CENTRAL TEXAS

Technical Advisory Committee Meeting

February 27, 2023

Item 1: Certification of Quorum

Action

Item 2: Election of Officers for TAC Chair and Vice Chair

Item 3: Approval of January 23, 2023 Meeting Summary

Recommendation

Staff requests the TAC approval of the January 23, 2023 meeting summary.

Information

Item 4: Presentation on FM 685 Corridor Study

FM 685 CORRIDOR STUDY
DRAFT REPORT OVERVIEW

FM 685 Project Background

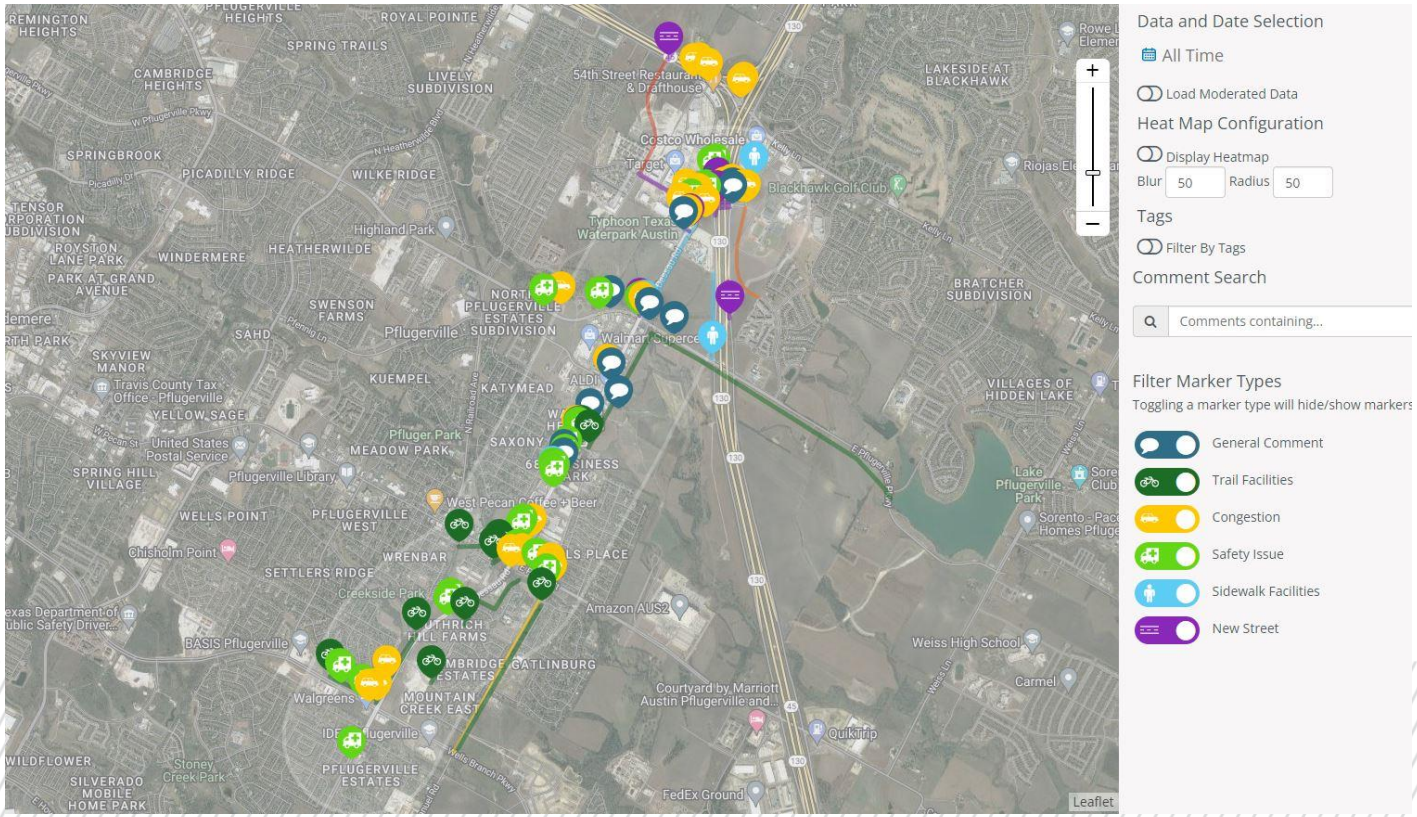
Project funded through final design by 2020 City Bond Proposition A

