



TECHNICAL ADVISORY COMMITTEE MEETING

Monday, March 27, 2023

2:00 p.m.

Livestream at: www.campotexas.org

AGENDA

1. Certification of Quorum – Quorum requirement is 13 members
..... Ms. Laurie Moyer, P.E., Chair

ACTION:

2. [Approval of February 27, 2023 Meeting Summary](#) Ms. Laurie Moyer, P.E., Chair
The Chair will seek TAC approval of the February 27, 2023 meeting summary.
3. [Discussion and Recommendation on Scope of Work for Regional Transportation Demand Management \(TDM\) Program](#) Mr. Gary Hudder, Vice Chair
Mr. Hudder will present the scope of work for the Regional TDM Program and seek TAC recommendation.
4. [Discussion and Recommendation on 2023 Performance Measure Target Updates](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will present the 2023 performance measure target updates and seek TAC recommendation.

INFORMATION:

5. [Discussion on Amendments to the Transportation Improvement Program \(TIP\) and Regional Transportation Plan \(RTP\)](#) Mr. Ryan Collins, CAMPO
Mr. Collins will present the submitted requests for the regular amendment cycle.
6. [Discussion on 2023 Federal Transit Administration \(FTA\) 5310 Project Call](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will present an update on the 2023 FTA 5310 Project Call.
7. Report on Transportation Planning Activities

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.

8. TAC Chair Announcements
 - Next TPB Meeting – April 10, 2023, 2:00 p.m.
 - Next TAC Meeting – April 24, 2023, 2:00 p.m.
9. 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.



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

Livestream at: www.campotexas.org

**Meeting Minutes
February 27, 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 2:01 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	Y	
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	N	
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	Y	
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. Election of Officers for Technical Advisory Committee (TAC) Chair and Vice Chair

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who informed the Committee that the Nominating Committee met on February 22, 2023 to develop recommendations for TAC Chair and Vice Chair. The members of the Nominating Committee include Ms. Aimee Roberts (Bastrop County), Mr. Tom Gdala (City of Cedar Park), and Ms. Emily Barron (City of Pflugerville). Mr. McKeown introduced Ms. Aimee Roberts as the presenter of the committee's recommendations.

Ms. Roberts thanked Ms. Laurie Moyer, P.E. and Mr. Gary Hudder for their service to the TAC as Chair and Vice Chair. Ms. Roberts noted that Ms. Moyer and Mr. Hudder have agreed to serve an additional term as TAC Officers if re-elected. Ms. Roberts concluded that it is the recommendation of the Nominating Committee to re-elect Ms. Laurie Moyer, P.E. as Chair and Mr. Gary Hudder as Vice Chair of the 2023 TAC membership.

Mr. Bob Daigh, P.E. moved for approval to re-elect Ms. Laurie Moyer, P.E. as Chair and Mr. Gary Hudder as Vice Chair of the 2023 TAC membership.

Mr. Mike Sexton seconded the motion.

The motion prevailed unanimously.

3. Approval of January 23, 2023 Meeting Summary

..... Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the January 23, 2023 meeting summary, as presented.

Mr. Mike Hodge, P.E. moved for approval of the January 23, 2023 meeting summary, as presented.

Mr. Bob Daigh, P.E. seconded the motion.

The motion prevailed unanimously.

The Chair changed the order of business to welcome new TAC members and allow video introductions of each TAC member. The Chair resumed the order of business with Agenda Item 4 Presentation of FM 685 Corridor Study following conclusion of the introductions.

4. Presentation of FM 685 Corridor Study

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

The Chair recognized Ms. Emily Barron, Assistant City Manager for the City of Pflugerville who informed the Committee that the FM 685 Corridor is a key corridor for the City of Pflugerville and the region. The Committee was also informed that the City of Pflugerville has been working with CAMPO, Travis County, and TxDOT on the FM 685 Corridor Study for the past year. Ms. Barron identified a portion of Dessau Road between Wells Branch Parkway and SH 130 as the project limits for the study. Ms. Barron identified Kimley-Horn as the consultant for the FM 685 Corridor Study and introduced Mr. Jake Gutekunst of Kimley-Horn as the presenter.

