



TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, February 13, 2023
2:00 p.m.

Livestream at www.campotexas.org

All individuals attending the CAMPO Transportation Policy Board Meeting are required by the meeting facility to follow the Center for Disease Control (CDC), state, and local guidance.

REVISED AGENDA

1. Certification of Quorum – Quorum requirement is 12 members.
.....Commissioner Cynthia Long, Chair
2. Public Comments
The public is invited to comment on transportation-related topics in the CAMPO geographic area. Up to 10 individuals may sign up to speak and must adhere to the three (3) minute time limit. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, February 9, 2023.

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

EXECUTIVE SESSION:

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

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

The public is invited to comment on agenda items 5-10 below. Speakers must adhere to the three (3) minute time limit. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, February 9, 2023.

5. [Discussion and Take Appropriate Action on January 9, 2023 Meeting Minutes](#)
.....Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the January 9, 2023 meeting minutes.
6. [Discussion and Take Appropriate Action on Amendments to FY 2022 & 2023 Unified Planning Work Program \(UPWP\)](#).....Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will present UPWP Amendment #4 to add Capital Metro studies and an additional \$10,000 for Regional Transit Coordination (RTC) with accompanying Resolution 2023-2-6 and request Transportation Policy Board approval.
7. [Consideration and Appropriate Action on the Nomination and Appointments to Capital Metro Board of Directors](#)
.....Commissioner Cynthia Long, Chair and Mr. Tim Tuggey, CAMPO Legal Counsel
Chair Long will present the recommendation of the Nominating Committee and request approval. Chair Long will also request a vote of the local governments eligible to vote on the appointment of the City of Austin elected official position for the Capital Metro Board of Directors.
8. [Discussion and Appropriate Action on Categories 2 & 4 Deferred Projects](#)
.....Ms. Heather Ashley-Nguyen, P.E., TxDOT
Ms. Ashley-Nguyen will provide an update on the Categories 2 & 4 deferred projects and a timeline for funding restoration.
9. [Discussion on Carbon Reduction Program \(CRP\) Funding Scenarios](#).....Mr. Ryan Collins, CAMPO
Mr. Collins will provide an update on the CRP funding scenarios based on the January Technical Advisory Committee discussion.
10. [Discussion on 2023 Federal Performance Measure Target Updates](#).....Mr. Ryan Collins, CAMPO
Mr. Collins will present federal performance measure target updates for 2023.
11. Executive Director’s Report on Transportation Planning Activities
 - a. Safe Streets for All (SS4A) Federal Discretionary Grant Results
12. Announcements
 - a. Transportation Policy Board Chair Announcements
 - Membership of the CAMPO Executive Committee
 - b. Next Technical Advisory Committee Meeting, February 27, 2023 – 2:00 p.m.
 - c. Next Transportation Policy Board Meeting, March 13, 2023 – 2:00 p.m.
13. 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.



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

Livestream at: www.campotexas.org

**Meeting Minutes
January 23, 2023
2:00 p.m.**

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

The Chair called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:03 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Richard Mendoza, P.E.	City of Austin	N	
4.	Tom Gdala	City of Cedar Park	Y	
5.	Nick Woolery	City of Georgetown	Y	
6.	Vacant	City of Kyle	N/A	
7.	Ann Weis	City of Leander	Y	
8.	Emily Barron	City of Pflugerville	Y	
9.	Gary Hudder, Vice Chair	City of Round Rock	Y	
10.	Laurie Moyer, P.E., Chair	City of San Marcos	Y	

11.	Aimee Robertson	Bastrop County	Y	
12.	Keehren Baah	Bastrop County (Smaller Cities)	Y	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Mike Hodge, P.E.	Burnet County (Smaller Cities)	Y	
15.	Will Conley	Caldwell County	Y	
16.	David Fowler, AICP	Caldwell County (Smaller Cities)	Y	
17.	Jerry Borcharding	Hays County	Y	
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	N	
22.	Tom Yantis	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	N	Nadia Barrera-Ramirez
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	

2. Approval of October 17, 2022 Meeting Summary

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

The Chair entertained a motion for approval of the October 17, 2022 meeting summary, as presented.

Mr. Ed Collins moved for approval of the October 17, 2022 meeting summary, as presented.

Mr. Gary Hudder seconded the motion.

The motion prevailed unanimously.

The Chair changed the order of business to address Item #4 Update on Transportation Demand Management (TDM) Subcommittee.

3. Presentation of FM 685 Corridor Study

..... Ms. Emily Barron, City of Pflugerville

Presentation of the FM 685 Corridor Study was deferred to the February meeting.

4. Update on Transportation Demand Management (TDM) Subcommittee

..... Mr. Gary Hudder, Vice Chair

The Chair recognized Vice Chair Gary Hudder who reported that the TDM Subcommittee's concentrated efforts for the next few months will be applied to the School Pool, Essential Worker Outreach, and study of a portion of the Palmer Corridor. Vice Chair Hudder reported that the next meeting of the TDM Subcommittee will be held in March as an in-person meeting. The presentation was concluded by a brief question and answer with comments.

Following the conclusion of Item #4 Update on Transportation Demand Management (TDM) Subcommittee, the Chair continued with the order of business to address Item #5 Presentation of Regional Traffic Safety Plan.

5. Presentation of Regional Traffic Safety Plan

..... Mr. Jeff Kaufman, Texas A&M Transportation Institute

The Chair recognized Mr. Jeff Kaufman who provided an overview on the development of the Regional Traffic Safety Plan. Mr. Kaufman briefly discussed an upward trajectory in the preliminary regional crash data and informed the Committee that the region has a growing safety problem. The Committee received preliminary data results for the following:

1. Regional Fatality data increased 17% from 2021
2. Regional Serious Injuries at its highest rate
3. Regional Bike/Ped Fatalities and Serious Injuries at its highest in both categories

Mr. Kaufman briefly discussed performance measures to reduce fatalities and injuries, CAMPO's role, and potential strategies for Traffic Safety in the region. Mr. Kaufman also informed the Committee that the Regional Traffic Safety Plan will be presented to the TAC for acceptance in March or April. The presentation was concluded by question and answer with comments.

