



**TECHNICAL ADVISORY COMMITTEE MEETING**  
**Monday, April 24, 2023**  
**2:00 p.m.**

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

**AGENDA**

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

**ACTION:**

- 2. [Approval of March 27, 2023 Meeting Summary](#)..... Ms. Laurie Moyer, P.E., Chair  
*The Chair will seek TAC approval of the March 27, 2023 meeting summary.*
- 3. [Discussion and Recommendation on Amendments to the 2023-2026 Transportation Improvement Program \(TIP\) and 2045 Regional Transportation Plan \(RTP\)](#)  
..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will present amendments to the 2023-206 TIP and 2045 RTP and request TAC recommendation.*
- 4. [Discussion and Recommendation on Federal Transit Administration \(FTA\) Section 5310 Project Call](#) ..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will present the FTA Section 5310 Project Call evaluation results and request TAC recommendation.*

**INFORMATION:**

- 5. [Presentation of Preliminary Phasing Plan for Project Readiness Program](#)  
..... Ms. Heather Ashley-Nguyen, TxDOT-Austin District  
*Ms. Ashley-Nguyen will present a preliminary phasing plan proposed by TxDOT for implementation in the development of the nine corridors in the Project Readiness Program.*
- 6. [Presentation of Draft FY 2024 & 2025 Unified Planning Work Program \(UPWP\)](#)  
..... Ms. Theresa Hernandez, CAMPO  
*Ms. Hernandez will provide an overview of the draft UPWP for fiscal years 2024 & 2025.*

**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.*

7. [Discussion on Carbon Reduction Program \(CRP\) Funding Allocation](#)..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will discuss potential allocation of current Carbon Reduction Program (CRP) funding.*
8. [Discussion on CAMPO Travel Demand Model Update](#)..... Mr. Greg Lancaster, CAMPO  
*Mr. Lancaster will provide an update on the development of regional demographics for the CAMPO Travel Demand Model.*
9. Report on Transportation Planning Activities
10. TAC Chair Announcements
  - Next TPB Meeting – May 8, 2023, 2:00 p.m.
  - Next TAC Meeting – May 22, 2023, 2:00 p.m.
11. 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](http://www.campotexas.org)

**Meeting Minutes  
March 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 2:00 p.m.

A quorum was announced present.

**Present:**

	<b>Member</b>	<b>Representing</b>	<b>Member Attending</b>	<b>Alternate Attending</b>
1.	Stevie Greathouse	City of Austin	N	
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	N	
6.	Vacant	City of Kyle	N	
7.	Ann Weis	City of Leander	N	
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)	N	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Mike Hodge, P.E.	Burnet County (Smaller Cities)	N	
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. Approval of February 27, 2023 Meeting Summary**

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

The Chair entertained a motion for approval of the February 27, 2023 meeting summary, as presented.

Mr. Ed Collins moved for approval of the February 27, 2023 meeting summary, as presented.

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

The motion prevailed unanimously.

**3. Discussion and Recommendation on Scope of Work for Regional Transportation Demand Management (TDM) Program**

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

The Chair recognized Vice Chair Gary Hudder who informed the Committee that a TDM Subcommittee meeting was held on March 20, 2023. Vice Chair Hudder reported that the TDM Subcommittee is prioritizing the SchoolPool Program, Essential Worker Outreach, Congested Corridors, and Guaranteed Ride Home for the next 18 months.

The Committee was also informed that Del Valle Independent School District (ISD) will begin initializing the SchoolPool Program at Del Valle Elementary School in the fall with two additional schools to be added to the SchoolPool Program in the fall.

Vice Chair Hudder reported that the TDM Subcommittee has reached consensus that it is necessary to seek a recommendation for Transportation Policy Board authorization to continue to move forward with the Regional TDM Program. The presentation was concluded by question and answer with comments.

Mr. Ashby Johnson, CAMPO Executive Director provided additional comments regarding the purchase of data to perform some of the activities included in the scope of work.

The Chair entertained a motion for approval to recommend Transportation Policy Board approval of the scope of work for the Regional TDM Program.

