothing in this provision shall be construed to require the utilization of any DBE consultant, which is either unqualified or unavailable.

##### **b. Title VI Requirements**

Successful consultants will be required to comply with all requirements imposed by Title VI of the Civil Rights Acts of 1964 (49 U.S.C. Section 2000d), the Regulations of DOT issued there-under (49 C.F.R. part 21), and the assurances by CAMPO thereto.

##### **c. Conflict of Interests/Debarment**

Proposals shall state whether there is a potential conflict of interest and offerors must be cognizant of the requirement for executing a Debarment Certification stating that the consultant has not been barred from doing work involving federal funds. A signed Debarment Certification will be required of the successful proposer for each of the consultant's team members.

While the above items provide a general description of what sections and information are expected in the proposal, they are not meant to limit or exclude other information from being included. For example, Sections II and III in this RFP contain requirements for information that may not be specifically mentioned in this section. Proposers should include such information in their proposal.

Also, the Texas House Bill 914, codified as Chapter 176 of the Local Government Code, requires consultants and subconsultants contracting or seeking to do business with CAMPO to file a Conflict-of-Interest Questionnaire (CIQ). The required questionnaire is located at the Texas Ethics Commission website <https://www.ethics.state.tx.us/forms/conflict/>.

The CIQ must be completed and filed with the bid/proposal response. Consultants and subconsultants that do not include the form with the response will be disqualified from consideration by CAMPO.

**d. Special Provisions relating to Local Government Officers\***

At the time a proposal is submitted, a prospective consultant must disclose whether an owner (in whole or part), officer or employee of the prospective consultant is a local government officer of a political subdivision that (a) conducts business with CAMPO and (b) is located within CAMPO's geographic boundaries.

**e. Specific Disclosure, related Certification & Policy Board Review\***

If a solicitation indicates that the resulting product of the solicitation shall be presented by CAMPO for the concurrence or approval of a governing body of a political subdivision on which the prospective consultant (or an owner, in whole or in part, officer or employee) serves, any finding of a perceived conflict of interest by the Executive Director of CAMPO may be remedied by the local government officer's certified disclosure of the relationship with the prospective consultant and abstention from the local governing body's participation, consideration or concurrence with the product. Any such certification shall be made in writing and submitted to the Executive Director at the time any response to the solicitation is submitted. The Executive Director shall then transmit the same to the Chair of the Transportation Policy Board. The Chair of the Transportation Policy Board shall present the related solicitation and certification to the Executive Committee of the Transportation Policy Board. The Executive Committee shall review the solicitation and certification, and may (1) take no action or (2) submit the same to the Transportation Policy Board for any action it deems appropriate, in its reasonable discretion, under CAMPO's procurement policies and applicable law. Such action by the Transportation Policy Board may include a finding of a perceived conflict of interest, notwithstanding the consultant's disclosure and certification described above. In the event that the Transportation Policy Board determines that a perceived conflict of interest exists, the Board will notify the prospective consultant in writing of the basis for the conclusion that a perceived conflict of interest exists, without any implied or actual limitation on any legal rights or defenses that might thereafter be asserted.

\*For purposes of this provision, "local government officer" has the definition established by Section 176.001{4} of the Local Government Code.

## **SECTION II EVALUATION OF PROPOSALS**

Procedures have been established for the evaluation and selection of a consultant that provides for a consistent approach to carry out CAMPO's regional and transportation planning needs. To accomplish this objective, the CAMPO Evaluation Committee will review each submission based on the following criteria:

- Executive Summary, Proposal Clarity, and Format – Submissions will be evaluated based on the clarity and format of the summarized project proposal (executive summary), as well as the proposal as a whole. (15 points)
- Project Work Program – The responding consultant team must present their team's approach through a clear, detailed narrative that displays an in-depth understanding of all tasks involved in this study and the project. Any work on similar type projects may be listed to validate this understanding. (20 points)
- Project Management and Team – The responding consultant team should include individuals that have relevant and effective project management experience. This includes an experienced project manager, deputy project manager if applicable, and strong subconsultants. Proposals must demonstrate how each team member, including any subconsultants, will be utilized in relevant tasks. (20 points)
- Schedule – Submissions must include a detailed schedule and include tasks, deliverables, and milestones. The schedule must demonstrate how the project team intends to complete all tasks in the Project Work Program within the allotted timeframe. (10 points)
- Availability of Consultant – This project involves many simultaneous tasks; the consultant team must demonstrate its ability to meet the project schedule and indicate all other projects being worked on by key staff, percentage of involvement and role in those projects, and probable completion dates. (10 points)
- Prior Experience - Submissions will be assessed on prior experience of the proposed personnel in the subject areas covered in Section III of this RFP. (15 points)
- 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 points)

- Additional services, ideas, innovation or products, such as graphic design, cost-saving measures, safety- measures, outreach methods, products, DBE/WBE/MBE/HUB usage, etc., will be considered in the evaluation with additional points being awarded in the categories above for the use of these strategies.