Project currently not funded for construction

Multiple funding opportunities are being explored for construction

Public Engagement

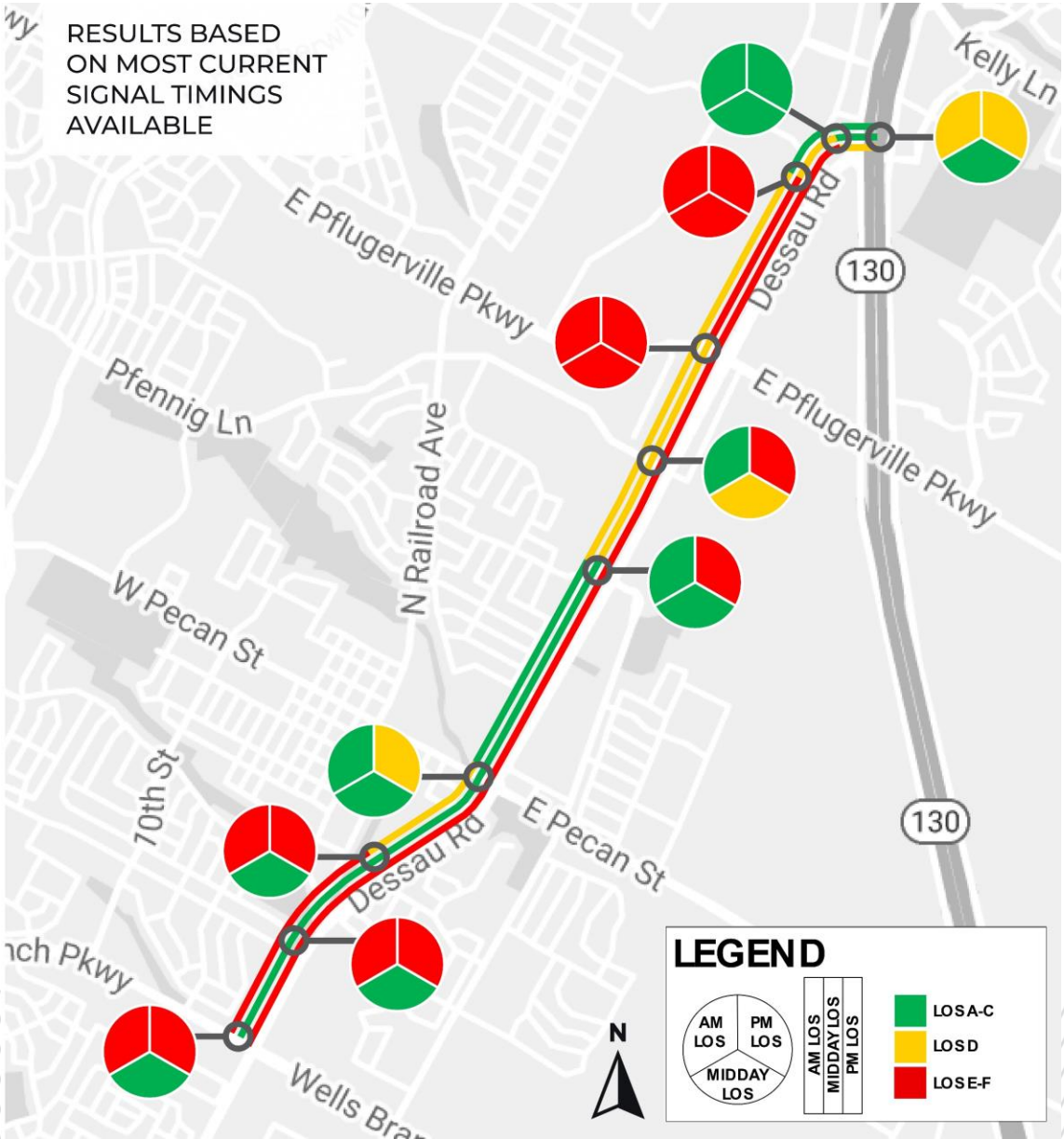
+ 2 Open Houses, Website live since May 16th
+ Initial survey and public comment map: May 18th – June 6th
+ Open for general comments during other public engagement activities
+ Final alternative public comment map: December 1st – January 3rd



Scan for Project Website!