Ms. Cathy Stephens moved to recommend Transportation Policy Board approval of the scope of work for the Regional TDM Program.

Ms. Emily Barron seconded the motion.

The motion prevailed unanimously.

**4. Discussion and Recommendation on 2023 Performance Measure Target Updates**

..... Mr. Ryan Collins, CAMPO

The Chair recognized Mr. Ryan Collins, Short-Range Planning Manager who provided a brief overview of Transportation Performance Management and the performance measure goal areas. Mr. Collins highlighted the performance measure targets reports and discussed staff's recommendations for the performance measure target updates. The presentation was concluded by question and answer with comments.

The Chair entertained a motion to approve a recommendation for approval of the 2023 performance measure target updates.

Vice Chair Gary Hudder moved to approve a recommendation for approval of the 2023 performance measure target updates.

The Chair seconded the motion.

The motion prevailed unanimously.

**5. Discussion on Amendments to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP)**

..... Mr. Ryan Collins, CAMPO

The Chair recognized Mr. Ryan Collins, Short-Range Planning Manager who reminded the Committee that the spring amendment cycle provides an opportunity to make changes to the TIP and RTP. Mr. Collins highlighted the amendment requests received and presented the amendment cycle schedule. Mr. Collins also identified projects and amendment requests for the Carbon Reduction Program funding.

The Committee was informed that community outreach for the spring amendment process for the TIP and RTP began on March 20, 2023 and will end on April 20, 2023. Mr. Collins provided a brief summary of the public outreach process and noted that no amendment requests were received for the RTP. The presentation was concluded by a brief question and answer with comments.

**6. Discussion on 2023 Federal Transit Administration (FTA) 5310 Project Call**

..... Mr. Ryan Collins, CAMPO

The Chair recognized Mr. Ryan Collins who continued with a brief summary of the FTA Section 5310 Project Call. Mr. Collins identified CapMetro as a designated recipient for Section 5310 funding. The Committee was informed that a total of 11 applications for approximately \$3 million in requests were received. Mr. Collins briefly summarized the funding and eligibility requirements, evaluation process and highlighted the project call schedule. Mr. Collins informed the Committee that additional updates will be provided throughout the evaluation process. The presentation was concluded by question and answer with comments.

**7. Report on Transportation Planning Activities**

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who provided an update on the Demographic Model, in the absence of Mr. Greg Lancaster, CAMPO Travel Demand Modeling Manager. Mr. McKeown reported that AECOM received over 700 comments on the development of the regional Demographic Model. Mr. McKeown noted that TAC members should have received an email requesting their review of the demographics.

Mr. McKeown introduced Mr. Eric Busker of BGE, Inc. and CAMPO's General Engineering Consultant (GEC) team as presenter for the update on the Project Readiness Program. Mr. Busker reported that a work authorization has been executed for work on the FM 973 from US 290 to FM 1660 Project and a kickoff meeting is scheduled with TxDOT for early April 2023. Mr. Busker also reported that the FM 734/Parmer Lane from MoPac to 1431 Project is in negotiations with a consultant through the use of a TxDOT contract and a final version of the scope will be provided to TxDOT later in the week. The Committee was informed that execution of the scope of work for the project is anticipated for April 2023. A brief question and answer followed.

#### **8. TAC Chair Announcements**

The Chair announced that the next Transportation Policy Board Meeting will be held on April 10, 2023 at 2:00 p.m. and the next Technical Advisory Committee will be held on April 24, 2023 at 2:00 p.m.

#### **9. Adjournment**

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

Ms. Nadia Barrera-Ramirez made the motion to adjourn the March 27, 2023 meeting of the Technical Advisory Committee.

Vice Chair Gary Hudder seconded the motion.

The March 27, 2023 meeting of the Technical Advisory Committee was adjourned at 2:55 p.m.



**Date:** April 24, 2023  
**Continued From:** March 27, 2023  
**Action Requested:** Recommendation

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**To:** Technical Advisory Committee  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 3  
**Subject:** Discussion and Recommendation on Amendments to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP)

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**RECOMMENDATION**

Staff requests the Technical Advisory Committee make a technical recommendation to the Transportation Policy Board (TPB) regarding the amendment process and submitted amendments.