6. Update on Travel Demand Model

..... Mr. Greg Lancaster, CAMPO

The Chair recognized Mr. Greg Lancaster, Travel Demand Modeling Manager who provided a brief overview on the development of the CAMPO 2050 Regional Travel Demand Model. Mr. Lancaster

presented the 2020 Travel Demand Model Update schedule and discussed the progress included in the timeline. Mr. Lancaster noted that the model is on schedule to be completed by the end of May or early June of 2023. Mr. Lancaster also reported that CAMPO staff is on schedule to complete the entire project by TxDOT's deadline of August 1, 2023 and briefly discussed the work completed as follows:

1. Traffic Analysis Zones (TAZ) and Base Year Network updates
2. Held Stakeholder Group and Technical Working Group meetings
3. Created website for Stakeholder/Technical Working Group 2030 and 2050 demographic review

Mr. Lancaster informed the Committee that CAMPO staff will not be able to extend any additional demographic review deadlines due to time and budget constraints. Mr. Lancaster added that 2 more demographic review requests are forthcoming and must be completed by the designated deadlines to complete the model on time and within budget. The Committee was encouraged to use the website to log all comments and only review their areas of responsibility. Mr. Lancaster provided a summary of next steps as follows:

1. Continue 2020 base year calibration
2. Complete forecast demographic review and runs
3. Complete forecast network review
4. Hold third Technical Working Group meeting

The presentation was concluded by question and answer with comments.

7. Update on Corridor Readiness Segment Prioritization Efforts

..... Mr. Chad McKeown, CAMPO

The Chair recognized Mr. Chad McKeown, Deputy Executive Director who informed the Committee that staff received notification that TxDOT is still working to identify potential funding sources for some of the corridor studies. Mr. McKeown added that the Prioritization Subcommittee needs the information from TxDOT before developing and presenting final recommendations to the TAC. Mr. McKeown introduced Mr. Eric Busker of BGE, Inc. and CAMPO's General Engineering Consultant (GEC) team as presenter for further details.

Mr. Busker reported that the Prioritization Subcommittee met in late November 2022 to develop a list of projects that they would like to begin working on as soon as possible. Mr. Busker reported that the subcommittee will present the project list at the next TAC meeting. The update was concluded without questions or comments.

8. Discussion on Carbon Reduction Program (CRP)

..... Mr. Ryan Collins, CAMPO

The Chair recognized Mr. Ryan Collins, Short-Range Planning Manager who provided a brief overview of the CRP and reported that CAMPO will receive approximately \$22 million for distribution in the Transportation Management Area (TMA). Mr. Collins informed the Committee that the Transportation Policy Board approved a funding request for the CRP at its January meeting.

Mr. Collins briefly discussed the planning scope summary, CRP eligible activities, and CRP planning outcomes. Mr. Collins also highlighted the allocation summary (\$7,766,342), available funding prior to

November 15, 2023 (\$12,106,115), and deferred project list. The presentation was concluded by question and answer with comments.

9. Discussion on Federal Performance Measure Target Updates

..... Mr. Ryan Collins, CAMPO

The Chair recognized Mr. Ryan Collins who continued with a brief overview of the Performance Measurement Report, Transportation Performance Management, performance measures process, and targets. Mr. Collins informed the Committee that the Performance Measure Target Updates will be presented to the Transportation Policy Board at its February meeting and back to the TAC for adoption at its February meeting. The presentation was concluded by question and answer with comments.

10. Report on Transportation Planning Activities

a. FTA 5310 Project Call

Mr. Ryan Collins reported that the Federal Transit Administration 5310 Project Call is open with approximately \$2.7 million in available funding. Mr. Collins further reported that a webinar will be held on February 1, 2023 and noted that the deadline for applications is March 3, 2023 at 5:00 p.m.

b. Amendment Cycle

Mr. Ryan Collins continued with a report on the Spring amendment cycle for the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). Mr. Collins presented and highlighted the schedule for the spring amendment cycle.

11. TAC Chair Announcements

The Chair announced that the TAC is welcoming new members to the 2023 membership. The Chair requested that TAC members turn on their cameras and introduce themselves and their representation for the benefit of the new members, at the February meeting.

• Appointment of Nominating Committee for 2023 Election of TAC Officers

The Chair also announced that the following TAC members were appointed to the Nominating Committee for the 2023 Election of TAC Officers:

1. Mr. Tom Gdala, City of Cedar Park
2. Ms. Aimee Robertson, Bastrop County
3. Ms. Emily Barron, City Pflugerville

The Chair informed the Committee that the current officers are willing to serve an additional term. The Chair also requested notification by email from any other TAC members that are interested in serving on the Nominating Committee.

The Chair announced that the next Transportation Policy Board Meeting will be held on February 13, 2023 at 2:00 p.m. and the next Technical Advisory Committee will be held on February 17, 2023 at 2:00 p.m.

12. Adjournment

The Chair entertained a motion to adjourn the January 23, 2023 meeting of the Technical Advisory Committee.

Vice Chair Gary Hudder moved to adjourn the January 23, 2023 meeting of the Technical Advisory Committee.

The Chair seconded the motion.

The January 23, 2023 meeting of the Technical Advisory Committee was adjourned at 4:00 p.m.