The Evaluation Committee members will individually evaluate all submissions according to the criteria described. Based on proposal scoring results, CAMPO reserves the right to invite top ranked teams to participate in oral presentations. The oral presentation can carry a score of up to 25 points that will factor into the final overall scores (written proposal plus oral presentation). Following approval by the Transportation Policy Board, CAMPO staff will begin negotiations with the top ranked firm. If a contract cannot be negotiated with the top ranked firm, CAMPO may choose to proceed to negotiate with the next ranked firm, and so on, until a contract has been successfully negotiated.

CAMPO retains the right to select from the consultants responding to this RFP. Any or all submissions may be rejected if they do not meet the Evaluation Committee's criteria or fail to comply with RFP specifications. CAMPO also retains the right to withdraw this RFP at any time.

### **SECTION III**

#### **SCOPE OF SERVICES**

**Description:** Northeast Burnet County Corridors Study

**1. PURPOSE**

The Capital Area Metropolitan Planning Organization, hereinafter referred to as CAMPO, seeks offers in response to this Solicitation from firms qualified and experienced in planning, design, public outreach, and environmental studies for multimodal corridor(s) in northeast Burnet County. Qualified firms must demonstrate an understanding of transportation planning practices and requirements in the Central Texas region, along with experience and proficiency in the Texas Department of Transportation (TxDOT) Project Development Process and the National Environmental Policy Act (NEPA) process.

**2. BACKGROUND**

The purpose of this initiative is to assist Burnet County and CAMPO in identifying current and future transportation needs and preparing corridor studies to advance recommendations for inclusion in CAMPO's long-range Regional Transportation Plan (RTP) and for future funding consideration in CAMPO's Transportation Improvement Program (TIP). Corridors to be included in this program may be existing state and local facilities or potential greenfield locations.

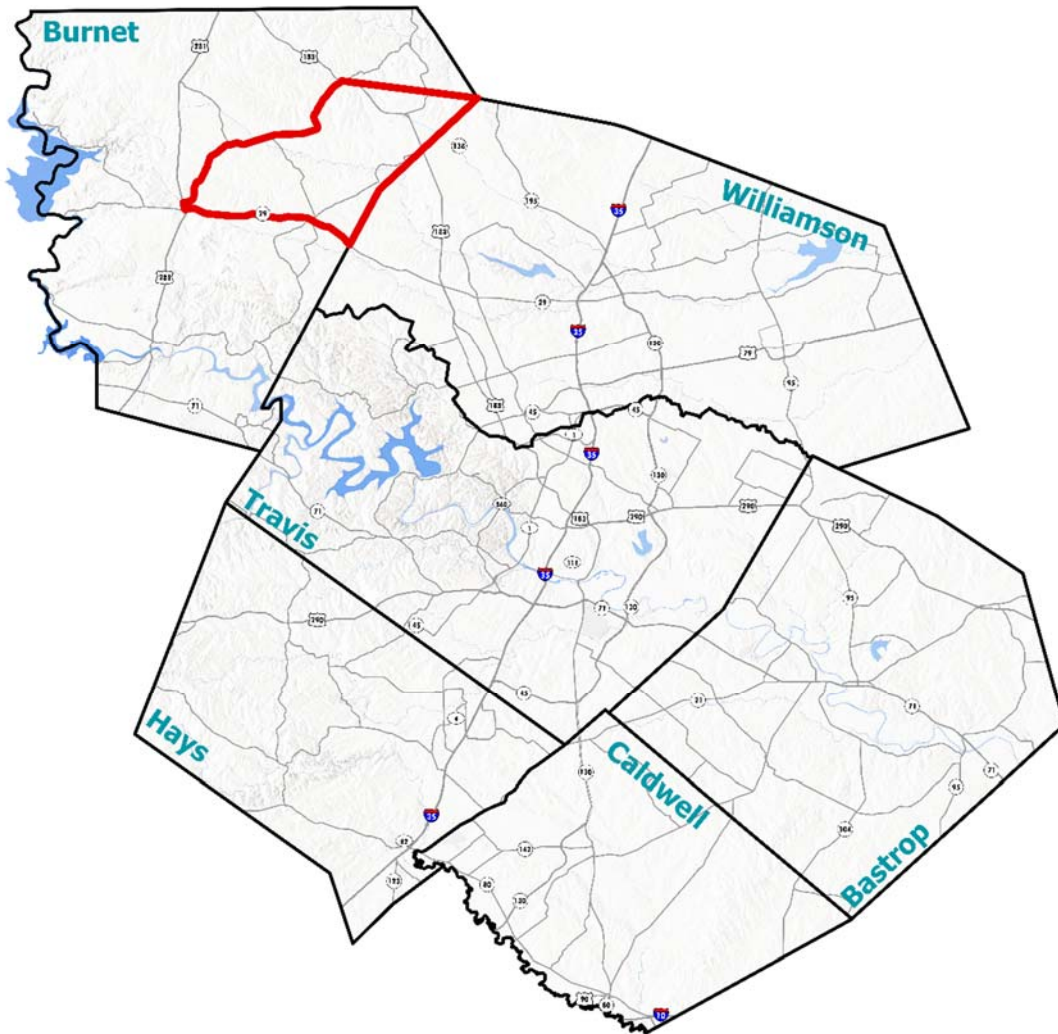
These corridors also complement existing corridor studies and improvement projects throughout Burnet, Bell, and Williamson counties and the CAMPO region, connecting to and extending projects currently in some stage of development ranging from feasibility studies to construction.