Mr. Gutekunst informed the Committee that the FM 685 Corridor Study was identified in the City of Pflugerville's Master Plan and funded through the design phase in 2020. Mr. Gutekunst noted that the FM 685 Corridor Study is not funded for construction. Mr. Gutekunst also highlighted and discussed the following information:

1. Project scope for the FM 685 Corridor Study
2. Public engagement process for the FM 685 Corridor Study

3. Existing traffic and safety conditions
4. Conceptual layout and alternative parameters
5. Prioritization evaluation, prioritization summary, and results
6. Proposed concept for “Urban Boulevard” and specific intersections

The presentation was concluded by question and answer with comments.

Mr. Will Conley (Caldwell County) joined the meeting.

5. Presentation on Texas State Infrastructure Bank (SIB) Program

..... Mr. Dallas Teston, TxDOT

The Chair recognized Mr. Dallas Teston who informed the Committee that the Texas SIB Program is a revolving fund of which all repayments go back into the SIB. Mr. Teston informed the Committee that the Texas SIB Program has completed 147 loans ranging from \$10 thousand to \$42 million since inception in 1997. Mr. Teston also informed the Committee that the SIB has approved \$728 million in loans of which \$485 million has been repaid and added that the median SIB loan amount is \$1 million.

Mr. Teston reported that funding used for the Texas SIB Program is non-federal dollars and will not trigger environmental or federal regulations on projects. Mr. Teston also reported that the SIB approved \$8 million in projects for the State and provided a detailed summary of the following:

1. TxDOT SIB loan process
2. Eligibility and eligible uses for SIB loans
3. Borrower types for SIB loans
4. Discount for Economically Disadvantaged County (EDC)
5. Eligible projects
6. Advantages of borrowing from the Texas SIB Program
7. Key Takeaways for SIB Program

The presentation was concluded by question and answer with comments.

6. Demonstration of CAMPO Data Dashboards

..... Mr. Nirav Ved, CAMPO

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who provided a demonstration of the Data, Safety, Demographics, and Inventory Dashboards for the Committee and discussed the capabilities and features of each dashboard. Mr. Ved also identified additional dashboards on the CAMPO website that are available for use. The presentation concluded without questions or comments.

7. Discussion on 2020 Travel Demand Model Update

..... Mr. Greg Lancaster, CAMPO

The Chair recognized Mr. Greg Lancaster, CAMPO Travel Demand Modeling Manager who thanked TAC members for responding with their comments by the deadline.

Mr. Lancaster informed the Committee that staff received over 230 comments from 17 agencies via the CAMPO website. Mr. Lancaster also informed the Committee that adjustments were made to the UrbanSim inputs and TAC review and additional feedback is required by the March 3, 2023 deadline. TAC members were encouraged to provide their comments via the CAMPO website and to only review their areas of responsibility.

Mr. Lancaster provided a summary of the work completed and highlighted the next steps as follows:

1. Continue 2020 Base Year calibration
2. Finalize 2050 Network
3. Begin second TAC/Stakeholder/Technical Working Group demographic review
4. Hold 3rd Technical Working Group Meeting - March 2, 2023 (Tentative)

Mr. Lancaster later addressed inquiries regarding the feedback loop between the demographics and the network and concerns regarding continuous demographics updates by CAMPO throughout the 2050 Regional Transportation Plan process. The presentation was concluded by question and answer with comments.

The Chair later requested clarity on the process for how the data provided in the TAC member feedback is used in UrbanSim.

Mr. Lancaster identified AECOM as the consultant for the 2020 Travel Demand Model and introduced Mr. Aichong Sun to provide clarity and further address concerns regarding the data sets and how the data provided in the feedback from TAC members is used in UrbanSim. Additional comments and discussion followed.

8. Report on Transportation Planning Activities

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who provided an update on Project Readiness for Regional Corridor Improvement Program. Mr. McKeown reported that staff is working with TxDOT on additional funding for several corridors identified for the Regional Corridor Improvement Program. Mr. McKeown concluded that the Ad hoc subcommittee would reconvene when TxDOT has provided the requested funding information.