Capital Area Metropolitan Planning Organization
Transportation Policy Board Meeting
 The Junior League of Austin Community Impact Center
 5330 Bluffstone Lane Austin, TX 78759
 Monday, January 9, 2023 – 2:00 p.m.
 Livestream at: www.campotexas.org

1. Certification of Quorum – Quorum requirement is 12 members.

.....Commissioner Cynthia Long, Chair

The CAMPO Transportation Policy Board was called to order by the Chair at 2:05 p.m.

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Cynthia Long, Chair	Commissioner, Williamson County	Y	
2	Ann Kitchen, Vice-Chair	City of Austin, District 5	N	
3	Alison Alter	City of Austin, District 10	N	Council Member Vanessa Fuentes
4	Clara Beckett	Commissioner, Bastrop County	Y	
5	Andy Brown	Judge, Travis County	N	Ms. Amy Pattillo
6	Christine DeLisle	Mayor City of Leander	Y	
7	Paige Ellis	Mayor Pro Tem, City of Austin, District 8	Y	
8	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
9	Natasha Harper-Madison	City of Austin, District 1	N	Mayor Pro Tem Paige Ellis
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	Debbie Ingalsbe	Commissioner, Hays County	Y	
14	Rudy Metayer	City of Pflugerville, Place 4	Y	

15	Travis Mitchell	Mayor, City of Kyle	Y	
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	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 at <https://austintx.new.swagit.com/videos/196634>. Start Video at 00:00:15

3. Executive Session

An Executive Session was not convened.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/196634>. Start Video at 00:00:19

4. Report from Technical Advisory Committee (TAC) Chair

A report was not provided as the Technical Advisory Committee did not convene as scheduled in December 2022.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/196634>. Start Video at 00:00:22

5. Discussion and Take Appropriate Action on November 14, 2022 Meeting Minutes

The Chair entertained a motion for approval of the November 14, 2022 meeting minutes, as presented.

Mayor Craig Morgan moved for approval of the November 14, 2022 meeting minutes, as presented.

Council Member Rudy Metayer seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Council Member Ann Kitchen

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/196634>. Start Video at 00:00:32

6. Discussion and Take Appropriate Action on for CAMPO Executive Director to Begin Negotiation of Audit Services Contract

The Chair recognized Ms. Theresa Hernandez, Finance and Administration Manager who provided an overview of the procurement and evaluation process for consultant services for the Audit Services contract. Ms. Hernandez identified Montemayor Britton Bender, P.C. as the top ranked consultant firm.

The presentation was concluded with a request for approval to authorize the CAMPO Executive Director to negotiate and execute a contract with the top ranked consultant firm for the Audit Services contract.

The Chair entertained a motion for approval to authorize the CAMPO Executive Director to negotiate and execute a contract with the top ranked consultant firm for the Audit Services contract.

Judge James Oakley moved for approval to authorize the CAMPO Executive Director to negotiate and execute a contract with the top ranked consultant firm for the Audit Services contract.

Commissioner Ann Howard seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Commissioner Clara Beckett, Mayor Christine DeLisle, Mayor Pro Tem Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes (Proxy for Council Member Alison Alter), Mr. Matt Harriss, Commissioner Ann Howard, Mayor Jane Hughson,

Commissioner Debbie Ingalsbe, Council Member Rudy Metayer, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Moran, Mayor Josh Schroeder, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: Council Member Ann Kitchen

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/196634>. Start Video at 00:00:54

The Chair changed the order of business to address Agenda Item 8-Recognition of Service for the CAMPO Region from Council Member Ann Kitchen and Commissioner Mark Jones.

The Chair recognized and presented Commissioner Mark Jones with a plaque on behalf of the Transportation Policy Board in appreciation for his service to CAMPO and the Central Texas region. Commissioner Jones offered remarks of gratitude.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/196634>. Start Video at 00:03:02

The Chair resumed the next order of business with Agenda Item 7-Discussion and Take Appropriate Action on Carbon Reduction Program (CRP) and Funding Request.

7. Discussion and Take Appropriate Action on Carbon Reduction Program (CRP) and Funding Request

The Chair recognized Mr. Ryan Collins, Short-Range Planning Manager who provided an overview of the CRP and informed the Board that CAMPO will receive approximately \$22 million for distribution in the region through FY 2022-2026. Mr. Collins also discussed the required carbon reduction strategies, 4-year obligation limitation, local match requirement, and planning requirements for the CRP.

Mr. Collins informed the Board that CAMPO is requesting \$1 million in Carbon Reduction funding and 250,000 in Transportation Development Credits (TDCs) for local match to develop a Carbon Reduction Plan for the 6-county region. Mr. Collins noted that the funding request represents maximum potential expenditures, actual cost may vary, and any unutilized funding will be available for future allocation.

The presentation was concluded with a request for approval of the allocation of Carbon Reduction funding and the associated TDCs with accompanying Resolution 2023-1-7.

The Chair directed CAMPO staff to forward the Scope of Work included in the Request for Proposals to the Transportation Policy Board and Technical Advisory Committee within seven (7) days for review prior to the solicitation for consultant services for development of a Carbon Reduction Plan.

The Chair entertained a motion for approval of the allocation of Carbon Reduction Program funding and associated TDCs with accompanying Resolution 2023-1-7.

Commissioner Jeffrey Travillion moved for approval of the Carbon Reduction Program and funding request contingent upon the Transportation Policy Board and Technical Advisory Committee's review of the Scope of Work included in the Request for Proposals, prior to the solicitation for consultant services and final approval at the next Transportation Policy Board meeting.

Mayor Jim Penniman-Moran seconded the motion.

The motion prevailed.