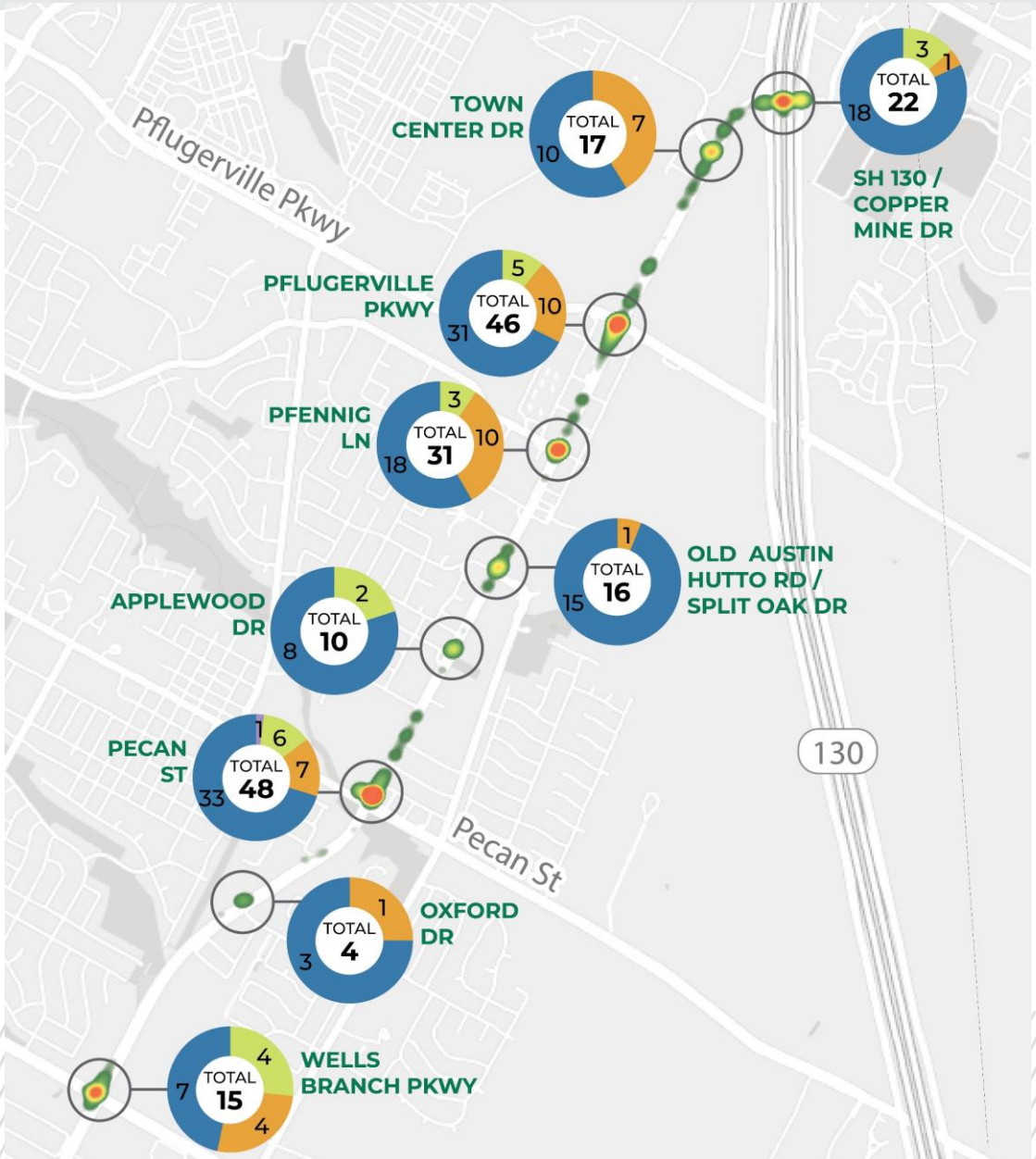
FM 685 Corridor Study

Existing Traffic Conditions



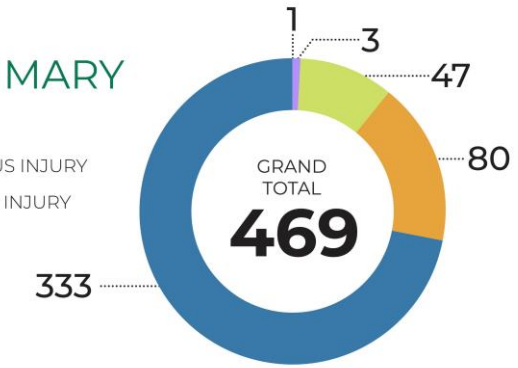
+ Already congested today, in some places all day long
+ Generally, “at capacity” without additional physical improvements
+ Could benefit from coordinated signal system to enhance capacity

Existing Safety Conditions



WHAT: CRASH SUMMARY

- K FATAL INJURY
- A SUSPECTED SERIOUS INJURY
- B SUSPECTED MINOR INJURY
- C POSSIBLE INJURY
- N NOT INJURED



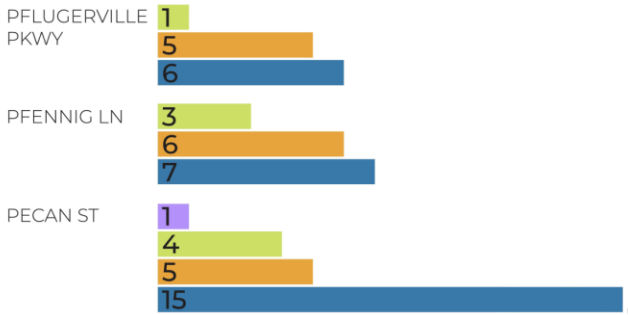
WHY: CRASH CONTRIBUTING FACTOR

FAILED TO CONTROL SPEED

86

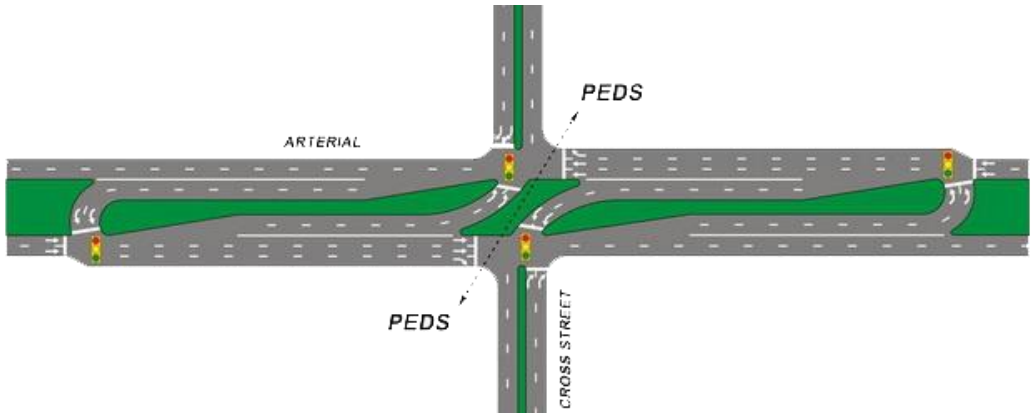
FAILED TO YIELD RIGHT OF WAY - TURNING LEFT