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who reported that CAMPO staff is moving forward with procurement for the Carbon Reduction Program (CRP). Mr. Collins noted that an update on the CRP will be provided to the TAC next month. Mr. Collins concluded that CAMPO staff is moving forward with the Travel Demand Management (TDM) recommendation as a result of the January TAC discussion.

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who reported that CAMPO will be relocating its offices to the University Federal Credit Union (UFCU) Building located on MoPac and Steck. Mr. Johnson further reported that the lease agreement for the current office space is scheduled to expire this October. Mr. Johnson concluded that approval of a lease agreement for the new office space in the UFCU Building will be included on the agenda for the April Transportation Policy Board Meeting.

9. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on Mar 13, 2023 at 2:00 p.m. and the next Technical Advisory Committee will be held on March 27, 2023 at 2:00 p.m.

10. Adjournment

The Chair entertained a motion to adjourn the February 27, 2023 meeting of the Technical Advisory Committee.

Mr. Ed Collins moved to adjourn the February 27, 2023 meeting of the Technical Advisory Committee.

Vice Chair Gary Hudder seconded the motion.

The February 27, 2023 meeting of the Technical Advisory Committee was adjourned at 3:53 p.m.



Date: March 27, 2023
Continued From: N/A
Action Requested: Recommendation

To: Technical Advisory Committee
From: Mr. Gary Hudder, Vice Chair
Agenda Item: 3
Subject: Discussion and Recommendation on Scope of Work for Regional Transportation Demand Management (TDM) Program

RECOMMENDATION

CAMPO Staff and the TAC TDM Subcommittee request the Technical Advisory Committee make a recommendation to the Transportation Policy Board regarding the scope of the Regional Transportation Demand Management Program.

PURPOSE AND EXECUTIVE SUMMARY

Mr. Hudder will discuss the proposed scope and strategies for the implementation of the Regional TDM Program. These strategies are:

- SchoolPool
- Essential Worker Outreach
- Congested Corridors
- Major Transportation Project Construction Mitigation
- Guaranteed Ride Home
- Park-and-Ride Campaigns
- Large-event Carpools

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Since the onset of the COVID-19 Pandemic, the approach to TDM has drastically changed. Prior to the pandemic, TDM strategies primarily focused on convincing downtown-based employers about the potential benefits of working from home policies. Those benefits were realized upon the issuance of various stay-at-home orders in March 2020.

At its August 2021 meeting, the Transportation Policy Board created the TAC TDM Subcommittee to work with CAMPO staff and provide guidance on the implementation of the Regional TDM Program in a post-pandemic environment. Since then, the TAC TDM Subcommittee has convened multiple times to discuss potential strategies and their effectiveness on reducing demand on the region's transportation network. On March 20, 2023, the TAC TDM Subcommittee convened to recommend the implementation of various TDM strategies in the region over the next four years.

SUPPORTING DOCUMENTS

None.



Date: March 27, 2023
Continued From: January 23, 2023
Action Requested: Recommendation

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 4
Subject: Discussion and Recommendation on 2023 Performance Measure Target Updates

RECOMMENDATION

Staff is requesting the Technical Advisory Committee recommend the 2023 performance measures target updates as outlined in the 2023 Performance Measure Report.

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.

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 – 2023 Performance Measure Report

Performance Measure Report

2023



Background

To provide more transparency in the selection and prioritization of surface transportation projects, federal legislation requires a performance-based planning process framework in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) including the adoption of performance measure targets.

The U.S. Department of Transportation (USDOT) developed performance measures in seven key goal areas identified in federal transportation legislation. State departments of transportation and metropolitan planning organizations must set performance measure targets in these key areas as part of a larger performance measure planning system that creates an outcome driven approach.