CAMPO has conducted planning studies at the corridor, regional, and subregional levels since 2015 to develop local and regional recommendations. This study will build on that history in addressing the next round of needs in Burnet County to have shovel-ready projects when funding becomes available. The studies undertaken by CAMPO to date include:

- Georgetown Williams Drive Study (June 2017)
- Regional Active Transportation Plan (October 2017)
- Regional Incident Management Study (December 2018)
- Luling Transportation Study (July 2019)
- Regional Transportation Demand Management Plan (August 2019)
- MoKan/Northeast Subregional Study (November 2019)
- Regional Arterials Concept Inventory (November 2019)
- Regional Transit Study (March 2020)

- 2045 Regional Transportation Plan (May 2020)
- Bergstrom Spur Study (November 2020)
- San Marcos Transportation Corridors Study (ongoing)
- Western Caldwell County Transportation Study (ongoing)

### 3. STUDY AREA AND INTERCHANGE FOCUS AREAS



#### **4. SCOPE OF SERVICES**

##### **Task 1 – PROGRAM ADMINISTRATION AND MANAGEMENT**

This task shall include management of all project activities and work. This task will involve continuous project coordination and administration; preparation of monthly progress reports, invoices, and billings; meetings and coordination activities; preparation of meeting minutes; quality assurance/quality control (QA/QC); and other project management activities specified by CAMPO.

##### **Project Management Plan**

Outlines project team organization, roles and responsibilities; program schedule; coordination and communication procedures; document and graphics formatting protocols; QA/QC plan; filing protocols; contract close-out procedures, and other important operational information.

##### **Quality Assurance/Quality Control Plan**

Documents the quality control program to be implemented by the consultant team. It will outline review processes for all work to assure that the work is conducted and completed in accordance with CAMPO requirements and applicable standards.

##### **Management of Work Activities**

Management of all project activities and work to assure they are conducted and completed in accordance with applicable CAMPO requirements and applicable Federal and State statutes, regulations, rules and guidelines.

##### **Program Schedule**

Schedules will be developed, maintained, and actively monitored for the corridor study and its associated major work program or effort. Progress will be reviewed during coordination meetings.

##### **Invoice Preparation and Submittal**

Monthly invoices prepared in accordance with current CAMPO invoicing procedures.

##### **Progress Report Preparation and Submittal**

Unless otherwise directed in the work authorization, progress reports shall be submitted no later than the tenth day of the month following the month to which they apply. Each invoice shall include a copy of the progress report or reports for the period covered by the invoice. Each progress report shall specify, for each type of work that has been assigned under a work authorization, any deliverables that were completed during that month or other backup documentation as requested, physical and financial percent complete for that work, the precise nature of work that was done that did not result in a deliverable, whether the work is on schedule or not, any issues that may delay the work in the future, any actions by CAMPO or other remedial actions that are required, and for

the following month, the anticipated work to be performed and the deliverables that will be submitted.

### **Kick-off and Coordination Meetings**

A kick-off meeting is to be held immediately after the initial work authorization. Coordination meetings to be held at regular intervals – established in the work authorization.

### **Action Tracking Log**

The Consultant shall develop and maintain a log of action items. The log shall identify the action item, its status, responsible party, date assigned, and date completed. The log shall be a tool for managing assignments and shall be reviewed with CAMPO staff during coordination meetings.

### **Document Control**

The Consultant shall develop, implement, and maintain an electronic document control and filing system that shall govern the distribution and file copies of all program-related correspondence, reports, plans, and technical data.

### **Project Files**

Project files (electronic and hard copy) shall be assembled, maintained, and delivered to CAMPO with a complete index at project closeout or as directed by CAMPO.

### **Information Technology**

Establishment and/or maintenance of a web-based electronic management tool (EMT) for internal and external transfer of program and planning data, document management, scheduling, and coordination.