**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 TPB as detailed in both the Public Participation Plan and Amendment Procedures.

**FINANCIAL IMPACT**

The amendment cycle does not directly select or allocate funding from federal transportation programs including those administered directly by the TPB. However, any projects selected for funding through federal surface transportation programs including all formula and discretionary programs, must be authorized directly by the TPB through inclusion in the TIP. TIP inclusion is required for federal funding to be obligated to projects or sponsors. Please note that included in the amendment requests are two projects to potentially be funded with Carbon Reduction Program funding, however these amendments are contingent on TPB funding selection in a separate action to take place prior to amendment action.

**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	<b>Add Listing</b> - 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	\$5,212,400	<b>Add Listing</b> - 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	<b>Modify Fiscal Year</b> - Move Fiscal Year from 2025 to 2026
										<b>Modify Description</b> - Minor clarification on segment limits and additional information on scope of work.
										<b>Modify Funding</b> - 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	<b>Modify Description</b> - Minor clarification on segment limits and additional information on scope of work.
										<b>Modify Funding</b> - 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	<b>Modify Description</b> - Minor clarification on segment limits and additional information on scope of work.
										<b>Modify Funding</b> - 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	<b>Add Listing</b> - 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	<b>Add Listing</b> - 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	<b>Add Listing</b> - 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	<b>Add Listing</b> - 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	<b>Add Listing</b> - 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	<b>Add Listing</b> - 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	<b>Add Listing</b> - 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	<b>Add Listing</b> - 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	<b>Add Listing</b> - 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	<b>Remove Listing</b> - 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	<b>Remove Listing</b> 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	<b>Remove Listing</b> 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	<b>Remove Listing</b> 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:** April 24, 2023  
**Continued From:** March 27, 2023  
**Action Requested:** Recommendation

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**To:** Technical Advisory Committee  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 4  
**Subject:** Discussion and Recommendation on Federal Transit Administration (FTA) Section 5310 Project Call

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**RECOMMENDATION**

Staff requests the Technical Advisory Committee make a technical recommendation to the Transportation Policy Board regarding the Federal Transit Administration (FTA) Section 5310 Project Call evaluation process and resulting recommendation.

**PURPOSE AND EXECUTIVE SUMMARY**

The Capital Area Metropolitan Planning Organization (CAMPO) manages the competitive project selection process for awarding FTA funding through the 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 2024-2025 Project Call. Staff, in coordination with Capital Metro program administrators, reviewed the sponsor and activity eligibility, readiness, and budget submissions. Upon completion of the review, it was determined that all submissions met the program criteria therefore staff moved forward with the scoring and ranking process to ensure that all projects meet the goals and objectives of the 5310 program, Regionally Coordinated Transportation Plan, and ultimately enhance the mobility of seniors and persons with disabilities. Results of the scoring process are included in the draft recommendation for TAC discussion.

**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 in keeping with federal statutes.

**BACKGROUND AND DISCUSSION**

The 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 ADA complementary paratransit services.

**SUPPORTING DOCUMENTS**

**Attachment A – FTA 5310 Program Recommendation (Draft for TAC Discussion)**

**FTA 5310 Program Recommendation (Draft for TAC Discussion)**

Sponsor	Project Name	Traditional	Operational	Total	Score	Award
CapMetro	Office of Mobility Management	\$80,000	\$0	\$80,000	89	\$80,000
Bluebonnet Trails	Enhanced Mobility of Seniors and Individuals with Disabilities Expansion	\$294,189	\$0	\$294,189	87	\$294,189
Age of Central Texas	Age of Central Texas Transportation Program	\$39,440	\$65,830	\$105,270	86	\$105,270
CARTS	Manor Pickup Service Replacement Vehicles	\$340,000	\$0	\$340,000	80	\$340,000
Senior Access	Mobility Management for Older Adults	\$190,400	\$255,338	\$445,738	79	\$445,738
Faith in Action - Georgetown	Senior Connect	\$217,126	\$124,683	\$341,809	75	\$341,809
Drive a Senior (ATX)	Equitable Access for Seniors	\$96,800	\$90,250	\$187,050	74	\$187,050
City of Austin (PARD)	Senior Transportation Services	\$0	\$347,625	\$347,625	71	\$347,625
Drive a Senior (Chariot)	Moving Chariot Forward	\$68,688	\$358,822	\$427,510	70	\$427,510
City of Buda	Senior Transportation	\$0	\$144,284	\$144,284	61	\$144,284
<b>Total</b>		<b>\$1,326,643</b>	<b>\$1,386,832</b>	<b>\$2,713,475</b>		<b>\$2,713,475</b>