83

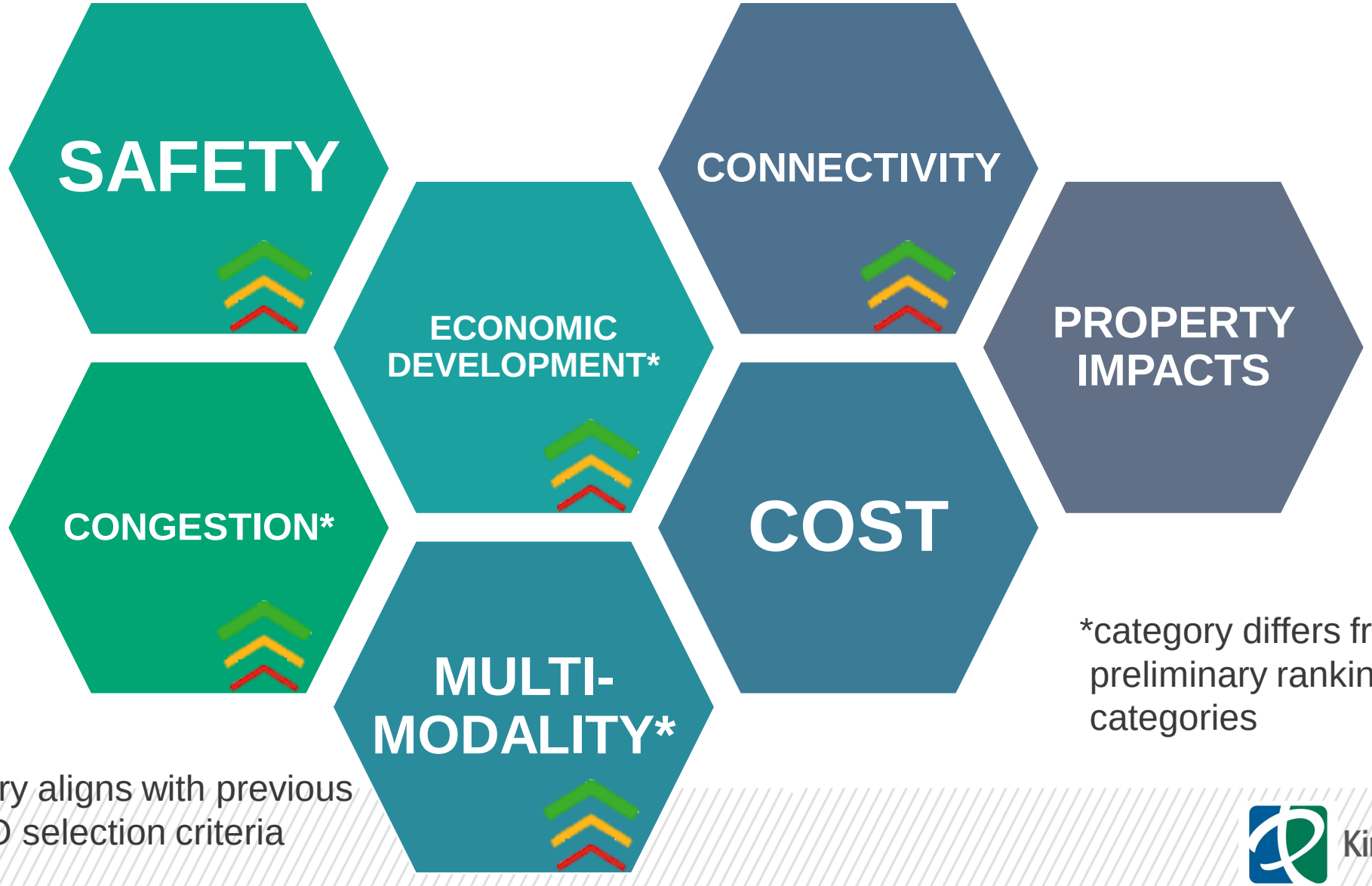


+ Crash rate is lower at Pecan post-construction
+ General issues related to speed and left turns

Conceptual Layouts – Alternative Parameters

Alternative 1: Superstreet	Alternative 2: Urban Boulevard
120 ft ROW	120 ft ROW
Higher Speed – 55 MPH	Lower Speed – 35 MPH
WB-67 Design Vehicle U-Turns Passenger Car Left Turns	WB-67 Design Vehicle All Turns
Minor Street Right Turn Only	Minor Street Full Access
1-side SUP	2-side SUP
	

Prioritization Evaluation – Overview



*category differs from preliminary ranking categories

= Category aligns with previous CAMPO selection criteria

Prioritization Summary

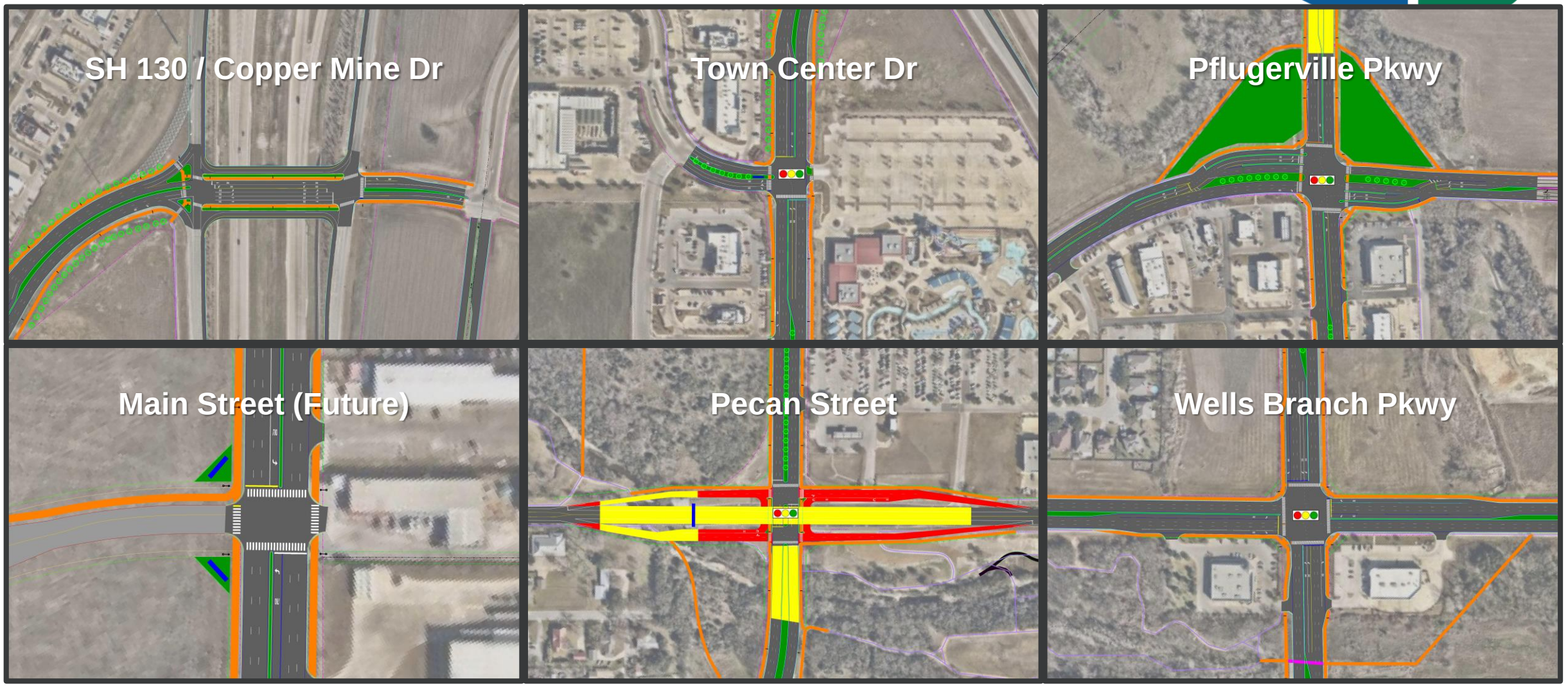
+ Urban Boulevard alternatives tended to score higher than Superstreet alternatives due to four major factors:
    1. Reduced volumes (congestion)
    2. Reduced speeds (safety)
    3. Smaller footprints (ROW impact)
    4. Dual-sided SUP (multimodality)