### **Deliverables**

The consultant shall produce all materials related to the project management. Materials to be produced include, but are not limited to, the following:

- Project management plan (draft and final)
- Quality assurance and quality control plan (draft and final)
- Program schedule
- Monthly invoices
- Monthly progress reports
- Meeting summaries
- Action tracking log
- Indexed project file (electronic and hard copy)

## **Task 2 – OUTREACH AND ENGAGEMENT**

The consultant will work with CAMPO staff to develop and execute a comprehensive and inclusive public involvement strategy that will lead to thorough and meaningful participation of various stakeholders in the development and evaluation of the study corridor(s).

### **Steering Committee**

The consultant and CAMPO staff will develop a steering committee to help guide the study, review the study's recommendations, and provide input on design development, if applicable. The consultant will provide updates on the planning and design processes and incorporate feedback from the steering committee.

### **Stakeholder Identification and Outreach**

The consultant shall be responsible for researching, identifying, and conducting outreach to all relevant stakeholders. This targeted outreach will concentrate on stakeholders, through focus groups and interviews, including but not limited to, private landowners, public utilities, nearby jurisdictions, railroad companies, and environmental agencies. The consultant will engage and solicit feedback from stakeholders throughout the process and specifically during development of the existing conditions and the alternatives analyses.

### **Public Meetings/Open Houses (Virtual and In-Person)**

The consultant shall hold public meetings/open houses online and/or in-person in the project vicinity at milestone points during the study to gain the perspective of residents, advocacy groups, homeowner associations, business and community leaders, school boards, as well as other stakeholders.

### **Environmental Justice Outreach**

The consultant shall provide a robust and coordinated effort to engage individuals and populations that are traditionally underserved and under-represented in the planning process.

### **Online Engagement**

The consultant shall coordinate with CAMPO on the development of online engagement tools. The consultant shall be responsible for producing all outreach materials and online engagement tools to be utilized throughout the study.

### **Outreach Database**

The consultant shall develop an outreach stakeholder database that includes all relevant information such as a list of all outreach participants, contact information, method of engagement, and engagement results.

### **Additional Engagement**

The consultant shall coordinate and execute any additional outreach and public

engagement as deemed necessary by the planning process. Public involvement, in advance of and during the environmental document development process, shall be in accordance with Federal and State rules, regulations, and guidelines.

### **Deliverables**

The consultant shall produce all materials related to the development and execution of the public involvement strategy. Materials to be produced include, but are not limited to, the following:

- Public engagement plan (draft and final)
- Stakeholder outreach database
- Public involvement summary report (draft and final)
- Public meeting coordination and materials
- Stakeholder outreach meeting coordination and materials
- Environmental Justice meeting coordination and materials
- Online outreach materials
- Additional outreach materials

### **Task 3 – REVIEW AND EVALUATION OF EXISTING AND FUTURE CONDITIONS**

The consultant shall collect, review, and investigate all relevant information to support the corridor development and decision-making process. This task will result in a comprehensive understanding of the existing conditions in the area to guide the development of alternatives and support the selection of preferred alignments.

#### **Review and Evaluation of Current Plans and Policies**

The Consultant shall review and evaluate current local, state, and regional plans, policies, rules and regulations relevant to the development of corridor improvements and potential new corridors in northeast Burnet County. The information to be gathered and reviewed includes, but is not limited, to the following:

- Local, state, and regional transportation plans
- Relevant capital improvement plans
- Area master development plans
- County and city subdivision and development regulations
- Local zoning codes
- Infrastructure and/or roadway design standards
- Access management policies

#### **Identification and Analysis of Environmental Resources**

The consultant shall identify environmental resources and evaluate the proposed corridor for environmental impacts. This research and evaluation period shall produce data in support of the alternative analysis and shall be comprehensive enough to be incorporated into the NEPA process. Environmental conditions and resource information to be

gathered and analyzed for potential impacts includes, but is not limited to, the following:

- Floodplains
- Hydrological resources (wetlands, rivers, and streams)
- Air quality
- Noise
- Wildlife and threatened or endangered species
- Historic and archeological cultural resources
- Section 4(f)/6(f) resources
- Prime or unique farmlands
- Environmental Justice populations and impacts
- Hazardous materials
- Climate change, natural disaster resiliency

### **Identification and Analysis of Land Use**

The consultant shall identify and analyze current and future land use and development. This research shall produce data in support of the corridor development and alternative analysis. Land use information to be gathered and analyzed includes, but is not limited to, the following:

- Existing and future land use
- Right-of-Way parcel identification
- Utilities
- Existing and planned residential and commercial development
- Demographic growth