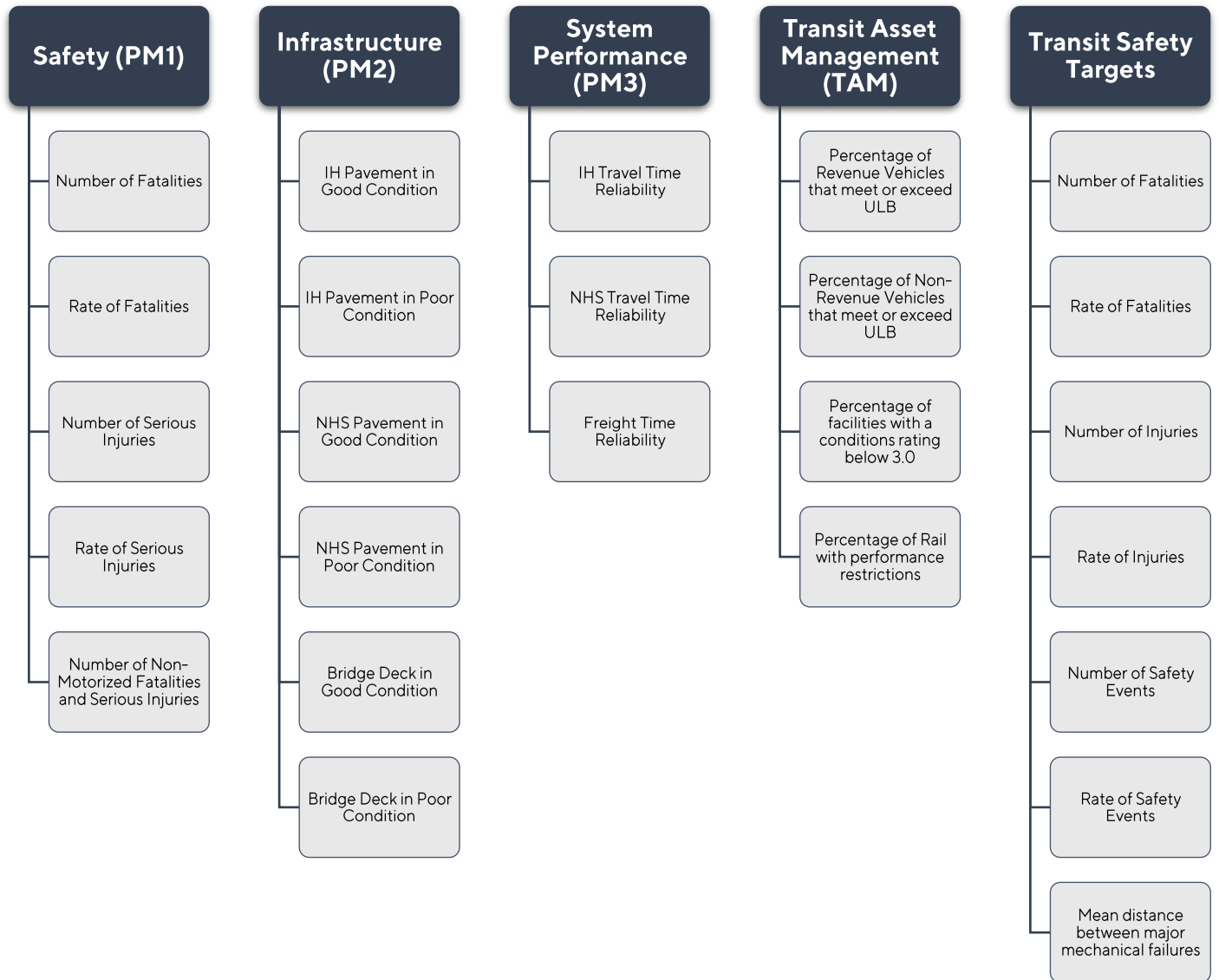


Transportation performance management is an iterative process that helps guide the planning process by providing directional goals for the plans and programs, but also provides a feed-back mechanism in which to measure success. To achieve the federal goals, states and MPOs jointly develop performance measures and targets with which to guide the transportation development process.

The Transportation Policy Board adopts the Performance Measure Report and updated performance measure targets on an annual basis. These targets are then incorporated into the programming and planning processes of the Transportation Improvement Program, Regional Transportation Plan, and other planning activities.