Volumes on the FM 685 corridor are 25% lower in the Urban Boulevard scenario than the Superstreet scenario

Proposed Concept – “Urban Boulevard”

- After prioritization and coordination with City staff and the technical committee, an “urban boulevard” condition was chosen as the ideal condition for FM 685
  - Reduced lane widths (11 ft)
  - Reduced speeds (40 mph, pending TxDOT coordination)
  - High commercial density/redevelopment
  - Intersections accommodate large trucks
  - Shared use path on both sides of road
  - Visual treatments & street art
  - Illumination along full corridor length

Proposed Concept - Intersections



Other intersections are traditional intersections with traffic lights
New Traffic Signals proposed at Oxford, Olympic, and Applewood

Item 5: Presentation on Texas State Infrastructure Bank (SIB) Program

TxDOT State Infrastructure Bank

Presented by Dallas Teston, TxDOT, SIB Program Lead

February 2023

SIB facts

SIB Loans

- Revolving fund - All repayments go back into the SIB
- Non-federal dollars

147 Loans – Since inception (1997)

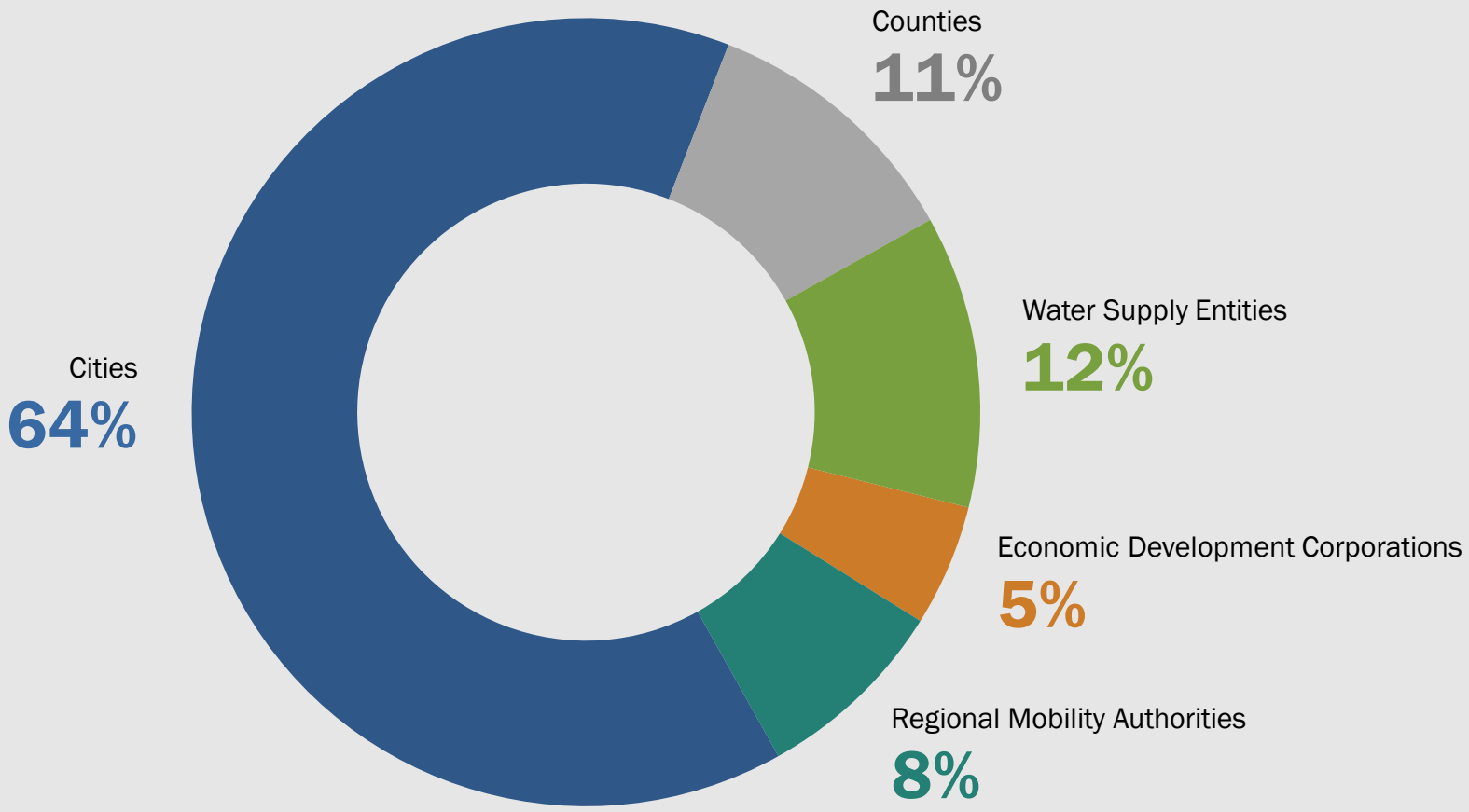
- Loans have ranged from $10,000 to $42m
- Median loan amount approximately $1m