Ayes: Commissioner Cynthia Long, Commissioner Clara Beckett, Mayor Christine DeLisle, Mr. Tucker Ferguson, P.E., Mr. Matt Harriss, Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Council Member Rudy Metayer, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Moran, Mayor Josh Schroeder, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: Mayor Pro Tem Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Council Member Vanessa Fuentes (Proxy for Council Member Alison Alter), and Commissioner Ann Howard

Absent and Not Voting: Council Member Ann Kitchen

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/196634>. Start Video at 00:05:31

8. Recognition of Service for the CAMPO Region from Council Member Ann Kitchen and Commissioner Mark Jones

Agenda Item 8-Recognition of Service for the CAMPO Region from Council Member Ann Kitchen and Commissioner Mark Jones was addressed following Agenda Item 6-Discussion and Take Appropriate Action on for CAMPO Executive Director to Begin Negotiation of Audit Services Contract.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/196634>. Start Video at 00:03:15

9. Discussion and Take Possible Action on Nomination of Officers for Vice Chair and Secretary of the Transportation Policy Board

The Chair informed the Board that the offices of Vice Chair and Secretary for the Transportation Policy Board are vacant due to the departure of Council Member Ann Kitchen (Vice Chair) and Commissioner Mark Jones (Secretary). The Chair added that it is a mid-term election to fill the unexpired terms.

The Chair recognized Mayor Josh Schroeder for a motion.

Mayor Josh Schroeder moved to nominate Council Member Rudy Metayer as Vice Chair and Commissioner Clara Beckett as Secretary of the Transportation Policy Board.

Judge James Oakley seconded the motion.

Ms. Amy Pattillo offered comments on the point of order and moved for approval for a quick recess for further discussion on the nominations for Vice Chair and Secretary of the Transportation Policy Board.

Mayor Pro Tem Paige Ellis offered comments of support for a quick recess and seconded the motion.

Mr. Tim Tuggey, CAMPO Legal Counsel offered clarification regarding the point of order, original motion on the floor, and intervening motion to recess.

The motion to recess failed.

Ayes: Mayor Pro Tem Paige Ellis, Council Member Vanessa Fuentes (Proxy for Council Member Alison Alter), Commissioner Ann Howard, and Ms. Amy Pattillo (Proxy for Judge Andy Brown)

Nays: Commissioner Cynthia Long, Commissioner Clara Beckett, Mayor Christine DeLisle, Mr. Tucker Ferguson, P.E., Mr. Matt Harriss, Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Council Member Rudy Metayer, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley, Mayor Jim Penniman-Moran, Mayor Josh Schroeder, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Abstain: None

Absent and Not Voting: Council Member Ann Kitchen

The original motion by Mayor Josh Schroeder and seconded by Judge James Oakley to nominate Council Member Rudy Metayer as Vice Chair and Commissioner Clara Beckett as Secretary of the Transportation Policy Board remained on the floor.

The motion prevailed.

Ayes: Commissioner Cynthia Long, Commissioner Clara Beckett, Mayor Christine DeLisle, Mayor Pro Tem Paige Ellis, Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes (Proxy for Council Member Alison Alter), Mr. Matt Harriss, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Council Member Rudy Metayer, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley, Mayor Jim Penniman-Moran, Mayor Josh Schroeder, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: Ms. Amy Pattillo (Proxy for Judge Andy Brown)

Absent and Not Voting: Council Member Ann Kitchen

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/196634>. Start Video at 00:38:35

10. Discussion and Potential Action on CAMPO Appointments to the Capital Metro Board

The Chair proposed utilizing the same appointment process and subcommittee used to fill the Financial Position vacated by Mr. Terry Mitchell and now filled by Mr. Matt Harriss. The Chair identified Commissioner Ann Howard, Ms. Sandy Guzman, and herself as members of the subcommittee and provided a brief overview of the selection process. The Chair also discussed a timeline for approval of the appointments for the Business Interest and Austin City Council Elected Official Positions on the Capital Metro Board.

No action was required or taken on this item.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/196634>. Start Video at 00:45:17

11. Executive Director's Report on Transportation Planning Activities

a. 2023 Transportation Planning Activities Calendar

Mr. Ashby Johnson, CAMPO Executive Director presented the transportation planning activities for the next 12 months and reported that the transportation planning calendar will be updated quarterly, as needed.

Mr. Johnson reported that he and Commissioner Cynthia Long attended a TxDOT and City of Austin sponsored "Safety Hack" event last month. Mr. Johnson summarized the details of the event and the intent for a follow-up Safety campaign in the future.

Mr. Johnson also reported that Eagle Pass has been added as a new Metropolitan Planning Organization (MPO) for the state of Texas as a result of the new census information. Mr. Johnson added that two (2) other MPOs for the State have crossed the 200,000-population threshold and are now eligible to receive Category 7 funding. Mr. Johnson noted that as new MPOs are added across the country, more MPOs will be competing for federal planning funds that will not be expanding.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/196634>. Start Video at 00:51:14

12. Announcements

a. Transportation Policy Board Chair Announcements

There were no announcements from the Chair.

b. The next Technical Advisory Committee Meeting will be held on January 23, 2023 at 2:00 p.m.

c. The next Transportation Policy Board Meeting will be held on February 13, 2023 at 2:00 p.m.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/196634>. Start Video at 00:58:54

13. Adjournment

The January 9, 2023 meeting of the Transportation Policy Board was adjourned at 3:04 p.m. by unanimous consent.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/196634>. Start Video at 01:14:30



Date: February 13, 2023
Continued From: October 2, 2022
Action Requested: Approval

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item: 6
Subject: Discussion and Take Appropriate Action on FY 2022 & 2023 Unified Planning Work Program (UPWP) Amendment #4

RECOMMENDATION

CAMPO staff recommends the Transportation Policy Board approve FY 2022 & 2023 Unified Planning Work Program (UPWP) Amendment Four and accompanying Resolutions 2023-2-6 (**Attachment A**).