Please note that this recommendation is in draft format for discussion with the Technical Advisory Committee (TAC). Funding amounts above represent the federal share and do not include the required local match. Traditional funding requires a 20 percent cost-share, operational funding requires a 50 percent cost share.

<b>Summary</b>			
	Traditional	Operational	Total
<b>Total Requested</b>	\$1,326,643	\$1,386,832	\$2,713,475
<b>Maximum Available</b>	\$1,758,382	\$1,386,832	\$3,145,214
<b>Total Recommended</b>	\$1,326,643	\$1,386,832	\$2,713,475
<b>Rollover</b>	\$432,189	\$0	\$432,189

**Full Award** 
**Partial Award** 
**No Award**



**Date:** April 24, 2023  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Technical Advisory Committee  
**From:** Ms. Heather Ashley-Nguyen, TxDOT-Austin District  
**Agenda Item:** 5  
**Subject:** Preliminary Phasing Plan for Project Readiness Program

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**RECOMMENDATION**

None. This item is for information only.

**PURPOSE AND EXECUTIVE SUMMARY**

The Prioritization Subcommittee met on September 19, 2022, and on November 9, 2022 to identify segments of corridors which should begin project development. Each Subcommittee member provided recommendations, which were discussed as a group, and this list was provided to TxDOT so that they could explore potential funding opportunities for these recommendations.

TxDOT has been working to develop a Preliminary Phasing Plan for the advancement of corridors recommended by the Prioritization Subcommittee. Timeline for beginning these projects will vary due to TxDOT's available annual funding considerations and the status of certain adjacent ongoing projects. The recommended level of development for each project varies dependent upon history of each corridor and any previous studies that might need to be updated.

TxDOT will provide an update to the Technical Advisory Committee (TAC) on their progress thus far, and a meeting will be scheduled with the Subcommittee to discuss more detailed updates prior to the May 22<sup>nd</sup> TAC meeting. Results of this discussion will be shared with the entire TAC during that May 22<sup>nd</sup> meeting.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

None.

**SUPPORTING DOCUMENTATION**

None.





**Date:** April 24, 2023  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Technical Advisory Committee  
**From:** Ms. Theresa Hernandez, Finance & Administration Manager  
**Agenda Item:** 6  
**Subject:** Presentation of Draft FY 2024 & 2025 Unified Planning Work Program (UPWP)

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**RECOMMENDATION**

None. This item is for informational purposes only.

**PURPOSE AND EXECUTIVE SUMMARY**

The purpose of this item is to allow comments on the Draft FYs 2024 and 2026 UPWP (Attachment A).

**FINANCIAL IMPACT**

The budget for the FYs 2024 and 2025 UPWP is based on anticipated FHWA PL-112/Section 5303 funds. In FY 2023, CAMPO received a total of \$3,121,573 of PL-112/Section 5303 funds. CAMPO has programmed these funds, along with other funds among the five main tasks identified in the UPWP.

**BACKGROUND AND DISCUSSION**

The UPWP is the federally-required document that identifies work tasks to be completed in the CAMPO region. The UPWP is adopted every two years and may be amended if CAMPO planning programs change.