Summary

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). Part of the performance-based planning process requires the adoption of performance targets in key areas including Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) for on-system facilities as well as Transit Asset Management (TAM) and Transit Safety.



Safety Performance Measures (PM1)

The Transportation Policy Board currently supports the state's efforts and has adopted the Safety targets set by the Texas Department of Transportation (TxDOT). The table below details the statewide safety numbers which are supported by the priorities of the Transportation Policy Board and project investment. Targets are set annually, both at the state and local level, and are adjusted based on the previous year's safety information and policy changes. Please refer to CAMPO's [performance measure dashboards](#) for more information on regional performance.

Safety (PM1)	Current Target	2023 Target	5-Year Rolling Average Target
Number of Fatalities	3,272	3,159	3,682
Rate of Fatalities	1.23	1.2	1.38
Number of Serious Injuries	19,065	17,819	17,062
Rate of Serious Injuries	6.47	6.77	6.39
Number of Non-Motorized Fatalities and Serious Injuries	2,642	2,340	2,357

Please note, in addition to the calendar year targets, TxDOT sets a rolling 5-year target for each of the performance measures that is adjusted every year based on the actual safety data available from the previous year. These 5-year average targets represent the overarching safety goals set forth by the Texas Transportation Commission, namely a specific percentage reduction over the 5-year period. The new calendar year targets are calculated each year to support the rolling 5-year average targets. Because the calendar year targets are the actual targets needed for the current year to achieve the rolling 5-year average, the Transportation Policy Board adopts the calendar year targets.

Pavement and Bridge Conditions (PM2)

The Transportation Policy Board evaluates the general condition of the regional transportation system by establishing minimum condition standards and setting targets conditions for pavement and bridges. The Transportation Policy Board currently supports the state's efforts and has adopted the Pavement and Bridge Performance Measures (PM2) targets set by the Texas Department of Transportation. Please refer to CAMPO's [performance measure dashboards](#) for more information on regional performance.

Infrastructure (PM2)	Current Target	Baseline	2-Year Target	4-Year Target
IH Pavement in Good Condition	66.5%	64.5%	63.9%	63.6%
IH Pavement in Poor Condition	.2%	.1%	.2%	.2%
NHS Pavement in Good Condition	54.1%	51.7%	45.5%	46%
NHS Pavement in Poor Condition	14.2%	1.3%	1.5%	1.5%
Bridge Deck in Good Condition	50.4%	49.2%	48.5%	47.6%
Bridge Deck in Poor Condition	1.5%	1.1%	1.5%	1.5%

Please note, in updating this year's performance measure targets for PM2, the Texas Department of Transportation (TxDOT) has set 2 and 4-year targets for 2022 through 2025. These targets were set utilizing the most recent data available (baseline) regarding performance metrics.

System and Freight Performance (PM3)

The Transportation Policy Board has prioritized addressing congestion in the region by establishing system performance measures and setting targets for travel time reliability. The Transportation Policy Board currently supports the state's efforts and adopted the System and Freight Performance targets set by the Texas Department of Transportation. Please refer to CAMPO's [performance measure dashboards](#) for more information on regional performance.

System Performance (PM3)	Current Target	Baseline	2-Year Target	4-Year Target
IH Travel Time Reliability	70.0%	84.6%	70%	70%
NHS Travel Time Reliability	70.0%	90.3%	70%	70%
Freight Time Reliability	1.76%	1.39	1.55	1.55

Please note, in updating this year's performance measure targets for PM3, the Texas Department of Transportation (TxDOT) has set 2 and 4-year targets for 2022 through 2025. These targets were set utilizing the most recent data available (baseline) regarding performance metrics.

Transit Asset Management (TAM)

Direct recipients of federal funds from the Federal Transit Agency (FTA), must comply with the FAST Act by adopting Transit Asset Management (TAM) performance measures and targets. These direct recipients, including Capital Metro and the City of Round Rock, must develop a Transit Asset Management (TAM) Plan with performance measure goals related to capital assets. In addition to the plan, the transit agencies must set annual performance measure targets for asset classes that they manage.