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to add an additional \$10,000 of Federal 5304 funding for the Regional Public Transportation Coordination Plan (RPTCP). On October 21, 2022, CAMPO was awarded \$35,000 to implement plan priorities subsequent to completion of the a 5-year comprehensive plan (\$25,000 previously programmed).

Federal Grants

On January 5, 2023, CAMPO received a request from Capital Metro to add two studies to the UPWP per federal regulation:

1. Capturing Transit Value for Community Development: Pilot Sites for TOD Implementation with an Equity Lens, \$900,000 FTA and \$500,000 local funds.
2. Capital Metro Training Academy – Staff Recruitment and Retention Plan for Service Restoration Post COVID-19, \$780,100 FTA funds.

On January 30, 2023, CAMPO staff was notified that we will receive a federal discretionary grant that should be included in the UPWP per federal regulation:

1. Regional Safety Action Plan: Safety planning grant, \$2,320,000 USDOT and \$580,000 In-Kind Donation of Services (non-federal).

On February 8, 2023, CAMPO received a request from Travis County to add the Travis County Safety Action Plan, \$350,000 USDOT and \$87,500 In-Kind Donation of Services (non-federal).

FINANCIAL IMPACT

Amendment Four will increase the FY 2022 & 2023 UPWP (**Attachment B**) by the amount of \$4,947,600.

BACKGROUND AND DISCUSSION

The UPWP is the federally-required document that identifies work tasks to be completed in the CAMPO region. The proposed Amendment Four to the FY 2022 & 2023 UPWP is detailed as follows:

2022 & 2023 Unified Planning Work Program: Amendment Four	
Subtask 4.3.1	Add \$10,000 FTA 5304 funds to the Regional Public Transportation Coordination Plan (RPTCP)
Subtask 4.4.4	Add Capital Metro study: Capturing Transit Value for Community Development: Pilot Sites for TOD Implementation with an Equity Lens, \$900,000 FTA and \$500,000 local funds
Subtask 4.4.5	Add Capital Metro study: Capital Metro Training Academy – Staff Recruitment and Retention Plan for Service Restoration Post COVID-19, \$780,100 FTA funds
Subtask 4.4.6	Add Travis County Safety Action Plan, \$350,000, SS4A USDOT funds and \$87,500 In-Kind Donation of Services (non-federal)
Subtask 5.2.12	Add Regional Safety Action Plan, \$2,320,000, SS4A USDOT funds and \$580,000 In-Kind Donation of Services (non-federal)

SUPPORTING DOCUMENTS

Attachment A – *Resolution 2023-2-6*

Attachment B – *FY 2022 & 2023 Unified Planning Work Program with Proposed Amendment #4*



Resolution 2023-2-6

Acknowledging the Transportation Policy Board's Adoption of Amendment Four 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 Three on October 3, 2022; and

WHEREAS, staff is proposing Amendment Four to add an additional \$10,000 of Federal 5304 funding for the Regional Public Transportation Coordination Plan (RPTCP), subtask 4.3.1. Include two Capital Metro's studies, Capturing Transit Value for Community Development: Pilot Sites for TOD Implementation with an Equity Lens, \$900,000 FTA and \$500,000 local funds, subtask 4.4.4 and Capital Metro Training Academy – Staff Recruitment and Retention Plan for Service Restoration Post COVID-19, \$780,100 FTA funds, subtask 4.4.5 (Attachment A). Add the Travis County Safety Action Plan, \$350,000 SS4A (USDOT) and \$87,500 In-Kind Donation of Services (non-federal), subtask 4.4.6. Add Regional Safety Action Plan, \$2,320,000 SS4A (USDOT) and \$580,000 In-Kind Donation of Services (non-federal), subtask 5.2.12. 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 February 13, 2023, by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 13th day of February 2023.

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
Amended by the Transportation Policy: February 13, 2023

Credit and Disclaimer Statement

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

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

The appendices contain the following:

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

FAST Act Planning Factors

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

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

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

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

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

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

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

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

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

Functional Responsibilities of Planning Agencies

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

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

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

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

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

MPO staff has the following general responsibilities:

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

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

Texas Department of Transportation

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

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

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

Capital Area Rural Transportation System (CARTS)

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

Capital Metropolitan Transportation Authority (Capital Metro)

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

Counties

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

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

Cities

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

Public/Public and Public/Private Partnerships

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

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

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

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

II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

- **OBJECTIVE**

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

- **EXPECTED PRODUCTS**

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

- **PREVIOUS WORK**

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

- **SUBTASKS**

Subtask 1.1 MPO Staff Work for Task 1.0

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

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

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

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

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

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

1.1.5 Equipment/Office Space & Computer Hardware/Software: This activity is for the upgrade/addition of, equipment/office space and computer hardware or software to ensure program efficiency. A description of equipment purchases in excess of \$5,000 will be submitted to the Texas Department of Transportation 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 Statistics and Metrics Dashboard New equipment and computer hardware/software

Subtask 1.2 Legal Services – Consultant Work

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

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

Subtask 1.3 Audit Costs – Consultant Work

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

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

• FUNDING SUMMARY

Task 1.0 - FY 2022 & FY 2023

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

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

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

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

- **SUBTASKS**

Subtask 2.1 MPO Staff Work for Task 2.0

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

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

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

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

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

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

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

2.2.1 Demographic Forecast and Travel Demand Modeling Projects for 2045 Plan

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

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

- FUNDING SUMMARY

Task 2.0 - FY 2022 & FY 2023

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

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

IV. TASK 3.0 - SHORT RANGE PLANNING

- **OBJECTIVE**
Conduct short-range transportation and transportation-related planning activities with short-term planning and implementation focus, including the development and administration of the Transportation Improvement Program.
- **EXPECTED PRODUCTS**
2021-2024 Transportation Improvement Program
2023-2024 Transportation Improvement Program
10 Year Plan
Performance Measure Report
Project Progress Report
2023-2026 TASA 4-Project Call
Project Prioritization Process
Congestion Management Process
- **PREVIOUS WORK**
2019-2022 Transportation Improvement Program
Project Tracking
Performance Measure Report
Congestion Management Process (CMP)
Special Funding Report
- **SUBTASKS**