### **Identification and Analysis of the Transportation Network**

The consultant shall identify and analyze current and future transportation networks. This research shall produce data in support of the corridor development and alternative analysis. Transportation information to be gathered and analyzed includes, but is not limited to, the following:

- Existing and planned transportation networks
- Origin/destination and activity data
- Intersections, interchanges, bottlenecks, and operational issues
- Traffic volumes and turning movement counts
- Existing and planned transit service and ridership data
- Crash and safety information
- Railroad activity and crossings
- Freight movement

### **Travel Demand Modeling**

The Consultant will use the most recent CAMPO model to develop no-build and build

scenarios for year 2045. The 2045 build scenario should include any planned improvements to corridors in the study area and use representative alignments documented in Burnet County's Transportation Plan. The Consultant will consider outputs from the model in the development of 2045 traffic projections (AM peak, PM peak, and Daily) for build and no-build conditions. Appropriate traffic engineering judgment shall be applied and used for project specific design. For the build condition, the analysis should illustrate the relative benefit of the corridor with respect to the local and regional transportation network.

### **Identification and Analysis of Additional Data**

The consultant shall identify and analyze any additional information not outlined above that is necessary to effectively evaluate and develop potential improvements and new corridors. Potential information to be gathered and analyzed includes, but is not limited to, the following:

- GPS/mobile device data
- Hydraulic, geotechnical, or land surveys
- Vehicle travel times

### **Deliverables**

The consultant shall produce technical reports that effectively present the information procured and analyzed for this task so that they present a comprehensive understanding of the current and future conditions that may impact the development of the corridor(s). These reports should be developed and organized to be accessible to all stakeholders including the general public, regulatory agencies, and key decision makers. Technical reports and materials to be produced include, but are not limited to, the following:

- Environmental report (draft and final)
- Land use report (draft and final)
- Transportation report (including results of the travel demand modeling) (draft and final)
- Scenario model files
- Addendum with any additional information

### **TASK 4 – ENVIRONMENTAL DOCUMENT DEVELOPMENT**

The consultant shall collect all relevant environmental, demographic, planning, and cultural data necessary for pre-NEPA and/or NEPA document development and clearance. The consultant shall identify the anticipated level of environmental study to be carried forward. The consultant will prepare and submit all necessary documentation and information in accordance with Federal and State statutes, regulations, and guidelines in order to receive environmental approval.

#### **Task 4.1 – ENVIRONMENTAL REVIEW AND EVALUATION OF EXISTING AND FUTURE CONDITIONS**

The consultant shall collect, review, and investigate all relevant information to support the corridor development and decision-making process. This task will result in a comprehensive understanding of the existing conditions in the study area to guide the development of alternatives and support the selection of a preferred alignment(s).

##### **Review and Evaluation of Current Plans and Policies**

The consultant shall review and evaluate current local, state, and regional plans, policies, rules, and regulations relevant to the development of corridor improvement recommendations. The information to be gathered and reviewed includes, but is not limited, to the following:

- Local, state, and regional transportation plans
- Relevant capital improvement plans
- Area master development plans
- County and city subdivision and development regulations
- Local zoning codes
- Infrastructure and/or roadway design standards
- Access management policies

##### **Identification and Analysis of Environmental Resources**

The consultant shall identify environmental resources and evaluate the proposed corridors for environmental impacts. This research and evaluation period shall produce data in support of the alternative analysis and shall be comprehensive enough to be incorporated into the NEPA process. Environmental conditions and resource information to be gathered and analyzed for potential impacts includes, but is not limited to, the following:

- Floodplains
- Hydrological resources (wetlands, rivers, and streams)
- Air quality
- Noise
- Wildlife and threatened or endangered species
- Historic and archeological cultural resources
- Section 4(f)/6(f) resources
- Prime or unique farmlands
- Environmental Justice populations and impacts
- Hazardous materials
- Climate change, natural disaster resiliency

### **Identification and Analysis of Land Use**

The consultant shall identify and analyze current and future land use and development. This research shall produce data in support of corridor development and alternatives analysis. Land use information to be gathered and analyzed includes, but is not limited to, the following:

- Existing and future land use
- Right-of-Way parcel identification
- Utilities
- Existing and planned residential, commercial, and industrial development
- Demographic growth

### **Identification and Analysis of the Transportation Network**

The consultant shall identify and analyze current and future transportation networks. This research shall produce data in support of corridor development and alternatives analysis. Transportation information to be gathered and analyzed includes, but is not limited to, the following:

- Existing and planned transportation networks
- Origin/destination and activity data
- Intersections, interchanges, bottlenecks, and operational issues
- Traffic volumes and turning movement counts
- Existing and planned transit service and ridership data
- Crash and safety information
- Existing and planned active transportation routes
- Railroad activity and crossings
- Freight movement

### **Travel Demand Modeling**

The consultant will use the most recent CAMPO model to develop no-build and build scenarios for year 2045 or the most current RTP horizon year at the time of each corridor study's development. The consultant will consider outputs from the model in the development of RTP horizon-year traffic projections (AM peak, PM peak, and daily) for build and no-build conditions. Appropriate traffic engineering judgment shall be applied and used for project-specific design. For the build condition, the analysis should illustrate the relative benefit of the corridor improvements with respect to the local and regional transportation network.