The document is divided into five main task areas:

- Task 1 - Administration
- Task 2 - Data Development and Maintenance
- Task 3 - Short Range Planning
- Task 4 - Metropolitan Transportation Plan and
- Task 5 - Special Studies

**SUPPORTING DOCUMENTS**

**Attachment A – Draft FY 2024 and 2025 Unified Planning Work Program**

**FY 2024 and FY 2025**

**UNIFIED PLANNING WORK PROGRAM (UPWP)**

***Capital Area MPO***

***Transportation Management Area (TMA)***

**AIR QUALITY STATUS:**

***Attainment***

*The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.*

***Adopted by the Transportation Policy Board: June xx, 2023***

***Federal Approval: xx***



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D. Subtask 2.1: <i>Name the Subtask</i> .....	#
E. Subtask 2.2: <i>Name the Subtask</i> .....	#
F. Task 2.0: Funding Summary Table .....	#
<b>IV. TASK 3.0 – SHORT RANGE PLANNING</b>	
A. Objective .....	#
B. Expected Products .....	#
C. Previous Work .....	#
D. Subtask 3.1: <i>Name the Subtask</i> .....	#
E. Subtask 3.2: <i>Name the Subtask</i> .....	#
F. Task 3.0: Funding Summary Table .....	#
<b>V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN</b>	
A. Objective .....	#
B. Expected Products .....	#
C. Previous Work .....	#
D. Subtask 4.1: <i>Name the Subtask</i> .....	#

- E. **Subtask 4.2: Name the Subtask** .....#
- F. **Task 4.0: Funding Summary Table** .....#

**VI. TASK 5.0 – SPECIAL STUDIES**

- A. **Objective**.....#
- B. **Expected Products**.....#
- C. **Previous Work** .....#
- D. **Subtask 5.1: Name the Subtask** .....#
- E. **Subtask 5.2: Name the Subtask** .....#
- F. **Task 5.0: Funding Summary Table** .....#

**VII. BUDGET SUMMARY**

- A. **Budget Summary Table**.....#

**APPENDICES:**

- A. Transportation Policy Board Membership, Technical Advisory Committee Membership, MPO Staff
- B. Metropolitan Area Boundary Map
- C. Debarment Certification
- D. Lobbying Certification
- E. Certification of Compliance
- F. Certification of Internal Ethics and Compliance Program

## 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 2024 and 2025. 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.
- B. DEFINITION OF AREA** - The CAMPO planning area includes all of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties (**Appendix B**) and the cities and villages in each of the six counties (a comprehensive list of these jurisdictions can be found at [www.campotexas.org](http://www.campotexas.org)). By federal definition, CAMPO's planning area must at least include the urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years.

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

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

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

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

### Functional Responsibilities of Planning Agencies

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

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

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

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

MPO staff has the following general responsibilities:

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

- 12) Ensure compliance with Title VI Civil Rights, Environmental Justice and other federal requirements related to CAMPO's operations, activities and programs.

#### Texas Department of Transportation

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

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

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

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

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

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

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

#### Counties

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

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

#### Cities

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

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

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

- D. PRIVATE SECTOR INVOLVEMENT** – Consultants have been and will continue to be used on an as-needed basis in CAMPO's transportation programs and planning processes. In the past, CAMPO has used private sector consultants for a variety of services ranging from legal services to corridor studies to improvements to the regional travel demand model. The use of consultants will continue as needed.

**E. PLANNING ISSUES AND EMPHASIS** – The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks for FY 2024 and 2025. 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), Transit Asset Management (TAM), and Public Transportation Agency Safety Plan (PTASP). 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 MPO's planning area.

- **EXPECTED PRODUCTS**

Certified transportation planning process  
FY 2023 & FY 2024 Single Audit  
Unified Planning Work Program (FYs 2024 & 2025) and amendments  
Development of Unified Planning Work Program (FYs 2026 & 2027)  
FY 2023 & 2024 Annual Project Listing  
FY 2023 & 2024 Annual Performance and Expenditure Report  
New equipment and computer hardware/software

- **PREVIOUS WORK**

Performed general administrative functions  
FY 2022 & 2023 Unified Planning Work Program and amendments  
FY 2021 & 2022 Annual Project Listing  
FY 2021 & 2022 Annual Performance and Expenditure Report  
FY 2021 & 2022 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  
Statistics and Metrics Dashboard