Transit Asset Management (TAM)	Current Target	2023 Target
Percentage of Revenue Vehicles that meet or exceed ULB	<15%	<15%
Percentage of Non- Revenue Vehicles that meet or exceed ULB	<15%	<15%
Percentage of facilities with a conditions rating below 3.0	<15%	<15%
Percentage of Rail with performance restrictions	0%	0%

Note that regional transit providers approach Transit Asset Management target setting differently; whereas some providers set specific targets for their asset classes, others set a more generalized range in their Transit Asset Management Plans. Because of this, CAMPO adopts an overall range that is inclusive of both the agency specific targets and set ranges across providers.

Transit Safety Targets

Direct recipients of 5307 federal funding from the Federal Transit Agency (FTA), must comply with the federal regulations by adopting a Public Transportation Agency Safety Plan (PTASP) which includes transit safety targets that are adopted annually by the agency and the Transportation Policy Board. These direct recipients, including Capital Metro, the City of Round Rock and the City of San Marcos. Targets are weighted averages between the providers.

Transit Safety Targets	Current Targets	2023 Targets
Number of Fatalities	-	-
Rate of Fatalities	0	0
Number of Injuries	-	-
Rate of Injuries	0.35	0.35
Number of Safety Events	-	-
Rate of Safety Events	0.195	0.195
Mean distance between major mechanical failures	17,200	17,200

Performance Measure Resources

Transportation Performance Management (TPM) is a federally mandated strategic approach that uses system information to inform investment and policy decisions to achieve national performance goals. While target setting provides those critical benchmarks to measure success, it is the actionable investment decisions that directly impact the region. With that in mind, CAMPO has prioritized performance management in its investment strategies, planning activities, and has also developed digital tools to help provide real-time information and in-depth analysis regarding performance.

Transportation Performance Management Resources	
<u>Project Selection Criteria</u>	Project selection process that included a significant focus on the prioritization of projects that provide significant safety benefits, specifically in a project's ability to directly reduce fatalities and serious injuries.
<u>Performance Measure Dashboards</u>	Comprehensive digital dashboards that provide the most up-to-date regional performance information. The dashboard provides users with the ability to do in-depth analyses on safety, performance, and pavement/bridge conditions
<u>Planning Activities</u>	<p>CAMPO's planning activities from the Regional Transportation Plan and Transportation Improvement Program to the numerous regional and local studies include transportation performance management as an integral part of the planning process. Examples include:</p> <ul style="list-style-type: none">• Regional Transportation Plan• Transportation Improvement Program• Regional Safety Plan• Regional Freight Study• Regional Bottlenecks/Interchange Study• Mobile Emission Reduction Plan• Local Studies



Date: March 27, 2023
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 5
Subject: Discussion on Amendments to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP)