### **Identification and Analysis of Additional Data**

The consultant shall identify and analyze any additional information not outlined above that is necessary to effectively evaluate and develop corridor improvement

recommendations. Potential information to be gathered and analyzed includes, but is not limited to, the following:

- GPS/mobile device data
- Hydraulic, geotechnical, or land surveys
- Vehicle travel times

### **Deliverables**

The consultant shall produce technical reports that effectively present the information procured and analyzed for this task so that they present a comprehensive understanding of the current and future conditions that may impact the development of individual corridors. These technical reports will be used to form the final environmental analysis document for the NEPA process and environmental clearance. The reports should be developed and organized to be accessible to all stakeholders including the general public, regulatory agencies, and decision makers. Technical reports and materials to be produced include, but are not limited to, the following:

- Environmental report (draft and final)
- Land use report (draft and final)
- Transportation report (including results of the travel demand modeling) (draft and final)
- Scenario model files
- Addendum with any additional information

### **Task 4.2 – DEVELOPMENT OF THE PURPOSE AND NEED AND RANGE OF ALTERNATIVES**

The consultant shall develop the purpose and need and develop and analyze potential corridor improvement strategies. Using the information gathered in Tasks 3 and 4.1, the consultant shall analyze the potential strategies and select a preferred alternative(s) to be advanced in the project development process.

#### **Develop the Purpose and Need**

The consultant shall develop the purpose and need statement based on the information from Tasks 3 and 4.1 and in coordination with CAMPO, Burnet County, TxDOT, local governments, and steering committee members. This statement will guide the development of the range of alternatives.

#### **Develop a Range of Alternative Alignments**

The consultant will develop a range of alternatives for the study area including a no-build alternative. The alternatives will be developed using the information gathered in Tasks 3 and 4.1 and coordination with CAMPO, Burnet County, TxDOT, local governments, and steering committee members. The consultant will produce thematic maps of the alternatives and planning level cost estimates for each alternative.

**Deliverables**

The consultant shall produce a report (draft and final) that effectively presents the purpose and need, performance measures, and the development and evaluation of the range of alternatives. This report will be used to form the final environmental analysis document for the NEPA process. This report should be developed and organized to be accessible to all stakeholders including the general public, regulatory agencies, and decision makers. The technical report and materials to be produced include, but are not limited to, the following:

- Environmental Analysis Document (draft and final)
- Purpose and Need statement
- Performance measures
- Range of alternatives for evaluation
- Planning level cost estimates for each alternative



**Date:** October 3, 2022  
**Continued From:** N/A  
**Action Requested:** Approval

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**To:** Transportation Policy Board  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 11  
**Subject:** Discussion and Take Appropriate Action on Functional Classification for Braker Lane Extension Projects

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**RECOMMENDATION**

Staff recommends the Transportation Policy Board approve the functional classification of the Braker Lane extension projects as provided in Resolution 2022-10-11.

**PURPOSE AND EXECUTIVE SUMMARY**

Staff is requesting functional classification assignment for the Braker Lane extension projects sponsored by the City of Austin and Travis County. Braker Lane is being extended along a new alignment from Dawes Place to Samsung Blvd by the City of Austin, and from Samsung Blvd to Harris Branch Parkway by Travis County. These projects were selected by the Transportation Policy Board for Surface Transportation Block Grant (STBG) funding in 2018 with the City of Austin portion currently scheduled for letting in early 2023.

These projects together encompass the extension of Braker Lane along a new alignment and provide a critical roadway link in this area of the region. As a new location facility, the roadway is not currently functionally classified and must be designated as a minor collector or above to be eligible for federal transportation funding. Because existing Braker Lane is currently designated as a minor arterial, staff recommends the extension also be designated as a minor arterial.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