- **SUBTASKS**

**Subtask 1.1 – MPO Staff Support for Task 1**

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 2024 & 2025 Unified Planning Work Program, development of the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL), development of the FY 2026 & 2027 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 MPO
Funding Requirement:	\$4,458,834 PL
Product(s):	Certified transportation planning process; updated or new documents and reports; new equipment and/or computer hardware/software; APL; APER



**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 MPO  
 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 Services – 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 MPO  
 Funding Requirement: \$50,000 PL  
 Product(s): Single Audit Report, financial statements

• **FUNDING SUMMARY**

Task 1.0 – 2-Year Funding Summary Table  
 FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		STBG		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	
1.1	CAMPO	2,131,398	2,327,436					2,131,398	2,327,436	4,458,834
1.2	CAMPO	75,000	125,000					75,000	125,000	200,000
1.3	CAMPO	25,000	25,000					25,000	25,000	50,000
				-	-	-	-	-	-	-
<b>TOTAL</b>		2,231,398	2,477,436	-	-	-	-	2,231,398	2,477,436	4,708,834

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

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

- **OBJECTIVE**

Provide updated information, demographic data and analysis to support the Metropolitan Planning Organization's planning efforts.

- **EXPECTED PRODUCTS**

Series of technical reports documenting the ongoing GIS data updates on traffic counts and mapping Transportation related air quality data collection and analysis, air quality planning and outreach products

2045 Plan related performance measures

Demographic forecasts and travel demand model for the 2050 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

2045 Plan related performance measures

Development 2050 Travel Demand Model

UrbanSim (Demographic Allocation Tool)

- **SUBTASKS**

#### **Subtask 2.1 – MPO Staff Support for Task 2**

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

##### **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 2050 Plan. Develop the datasets for running the Allocation Tool for the 2050 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 2025 base year model, performing model runs for the amendments of the 2045 Plan, 2023-2026 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 MPO  
Funding Requirement: \$231,588 PL  
Product(s): Technical memoranda, final reports, PEL and NEPA related reports and analyses.

**Subtask 2.2 – GIS, Demographic Forecast, & Travel Demand – MPO Staff/Consultant Work**

**2.2.1 Demographic Forecast and Travel Demand Modeling Projects for 2050 Plan:**

Conduct activities related to the travel demand model in support of development of the 2050 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 MPO  
Funding Requirement: \$50,000 PL  
Product(s): Interactive Web Viewer, UrbanSim, Development 2050 Travel Demand Model, Model files for development of the 2045 RTA, draft and final 2045 RTA document.

- FUNDING SUMMARY**

**Task 2.0 - 2-Year Funding Summary Table  
FY 2024 and FY 2025**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5304		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
2.1	CAMPO	111,764	119,824					111,764	119,824	231,588
2.2	CAMPO	50,000	-					50,000	-	50,000
<b>TOTAL</b>		161,764	119,824					161,764	119,824	281,588

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

## IV. TASK 3.0 - SHORT RANGE PLANNING

- **OBJECTIVE**

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

- **EXPECTED PRODUCTS**

Maintenance of 2023-2026 Transportation Improvement Program  
Development and maintenance of 2025-2028 Transportation Improvement Program  
10 Year Plan  
Annual Listing of Obligated Projects  
Performance Measure Report  
Project Progress Report  
Deferred Project Refunding Process  
Project Call  
Congestion Management Process

- **PREVIOUS WORK**

2023-2026 Transportation Improvement Program  
Project Tracking  
10 Year Plan  
Annual List of Obligated Projects  
Performance Measure Report  
Project Progress Report  
Congestion Management Process (CMP)

- **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 2023-2026 Transportation Improvement Program, development of the FY 2025-2028 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: \$535,089 PL  
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos, 2023-2026 TIP amendments, 2025-2028 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: \$160,000 STBG 40,000 TDCs  
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos