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

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

FINANCIAL IMPACT

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

BACKGROUND AND DISCUSSION

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

SUPPORTING DOCUMENTS

Attachment A – Amendment Request List

2023 Spring Amendment Cycle – Requested Amendments										
MPO ID/CSJ	County	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Fiscal Year	Cost (YOE)	Amendment Request
73-00091-00	Travis	CapMetro	ADA Vehicle Purchase	N/A	N/A	Capital Metro North Austin ADA Paratransit Base-Wheelchair Accessible Vehicles Purchase	Construction	2023	\$4,125,000	Add Listing – Add new individually listed transit project. Project is selected for funding through the Transit Infrastructure Grants – Community Project Funding Program (Congressional Selection)
73-00092-00	Travis	CapMetro	Charging Infrastructure	N/A	N/A	Charging infrastructure for the Transition to a Zero-Emissions Public Transportation Fleet	Construction	2023	\$5,212400	Add Listing – Add new individually listed transit project. Project is selected for funding through the Transit Infrastructure Grants – Community Project Funding Program (Congressional Selection)
51-00189-00/ 0015-13-388	Travis	TxDOT	IH 35	US 290E	US 290W/ SH71	Reconstruct IH-35 from US 290E to US 290W/SH 71, add 2 northbound (NB) and 2 southbound (SB) non-tolled managed lanes from 51st to US290W/SH71, add 1 NB and 1 SB non-tolled managed lanes from US 290E to 51st St., add 1 NB frontage road lane between 32nd St. and 15th St., add 1 SB frontage road lane between 8th St. and 5th St., construct bypass lanes, rail/ped bridges and structural retrofit, drainage, shared-use path, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	Construction	2026	\$1,557,827,010	Modify Fiscal Year – Move Fiscal Year from 2025 to 2026
										Modify Description – Minor clarification on segment limits and additional information on scope of work.
										Modify Funding – Adjust project costs and associated funding to reflect the breakout of earlier phases into individual projects (listed below).
51-00189-01/ 0015-13-423	Travis	TxDOT	IH 35	US 290E	US 290W/ SH71	Reconstruct IH-35 to add 2 northbound (NB) and 2 southbound (SB) non-tolled managed lanes from 51st to US290W/SH71, add 1 NB and 1 SB non-tolled managed lanes from US 290E to 51st St., add 1 NB FR Lane between 32nd St. and 15th St., add 1 SB frontage road lane between 8th St. and 5th St., construct bypass lanes, structures, rail bridges and structural retrofit, drainage, shared use path, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	Construction	2026	\$2,429,840,354	Modify Description – Minor clarification on segment limits and additional information on scope of work.
										Modify Funding – Adjust project costs and associated funding to reflect the breakout of earlier phases into individual projects (listed below).
51-00189-02/ 0015-13-428	Travis	TxDOT	IH 35	Holly Street	US 290W/ SH71	Reconstruct I-35 to add 2 northbound and 2 southbound non-tolled managed lanes, construct bypass lanes, structures, drainage, shared-use paths, and reconstruct intersections, ramps and general purpose lanes and frontage roads.	Construction	2024	\$300,000,000	Modify Description – Minor clarification on segment limits and additional information on scope of work.
										Modify Funding – Adjust project costs and associated funding to reflect the breakout of earlier phases into individual projects (listed below).
51-00189-03/ 0914-04-341	Travis	TxDOT	IH 35	IH 35	Colorado River	Construct Capital Express Central Drainage Tunnel along Cesar Chavez	Construction	2024	\$104,000,000	Add Listing – Add new individually listed roadway project. This project is an early phase breakout project from the Capital Express – Central projects listed above (CSJ 0015-13-388/423/428). All associated cost, funding, and scope have been previously approved as part of the overall project but are being broken out individually to be let for construction as an earlier phase of the main project.