$728 Million – In loans

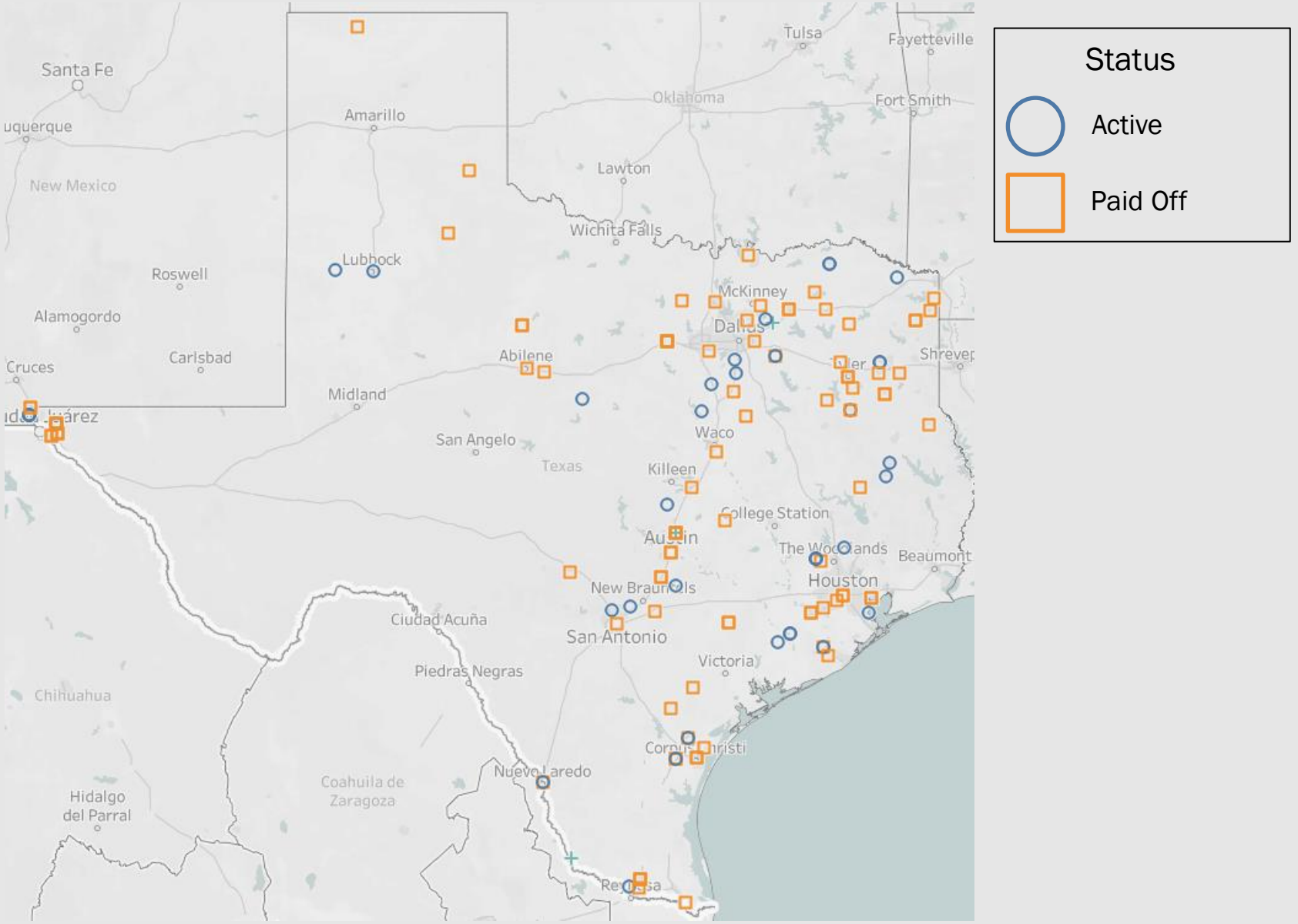
$485 Million – Repaid

$8 Billion – In Texas transportation projects

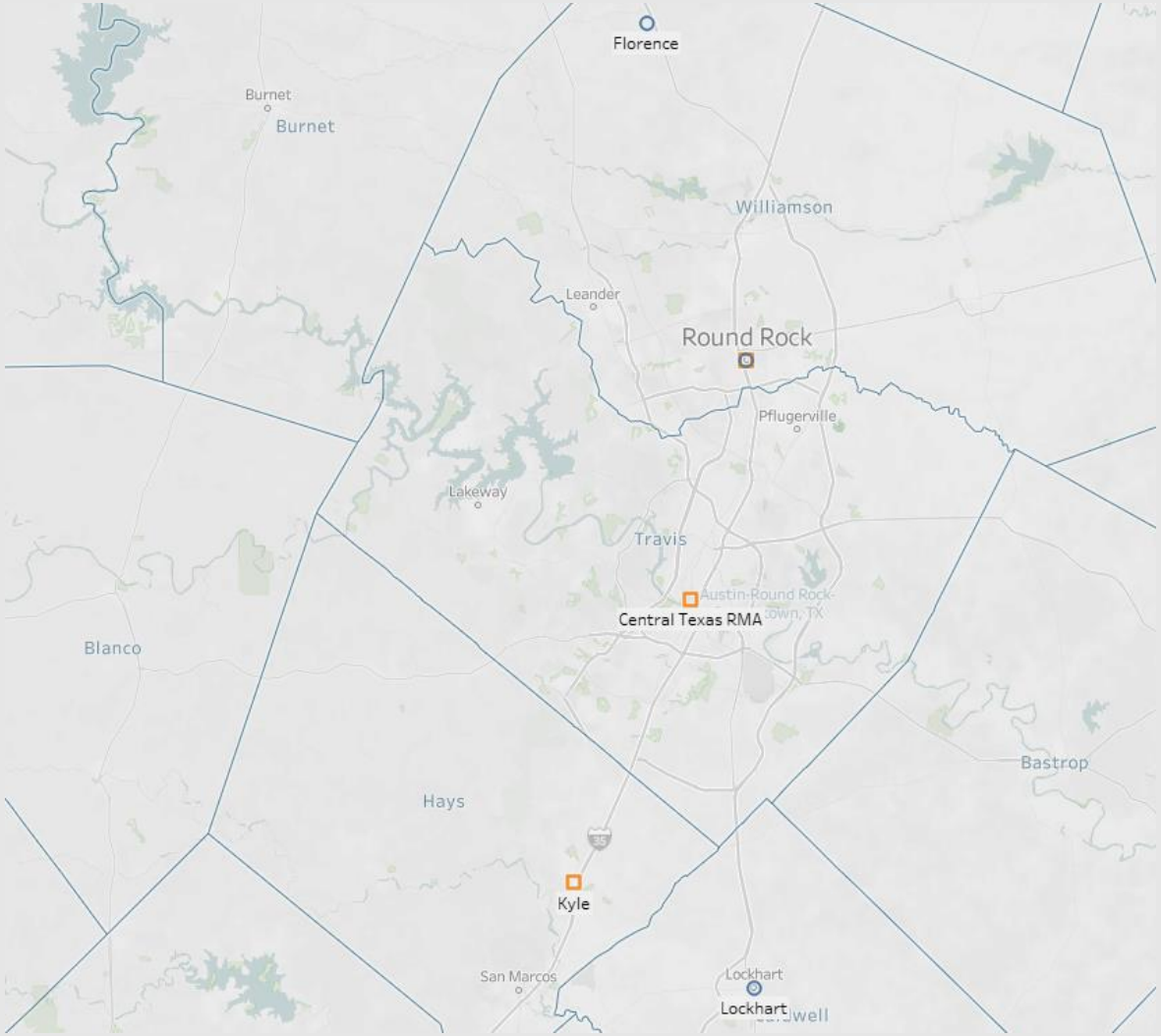
SIB loans - borrower type



SIB loans around the state



SIB loans around the state



Status

Active

Paid Off

Loans in the area

Borrower	Amount	Year	Project
Round Rock TEDC	$27M	2022	Gattis School Rd widening and improvements
Central Texas RMA	30M 3.2M	2016 2010	Construction of Bergstrom Expressway Engineering and ROW cost on US 290 Toll
Lockhart	3.6M	2013	Utility Relocation on US 183 widening
Florence	138K	2010	Utility relocation on SH 195
Kyle	11M 14M	2010 2005	Construction on I-35 & CR 210 Overpass Construction on FM 1626
Round Rock TSDC	16M 15M 16M $7M	2008 2006 2002 2000	Hester's Crossing improvements SH 45 ROW acq and utility relocation SH 45 ROW acq and Utility relocation Improvements along I-35

Eligible Projects

- Eligible under federal highway programs.
  - Must be functionally classified above a rural minor collector.
- On or off-system roadways can be eligible.
- Generally, projects eligible under Title 23.

Eligible Uses Include*
Construction or reconstruction
Contingency
Right of way acquisition
Utility relocation
Local match or joint bid
Financial & Legal advisory fees