- FUNDING SUMMARY**

Task 3.0 – 2-Year Funding Summary Table  
FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		STBG		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	
3.1	CAMPO	259,171	275,918					259,171	275,918	535,089
3.2	CAMPO	21,000	24,000			-		21,000	24,000	45,000
3.3	CAMPO	-	-	160,000	-			160,000	-	160,000
<b>TOTAL</b>		280,171	299,918	160,000	-	-	-	440,171	299,918	740,089

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

## 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**

Development of the 2050 Regional Transportation Plan

Maintenance of the 2045 Regional Transportation Plan

Maintenance and implementation of Coordinated Public Transit – Health and Human Services Transportation Plan

Maintenance of Regional Active Transportation Plan

Updated Regional Bicycle and Pedestrian Facility Inventory

Regional State of Safety Report

- **PREVIOUS WORK**

2045 Regional Transportation Plan

2045 Regional Transportation Plan Amendments

Regional Active Transportation Plan

Regional Bicycle and Pedestrian Facility Inventory

Coordinated Public Transit – Health and Human Services Transportation Plan Update

Regional Traffic Safety Plan

Regional State of Safety Report

- **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 2045 Regional Transportation Plan, developing the CAMPO 2050 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: \$1,153,529 PL  
Product(s): Planning documents, data sets, contract procurement materials and billing packages, and networks

**Subtask 4.2 – 2050 Metropolitan Transportation Plan - Related MPO and Consultant Work**

**4.2.1 2050 Metropolitan Transportation Plan**

CAMPO will contract a consultant to assist with the development of the CAMPO 2050 Regional Transportation Plan, including the public involvement, project prioritization, and draft plan documents. Contract TBD.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$300,000 PL  
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: \$70,000 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 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

### **4.4.2 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

### **4.4.3 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

### **4.4.4 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)

### **4.4.5 Central Texas Turnpike System - Capital Improvement Study**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$9,858,733 State Funds

**4.4.6 FM 734 (Parmer Ln) - RM 1431 to SL 1**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$2,000,000 State Funds

**4.4.7 FM 973 - FM 1660 to US 290**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$2,321,637 State Funds

**4.4.8 IH 35 - SH 29 to RM 1431**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: 5,995,210 State Funds

**4.4.9 IH 35 - RM 1431 to SH 45N**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: 7,460,127 State Funds

**4.4.10 IH 35 - US 290E to US 290 / SH 71 (CapEx Central)**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$12,931,345 State Funds

**4.4.11 IH 35 - SH 123 to Posey Rd**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$4,029,098 State Funds

**4.4.12 IH 35 - SH 45SE to CR 382 (M35 PEL)**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$5,000,000 State Funds

**4.4.13 RM 1826 - Hays CL to US 290 in Travis County**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$2,852,910 State Funds

**4.4.14 RM 1826 - RM 150 to Travis CL in Hays County**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$2,000,000 State Funds

**4.4.15 SH 21 - SH 80 to SH 130**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$5,000,000 State Funds

**4.4.16 SH 21 - CR 130 to Paint Creek Rd (US 290)**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$3,955,863 State Funds

**4.4.17 US 183 - SH 29 to FM 963**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$7,000,000 State Funds

**4.4.18 US 183 - SH 71 to SH 130**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$3,651,596 State Funds

**4.4.19 US 281 - US 290 to CR 413; CR 413 to Comal CL**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$4,634,819 State Funds

**4.4.20 US 281 - SH 71 Interchange**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$2,391,901 State Funds

**4.4.21 US 290 - RM 12 to Travis CL; Hays CL to RM 1826**

XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$5,021,449 State Funds

**4.4.22 US 290 - US 281 to RM 12**  
XX.

Responsible Agency: TxDOT District  
Funding Requirement: \$3,000,000 State Funds

**4.4.23 Red Line Trail Feasibility Study**

The goal of the Red Line Trail Study, a partnership between City of Austin Public Works Department and Capital Metro, is to identify a feasible and safe off-street alignment for Red Line Trail with recommendations for near-, mid-, and long-term implementation. The Study should result in a context sensitive corridor plan based on Federal Railroad Administration and Rails with Trails best practices identifying an off-street alignment for Red Line Trail, following the Capital Metro Red Line MetroRail route and providing connections to stations.