Subtask 3.1 MPO Staff Work for Task 3.0

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

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

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

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

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

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

Subtask 3.2 Congestion Management – Consultant Work

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

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$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) ¹		STBG		Local		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	
3.1	CAMPO	278,080	287,587					278,080	287,587	565,667
3.2	CAMPO	21,000	24,000			-		21,000	24,000	45,000
3.3	CAMPO	-	-	262,720	236,000			262,720	236,000	498,720
TOTAL		299,080	311,587	262,720	236,000	-	-	561,800	547,587	1,109,387

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

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~~110,000 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

4.4.4 Capturing Transit Value for Community Development: Pilot Sites for TOD Implementation with an Equity Lens

The Capital Metropolitan Transportation Authority will receive funding to plan for TOD along the proposed Orange and Blue light rail lines and the proposed regional rail Green Line. The plan would set the stage for the agency to transition to a new headquarters and repurpose its current headquarters into a TOD site. The plan would enhance economic and community development by creating mixed-use development, increasing affordable housing, supporting bicycle and pedestrian access, and bringing essential services to the area.

Responsible Agency: Capital Metro
Funding Requirement: \$900,000 FTA and \$500,000 Local Funds

4.4.5 Capital Metro Training Academy – Staff Recruitment and Retention Plan for Service Restoration Post COVID-19

Funding would support planning and implementation efforts to define a training program that will improve the recruitment and retention of frontline staff.

Responsible Agency: Capital Metro
Funding Requirement: \$780,100 FTA Funds

4.4.6 Travis County Safety Action Plan

The Travis County Safety Action plan will inventory, analyze and prioritize areas based on safety need, evaluate solutions and projects, and develop and implement safety messaging and public input strategies. The plan is funded by the Safe Streets 4 All (SS4A) discretionary grant program and will follow the program requirements for safety action plan development. Upon completion, the Travis County Safety Action Plan will provide local sponsors with eligibility to pursue SS4A implementation grants for the projects, programs, and strategies contained within.

Responsible Agency: Travis County
Funding Requirement: \$350,000 USDOT (SS4A) and \$87,500 In-Kind Donation of services (non-federal)

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FUNDING SUMMARY

Task 4.0 - FY 2022 & FY 2023

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		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	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
		-	-			-	-			-	-	-	-	-	-	-
TOTAL		456,472	467,301	241,667	25,000	-	-	33,333	-	2,050,000	-	750,000	-	3,531,472	492,301	4,023,773

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

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5304		STBG		STATE		LOCAL		FTA		USDOT (884A)		IN-KIND DONATION		Total		Grand Total
		2022	2023	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	35,000													75,000	35,000	110,000
4.4	OTHER AGENCIES	-	-	166,667		-	-	33,333	-	2,050,000	500,000	750,000	1,680,100	350,000	87,500	3,000,000	2,617,600	5,617,600		5,617,600
		-	-			-	-			-	-	-	-	-	-	-	-	-	-	-
TOTAL		456,472	467,301	241,667	35,000	-	-	33,333	-	2,050,000	500,000	750,000	1,680,100	350,000	87,500	3,531,472	3,119,901	6,651,373		6,651,373

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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
[Regional Safety Action Plan](#)

- **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 \$60,000 Local Funds

5.2.12 Regional Safety Action Plan

The Regional Safety Action plan will analyze, identify, and prioritize projects, programs, and strategies to improve transportation safety throughout the six-county CAMPO region. The plan is funded by the Safe Streets 4 All (SS4A) discretionary grant program and will follow the program requirements for safety action plan development. Upon completion, the Regional Safety Action Plan will provide local sponsors with eligibility to pursue SS4A implementation grants for the projects, programs, and strategies contained within. Contract TBD.

Responsible Agency: CAMPO
Funding Requirement: \$2,320,000 SS4A (USDOT) and \$580,000 In-Kind Donation of Services (non-federal)

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

- FUNDING SUMMARY**

Task 5.0 - FY 2022 & 2023

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		State		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	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL		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

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

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ⁴		STBG		Local		State		Concession		USDOT (S54A)		Total		Grand Total
		2022	2023	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	-	2,320,000	3,045,000	9,630,000	12,675,000
5.3	OTHER Agencies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL		94,097	698,547	996,000	1,205,000	34,000	220,000	215,000	85,000	1,800,000	5,200,000	-	2,320,000	3,139,097	9,728,547	12,867,644

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

BUDGET SUMMARY - FY 2022 & 2023

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5304	FTA 5307	FTA Sect. 20005(b)	STBG	Local Funds	STATE	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

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

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

² Estimate based on prior years' authorizations.

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5304	FTA 5307	FTA	STBG	Local Funds	STATE	Concession	USDOT	In-Kind Donation	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	110,000				-			-	-	1,033,773
4.4	MTP (other agencies)		166,667		2,430,100		2,550,000	33,333		350,000	87,500	5,617,600
5.0	Special Studies	792,644				2,201,000	254,000	300,000	7,000,000	2,320,000	-	12,867,644
	TOTAL	6,934,697	276,667	-	2,430,100	2,699,720	2,804,000	333,333	7,000,000	2,670,000	87,500	25,236,017

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Date: February 13, 2023
Continued From: January 9, 2023
Action Requested: Action

To: Transportation Policy Board
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 7
Subject: Consideration and Appropriate Action on the Nomination and Appointment of Capital Metro Board of Directors

RECOMMENDATION

Staff recommends that the Transportation Policy Board consider and act at the February 2023 meeting, to fill vacancies on the Capital Metro Board of Directors, by appointment of an elected official pursuant to Section 451.5021(b)(1) and an individual with at least ten years of executive level experience pursuant to Subsection (b)-(7)) of the Texas Transportation Code.