**Funds cannot be used to reimburse costs*

Eligibility example

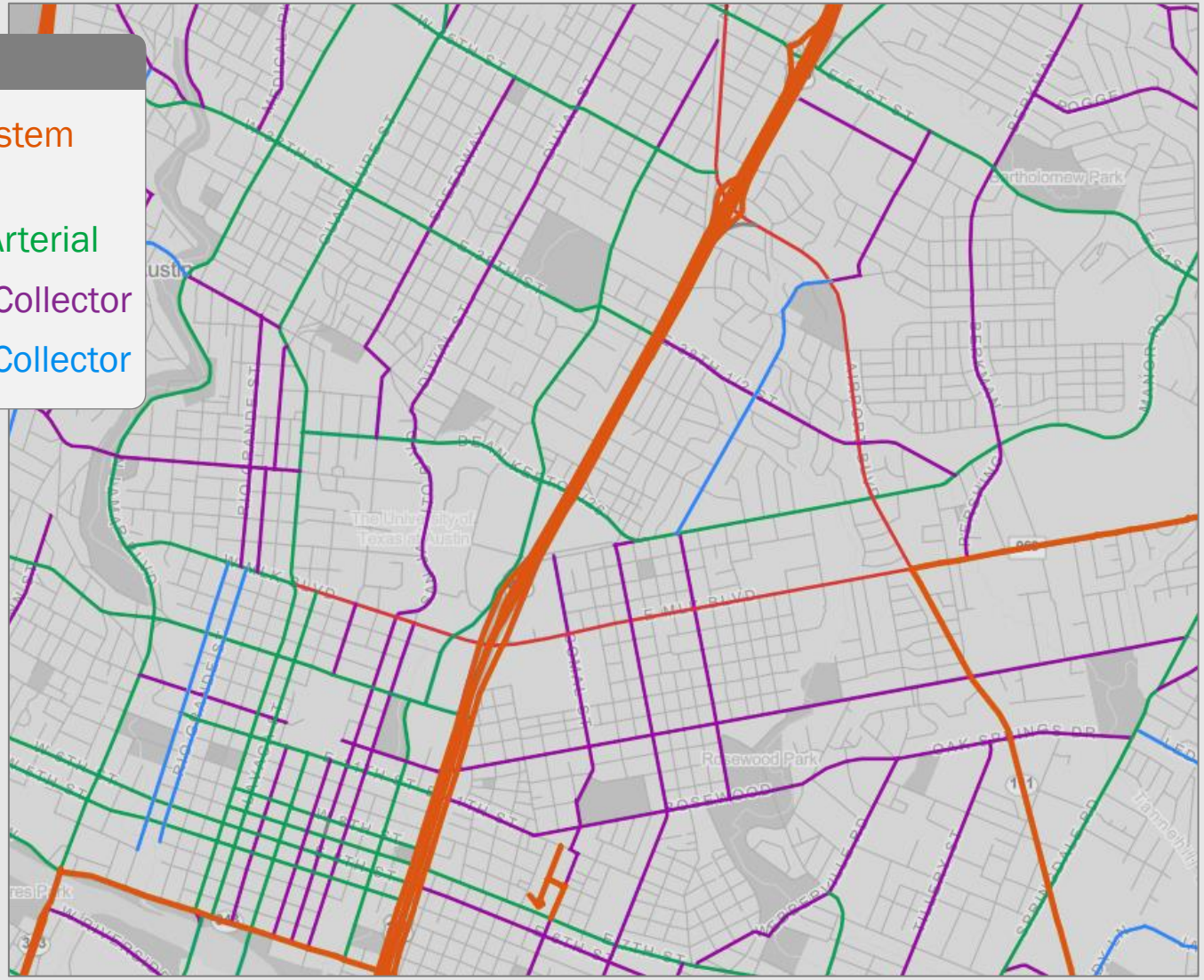
LEGEND

Orange – On-System Roadways

Green – Minor Arterial

Purple – Major Collector

Yellow – Minor Collector



Advantages of borrowing from the Texas SIB

Low Cost of Borrowing

- No fees for loan application or handling
- Direct loan agreement

Repayment Terms

- Prepayments can be made at any time
- Flexibility in repayment
  - Principal and interest payment deferments available

Interest Rate

- Rate set at the time of application
- **At or Below Market Interest Rates**

Interest rate example

Market Rate Indications as of February 15, 2023, for A rated borrower.
Rates change weekly, shown for illustrative purposes only.

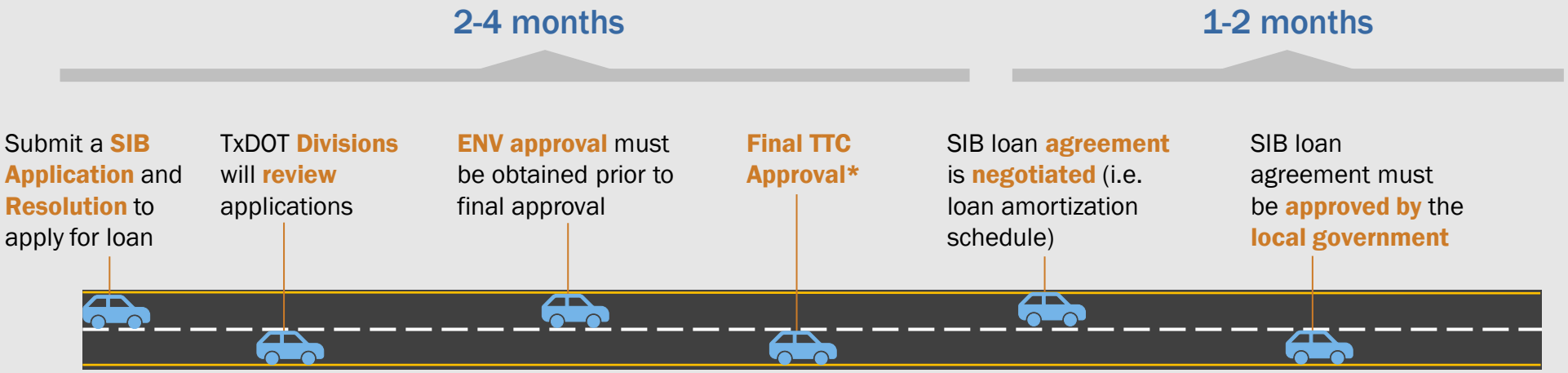
Economically Disadvantaged County (EDC)

Discount for being in an economically disadvantaged county

- SIB interest rate is reduced in basis points by the amount of the adjustment percentage.

Example – Bastrop County 95% EDC Adjustment	
SIB Interest Rate	4.00%
EDC Adjustment	.95
Final Rate	3.05%

TxDOT SIB process



*If application is off-system or over $10 million, additional Commission approval is required.

Key takeaways

- SIB is a low-cost transportation financing tool.
- On or off system roads may be eligible.
- Interest rate is fixed at the time of application.
- Entire process takes approximately 4-6 months.
- Transportation Commission approval is required for all applications.

SIB resources

Contact information:

Dallas Teston
512-463-9958
Dallas.Teston@txdot.gov

TXDOT.gov and search “State Infrastructure Bank”

- SIB Application
- General program information
  - Instructions to check eligibility
  - Informational flyers
  - Sample resolutions for the local entity

Item 6: Demonstration on CAMPO's Data Dashboards

Item 7: Update on Travel Demand Model

Work Completed

- Completed 2025 and 2030 networks
- Completed first TAC/Stakeholder/TWG 2030 and 2050 demographic review
- Completed updating UrbanSIM and new runs

Moving Forward

- Continue 2020 Base year Calibration
- Finalize 2050 network
- Begin second TAC/Stakeholder/TWG demographic review
- Hold third TWG meeting

Item 8: Report on Transportation Planning Activities

Item 9: Announcements

Upcoming Meetings

- TPB → **March 13, 2023**
- TAC → **March 27, 2023**

Adjournment