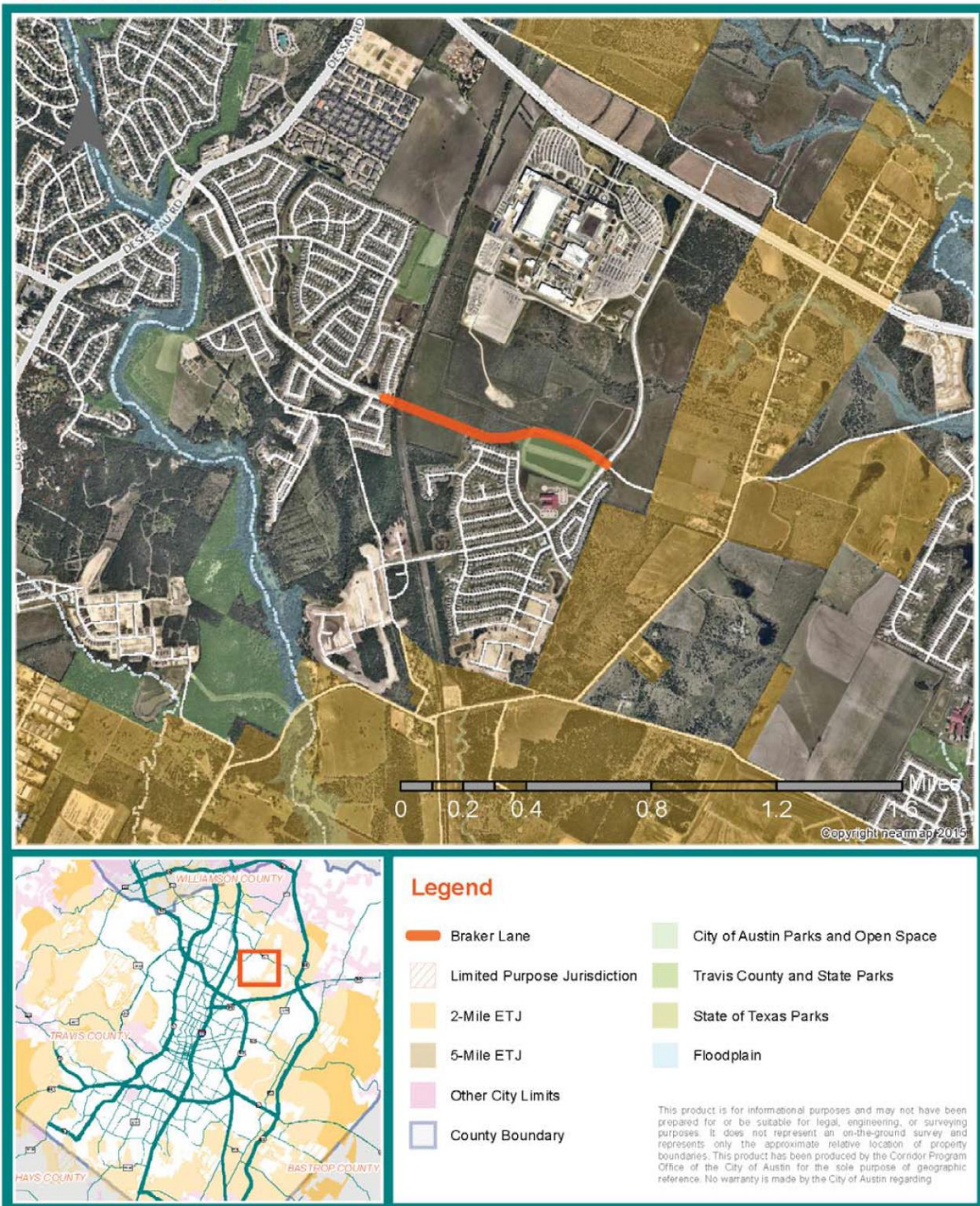
Functional classification changes reflect changes to the roadway network including connectivity, traffic, and capacity changes often the result of transportation projects. The final determination of roadway functional classification is made by the Federal Highway Administration (FHWA) for federal funding eligibility; however, any functional classification change requests must have concurrence from CAMPO prior to FHWA's determination.