PURPOSE AND EXECUTIVE SUMMARY

Section 451.5021 of the Texas Transportation Code states, in part, that CAMPO will appoint three (3) individuals to the Board of Directors of Capital Metro:

- one appointee who is an elected official (Subsection (b)(1));
- one appointee must have at least 10 years of experience as a financial or accounting professional (Subsection (b)(6)); and
- one appointee must have at least ten (10) years of experience in an executive level position (Subsection (b)-(7)).

With respect to the elected official appointee, according to Texas Transportation Code Section 451.5021(c) only a member of a metropolitan planning organization who is an elected officer of a political subdivision in which a tax of the authority is collected is entitled to vote on an appointment under Subsection (b)(1). Therefore, only those Transportation Policy Board members whose jurisdictions collect the sales tax (City of Austin: Mayor Pro Tem Ellis, Council Members Natasha Harper-Madison, Vanessa Fuentes, and Allison Alter; City of Leander: Mayor Christine DeLisle; Travis County: Judge Andy Brown, Commissioners Ann Howard and Jeffrey Travillion; and Williamson County Commissioner Cynthia Long) are eligible to vote on the elected official appointee.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Chairperson Long formed a Nominating Committee at the January 9, 2023 meeting to screen applicants and make a recommendation to the full Transportation Policy Board. The committee members are Chairperson Long, Commissioner Ann Howard, AARO Chief Executive Officer Sandy Hentges Guzman, and Mr. Wade Cooper.

CAMPO staff worked with legal counsel and Mr. Wade Cooper to draft required and optional experience and skillsets the Nominating Committee can use to form their recommendation. The qualifications document was posted on CAMPO's website on 01-13-2023 and closed on February 2, 2023. In addition to the posting, the vacancy notice and qualifications were sent to the Greater Austin Black Chamber of Commerce, the Greater Austin Asian Chamber of Commerce, the Greater Austin Hispanic Chamber of Commerce, and the Austin Chamber of Commerce. Two applicants submitted paperwork expressing their interests. The applicants are Ms. Dianne Bangle and Ms. Celia Israel. CAMPO staff and legal counsel reviewed their experience against the qualifications and found both candidates meet the qualifications per the statute.

Interviews will be held February 10, 2023.

SUPPORTING DOCUMENTS

None.



Date: February 13, 2023
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Ms. Heather Ashley-Nguyen, P.E., TxDOT
Agenda Item: 8
Subject: Discussion and Appropriate Action on Categories 2 & 4 Deferred Projects

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Date: February 13, 2023
Continued From: January 9, 2023
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 9
Subject: Discussion on the Carbon Reduction Program (CRP) Scenarios

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

On January 9, 2023, the Transportation Policy Board (TPB) authorized a portion of the region's current Carbon Reduction Program (CRP) funding for the development of a regional carbon reduction plan. As part of this authorization, the TPB requested to review the scope of work for the plan and discuss potential uses for the remainder of the CRP funding, both currently available funding and future apportionment. Staff will facilitate a discussion on funding scenarios outlined by the TPB and results of the Technical Advisory Committee discussion including:

Deferred Projects - Allocation of current and/or future CRP funding to eligible deferred projects.

Current Allocation - Allocated available funding prior to November 15, 2023.

Post-Plan Allocation - Allocating all remaining funding based on the CRP planning outcomes.

As part of the discussion facilitation, staff will review these scenarios and additional factors including project readiness impacts, inflation impacts, previous actions by the Transportation Policy Board, project selection process, and other MPO approaches.

FINANCIAL IMPACT

The IIJA will apportion approximately \$22 million through 2026, with \$7,766,342 currently available after the authorization of the funding for CRP plan development. The region will also receive another annual apportionment of funding at the beginning of the fiscal year. Any funding un-obligated by November 15, 2023, is unavailable until the adoption of a carbon reduction plan.

BACKGROUND AND DISCUSSION

The IIJA establishes the CRP, which provides funds for projects designed to reduce transportation emissions from mobile sources. This program provides base project eligibility for the funding, but also requires that states and MPOs develop carbon reduction strategies that will provide a tailored regional approach to project eligibility and selection.

SUPPORTING DOCUMENTS

Attachment A – Deferred Project List (All Projects)

Deferred Project List							
CSJ	Sponsor	County	Project Name	Limits (From)	Limits (To)	Description	Funding Authorization
0914-04-314	City of Austin	Travis	West Rundberg Lane	Metric Blvd.	Burnet Road	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection	\$11,000,000
0914-05-194	City of Austin	Williamson	Lakeline Blvd	Parmer Lane	Lyndhurst Blvd	Add two additional travel lanes and upgrade bicycle facilities and sidewalks	\$14,425,000
0151-09-148*	CTRMA/TxDOT	Travis	Colorado River Scenic Byway (US 183)	At Colorado River		Construct a bicycle and pedestrian path	\$4,550,000
0914-04-326	Travis County	Travis	Pearce Lane	Travis/Bastrop County Line	Kellam Road	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	\$22,000,000
0914-04-316	Travis County	Travis	Braker Lane North	Harris Branch Parkway	Samsung Blvd.	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	\$14,671,250
0683-01-100*	TxDOT	Travis	RM 620	North of Hatch Road	Travis County Line	Reconstruct intersection to add overpass at Anderson Mill Road.	\$15,000,000
0683-02-079*	TxDOT	Williamson	RM 620	Williamson County Line	North of Foundation Road	Reconstruct intersection to add overpass at Anderson Mill Road.	\$10,000,000
0113-13-167*	TxDOT	Travis	SL 360	At Spicewood Springs Road		Grade separate intersection	\$20,000,000
0113-13-169*	TxDOT	Travis	SL 360	At Lakewood Drive		Grade separate intersection	\$15,000,000
0265-02-042 0265-03-043	TxDOT	Travis/Bastrop	SH 71	0.85 Mi. West of Tucker Hill Lane	0.65 Mi. East of Tucker Hill Lane	Construct overpass and add 2-lane one-way eastbound and westbound frontage roads	\$30,000,000
0265-03-042	TxDOT	Bastrop	SH 71	At Pope Bend Rd.		Construct 4-lane overpass with 2-lane eastbound and westbound frontage roads	\$25,000,000
0265-03-041	TxDOT	Bastrop	SH 71	CR 206 (Colorado Circle)	SH 21	Construct 4-lane overpass with 2-lane eastbound and westbound frontage roads	\$35,000,000