51-00189-04/ 0015-13-433	Travis	TxDOT	IH 35	Martin Luther King Jr Blvd	Holly Street	Construct Capital Express Central East Drainage Tunnel along IH-35	Construction	2024	\$104,000,000	Add Listing – Add new individually listed roadway project. This project is an early phase breakout project from the Capital Express – Central projects listed above (CSJ 0015-13-388/423/428). All associated cost, funding, and scope have been previously approved as part of the overall project but are being broken out individually to be let for construction as an earlier phase of the main project.
51-00189-05/ 0015-13-432	Travis	TxDOT	IH 35	Airport Blvd	Martin Luther King Jr Blvd	Southbound Upper Deck Bridge Structural Retrofit	Construction	2024	\$10,400,000	Add Listing – Add new individually listed roadway project. This project is an early phase breakout project from the Capital Express – Central projects listed above (CSJ 0015-13-388/423/428). All associated cost, funding, and scope have been previously approved as part of the overall project but are being broken out individually to be let for construction as an earlier phase of the main project.
0113-13-168	Travis	TxDOT	SL 360	At Courtyard Drive		Grade separate intersection	Construction	2026	\$52,693,759	Add Listing – Add new individually listed roadway project. This project was deferred in May 2020 but was refunded as part of the 2023 Unified Transportation Program (UTP). This project is associated with the RM 2222 at SL 360 project listed below (CSJ 2100-01-065)
2100-01-065	Travis	TxDOT	RM 2222	At SL 360		Construct diverging diamond intersection.	Construction	2026	\$5,992,000	Add Listing – Add new individually listed roadway project. This project was deferred in May 2020 but was refunded as part of the 2023 Unified Transportation Program (UTP). This project is associated with the SL 360 at Courtyard project listed above (CSJ 0113-13-168)
0914-05-222	Williamson	Williamson County	Hero Way	183A	RM 2243	Reconstruct 2-Lane undivided roadway to 2 travel lanes with continuous left-turn lane and extend existing Hero Way to RM 2243.	Construction	2026	\$12,788,091	Add Listing – Add new individually listed roadway project. This locally funded project and associated phases have been previously approved in the 2019-2022 and 2021-2024 Transportation Improvement Programs under the Grouped Category.
51-00483-00/ 0700-03-149	Travis	TxDOT	SH 71	RM 620	Silvermine Dr.	Installation of Advanced Traffic Management System	Construction	2023	\$7,000,000	Add Listing – Add new individually listed roadway project. This project was deferred in May 2020. Carbon Reduction Program (CRP) funding is being requested for refunding.
51-00484-00/ 0914-00-050	Travis	CAMPO	VA	N/A	N/A	Development of the Mobile Emission Reduction Plan	Construction	2023	\$1,000,000	Add Listing – Add new individually listed roadway project. This project was allocated Carbon Reduction Program (CRP) funding by the Transportation Policy Board in January 2023.
71-00010-00/ 0914-00-425	Travis	CAMPO	VA	N/A	N/A	Implementation of the Regional Transportation Demand Management (TDM) Program.	Construction	2024	\$4,000,000	Add Listing – Add new individually listed roadway project. This project is currently funded with Surface Transportation Block Grant (STBG). Carbon Reduction Program (CRP) funding is being requested for program continuation through 2027.
61-00123-00/ 1566-01-009	Williamson	TxDOT/ Williamson County	FM 1660	CR 101 North of Hutto	US 79	Upgrade roadway from 2-lane undivided to a 4-lane undivided	Construction	2024	\$13,720,145	Remove Listing – Remove project from individual roadway listing.

61-00124-00/ 1566-02-020	Williamson	TxDOT/ Williamson County	FM 1660	US 79	FM 3349	Construct new location 4-lane divided roadway	Construction	2024	\$12,588,857	Remove Listing Remove project from individual roadway listing.
31-00200-00/ 0805-02-008	Caldwell	TxDOT	FM 2720	Old Spanish Trail	SH 142	Widen from 2-lane undivided to 4-lane divided with shoulders, add cable barrier	Construction	2025	\$44,931,658	Remove Listing Remove project from individual roadway listing. Project remains in development and will be moved to Project Development List in the Transportation Improvement Program.
31-00200-01/ 0805-05-004	Caldwell	TxDOT	FM 2720	SH 21	Old Spanish Trail	Widen from 2-lane undivided to 4-lane divided with shoulders, add cable barrier	Construction	2025	\$1,796,482	Remove Listing Remove project from individual roadway listing. Project remains in development and will be moved to Project Development List in the Transportation Improvement Program.

Transportation Improvement Program (TIP) Amendment (All approved amendments to the Transportation Improvement Program are automatically amended in the Regional Transportation Plan per CFR 450.218.)

Regional Transportation Plan (RTP) Amendment (No amendments for the Regional Transportation Plan were submitted for the 2023 Spring Amendment Cycle)



Date: March 27, 2023
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 6
Subject: Discussion on Federal Transit Administration (FTA) Section 5310 Project Call

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

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

CAMPO received 10 applications for the 2023 Project Call. Staff are currently reviewing applications for eligibility and readiness to ensure sponsors and their program or services are adequately prepared to receive federal funding. Projects that are determined to be eligible and ready will then be evaluated using the scoring criteria and the information provided in the application and supporting documentation. Results of the readiness evaluations and scores will be provided in the recommendation report for consideration.

FINANCIAL IMPACT

This project call will potentially allocate up to \$3,145,214 in funding to eligible projects with no less than \$1,758,382 to be allocated to traditional capital projects and no more than \$1,386,832 to be allocated for other eligible projects and operating expenses.

BACKGROUND AND DISCUSSION

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

SUPPORTING DOCUMENTS

None.