**SUPPORTING DOCUMENTS**

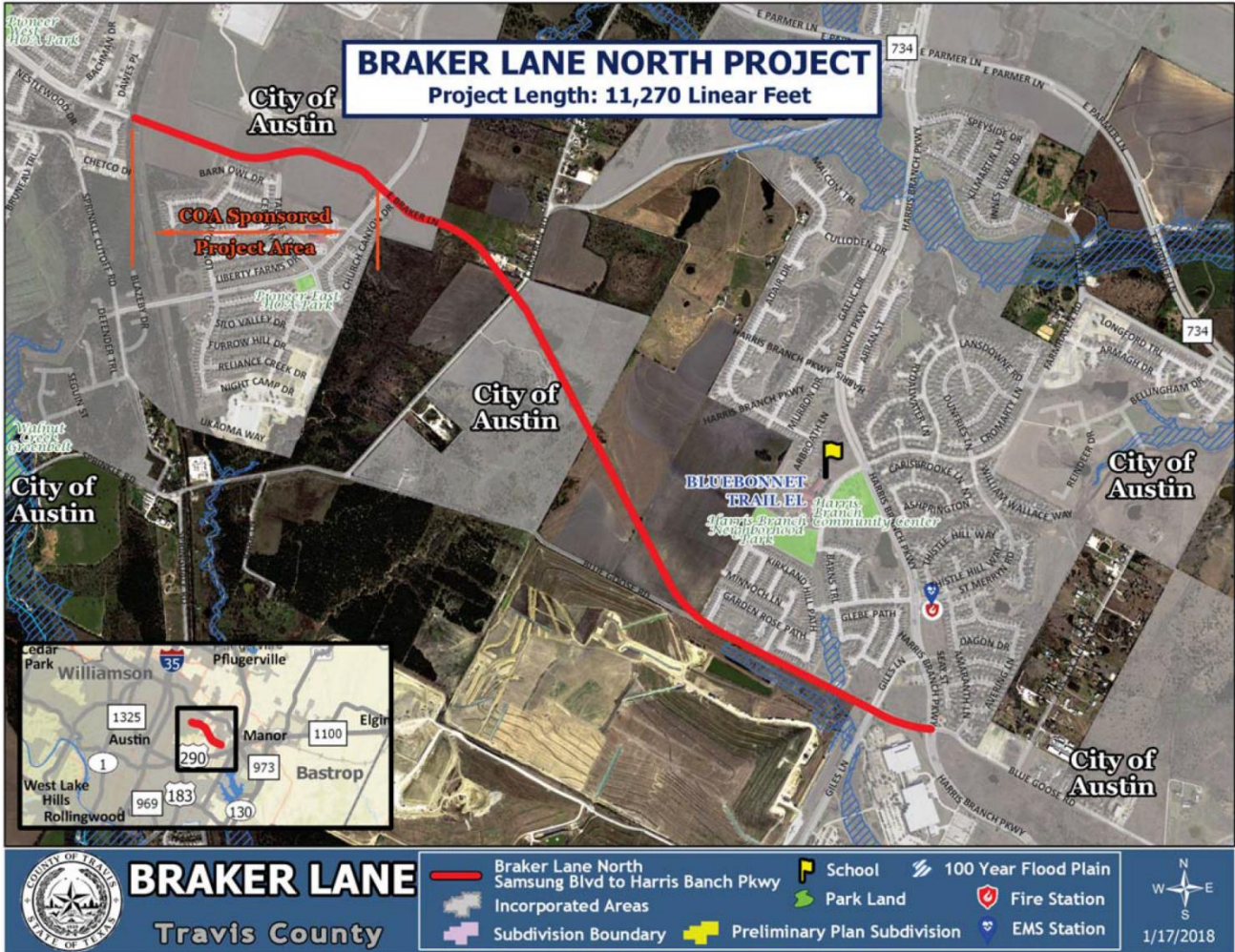
**Attachment A** – *Project Location Maps*

**Attachment B** – *Draft Resolution 2022-10-11*

## Braker Lane Extension – From Dawes Place to Samsung Blvd (City of Austin)



## Braker Lane Extension – Samsung Blvd to Harris Branch Parkway (Travis County)





## **Resolution 2022-10-11**

### **Approval of the Functional Classification Change for the Braker Lane Extensions 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**, 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 project development; and

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

**WHEREAS**, CAMPO, TxDOT, the City of Austin, and Travis County have submitted a roadway functional classification change request to the Transportation Policy Board for the Braker Lane Extension projects; and

**WHEREAS**, Braker Lane is being extended along a new alignment from Dawes Place to Samsung Blvd by the City of Austin, and from Samsung Blvd to Harris Branch Parkway by Travis County; and

**WHEREAS**, the functional classification of the existing Braker Lane facility which will be extended by the new alignment projects is currently classified as a minor arterial; and

**WHEREAS**, the functional classification change request is the new alignment extensions be classified as a minor arterial to reflect the extension of the currently classified roadway; and

**NOW, THEREFORE BE IT RESOLVED** that the Transportation Policy Board hereby votes to approve the functional classification change request of the Braker Lane extension projects; 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 functional classification change request the Braker Lane extension projects as reflected was made on October 3, 2022 by \_\_\_\_\_ duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 3<sup>rd</sup> day of October 2022.

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**Chair, CAMPO Board**

Attest:

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**Executive Director, CAMPO**



## **Transportation Policy Board 2023 Meeting Schedule**

All meetings will be held at The Junior League of Austin Community Impact Center located at 5330 Bluffstone Lane, Austin, TX 78759 and will begin promptly at 2:00 p.m.

January 9, 2023

February 13, 2023

March 13, 2023

April 10, 2023

May 8, 2023

June 12, 2023

July 10, 2023

August 14, 2023

September 11, 2023

October 2, 2023

November 13, 2023

December 11, 2023