0252-02-060	TxDOT/Burnet	Burnet	US 281	SH 71	Blanco County Line	Widen with continuous left turn lane and shoulders	\$5,616,000
0805-04-033	Hays	Hays	RM 3237	RM 150	RM 12	Construct turn-lanes at multiple intersections	\$5,130,000
0114-01-062* 2100-01-068*	TxDOT	Travis	SS 69/RM 2222	SL 360	IH 35	ITS deployment	\$3,934,903
0113-13-180*	TxDOT	Travis	SL 360	US 183	US 290 (SH 71)	Install ITS message boards, devices, and signs	\$5,599,304
0683-02-072	TxDOT	Travis	RM 620	SH 71	Aria/Cavalier Drive	Widen from 4 to 6-lane roadway	\$18,000,000
0683-02-073	TxDOT	Travis	RM 620	Aria/Cavalier Drive	Oak Grove Blvd.	Widen from 4 to 6-lane divided roadway	\$41,000,000
0113-13-172*	TxDOT	Travis	SL 360	At Lost Creek Blvd.		Grade separate intersection	\$24,000,000
0113-13-170*	TxDOT	Travis	SL 360	At Walsh Tarlton Lane		Grade separate intersection	\$25,000,000
0113-13-171*	TxDOT	Travis	SL 360	At Westbank Dr/Scottish Woods Trail		Grade separate intersection	\$25,000,000
0113-13-173*	TxDOT	Travis	SL 360	At RM 2244		Construct diverging diamond intersection	\$25,000,000
0273-04-045	TxDOT	Williamson	US 183	SH 138	0.23 Miles N. of CR 254	Widen with continuous left turn lane and shoulders	\$12,000,000
3417-02-030	TxDOT	Williamson	FM 734	RM 1431	SH 45	Reconstruct existing 4-Lane divided roadway to 6-Lane divided roadway	\$28,800,000
0204-01-063	TxDOT	Williamson	US 79	IH 35	East of FM 1460	Add one lane in each direction	\$45,000,000

*Deferred projects that potentially meet Carbon Reduction Program funding eligibility requirements upon initial review. An in-depth review and readiness assessment will be required for final determination.

Category 7 Category 2, 4, and 12



Date: February 13, 2023
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 10
Subject: Discussion on 2023 Federal Performance Measure Target Updates

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

As part of the performance-based transportation planning process the Transportation Policy Board (TPB) has adopted performance targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) as well as Transit Asset Management (TAM) and Transit Safety. As part of this process, the TPB must adopt PM1, TAM, and Transit Safety annually. PM2 and PM3 are adopted in response to TxDOT's target updates which typically occur every two years.

The updated PM1 targets have been received from TxDOT; staff is currently waiting for the updated target information for the other measures from TxDOT and area transit providers. Once received the 2023 Performance Measure Report will be updated and provided to the Technical Advisory Committee for recommendation and TPB for approval.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The use of a performance-based transportation planning process is required in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) including the adoption of performance targets in key areas. On an annual basis, the TPB adopts updated performance measure targets included in the Performance Measure Report, which are then incorporated into the programming and planning processes.

SUPPORTING DOCUMENTS

Attachment A – TxDOT Safety Performance Measure Targets

FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Performance Measures and Target Setting – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

Performance Targets:

Target: Total number of traffic fatalities

2023 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,682 fatalities in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	3,619
2020	3,874
2021	4,486
2022	3,272
2023	3,159
2023 Target expressed as 5-year average	3,682

As noted in the table above, the calendar year target for 2023 would be 3,159 fatalities.

Target: Total number of serious injuries

2023 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 serious injuries in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	15,858
2020	14,659
2021	19,434
2022	17,539
2023	17,819
2023 Target expressed as 5-year average	17,062

As noted in the table above, the calendar year target for 2023 would be 17,062 serious injuries.

FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Target: Fatalities per 100 million vehicle miles traveled

2023 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.38 fatalities per 100 MVMT in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	1.26
2020	1.49
2021	1.70
2022	1.25
2023	1.20
2023 Target expressed as 5-year average	1.38

As noted in the table above, the calendar year target for 2023 would be 1.20 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2023 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.39 serious injuries per 100 MVMT in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	5.50
2020	5.63
2021	7.35
2022	6.70
2023	6.77
2023 Target expressed as 5-year average	6.39

As noted in the table above, the calendar year target for 2023 would be 6.77 serious injuries per 100 MVMT.

FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Target: Total number of non-motorized fatalities and serious injuries

2023 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,357 non-motorized fatalities and serious injuries in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	2,291
2020	2,206
2021	2,628
2022	2,321
2023	2,340
2023 Target expressed as 5-year average	2,357

As noted in the table above, the calendar year target for 2023 would be 2,340 non-motorized fatalities and serious injuries.