Responsible Agency: Capital Metro  
Funding Requirement: \$480,000 Local Funds

**4.4.24 Bergstrom Spur Study**

Conduct a feasibility study on potential transit service extending eastward from the Todd Lane Station destined for the airport or an eastern terminus at the Blue Line MetroCenter Station. Consider feasibility of limited stop service supplementing and expanding the transit service coverage of the existing CapMetro bus routes along Burleson Road and other network streets. Consider connections to existing and future service and existing and potential areas with transit-supportive densities.

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

**4.4.25 US Hwy 183 Corridor Study**

The City of Leander will lead a multimodal corridor study on US HWY 183 from Osage Drive to the Bryson Ridge Trail split at 183A. The study will identify multimodal corridor needs and develop a context-sensitive transportation vision for each subarea along the corridor. The study will also identify catalytic land use and place making opportunities within key focus areas.

Responsible Agency: City of Leander  
Funding Requirement: \$500,000 Local Funds

**4.4.26 City of Leander ADA Transition Plan**

The City of Leander will lead a planning effort to develop an ADA Transition Plan, which will include an inventory of the existing sidewalk infrastructure network and needs assessment.

Responsible Agency: City of Leander  
Funding Requirement: \$300,000 Local Funds

#### 4.4.27 City of San Marcos Transportation Master Plan

The City of San Marcos will update the 2018 Transportation Master Plan.

Responsible Agency: City of San Marcos  
 Funding Requirement: \$500,000 Local Funds

- FUNDING SUMMARY**

Task 4.0 – 2-Year Funding Summary Table  
 FY 2024 and FY 2025

Sub task	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5304		STATE		LOCAL		FTA		USDOT (SS4A)		IN-KIND DONTATION		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	
4.1	CAMPO	561,842	591,687					-								561,842	591,687	1,153,529
4.2	CAMPO	300,000	-													300,000	-	300,000
4.3	CAMPO			35,000	35,000											35,000	35,000	70,000
4.4	OTHER AGENCIES	-	-	-	-	89,104,688	-	3,080,000	-	2,430,100	-	350,000	-	87,500	-	95,052,288	-	95,052,288
		-	-					-	-	-	-					-	-	-
<b>TOTAL</b>		861,842	591,687	35,000	35,000	89,104,688	-	3,080,000	-	2,430,100	-	350,000	-	87,500	-	95,949,130	626,687	96,575,817

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

## 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  
FM 1626/RM 967 Intersection  
Garlic Creek Parkway  
Freight Study  
Bottleneck Study  
Project Readiness for Regional Corridor Improvement Projects  
SL 150/Chestnut Street Corridor Study  
Austin Avenue Corridor Study  
Regional Safety Action Plan  
Regional Mobile Emission Reduction Plan

- **PREVIOUS WORK**

Western Caldwell County Transportation Study and Schematic Development  
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: \$253,474 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 ongoing.

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 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 ongoing.

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

### **5.2.4 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

### **5.2.5 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 ongoing.

Responsible Agency: CAMPO  
Funding Requirement: \$4,600,000 State Funds



### **5.2.6 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 ongoing.

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

### **5.2.7 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 ongoing.

Responsible Agency: CAMPO and City of Georgetown  
Funding Requirement: \$200,000 PL and \$60,000 Local Funds

### **5.2.8 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)

### **5.2.9 Regional Mobile Emission Reduction Plan**

Develop a comprehensive, data-driven, and practical mobile emission reduction plan that will evaluate emissions related to transportation and provide a regional implementation strategy that will contribute to their reduction. Contract TBD.

Responsible Agency: CAMPO  
Funding Requirement: \$1,000,000 FHWA and 250,000 TDCs

- **FUNDING SUMMARY**

**Task 5.0 – 2-Year Funding Summary Table  
FY 2024 and FY 2025**

Sub task	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		STBG		Local		State		FHWA		USDOT (SS4A)		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	
5.1	CAMPO	106,712	146,762	-	-	-	-	-	-	-	-	-	-	106,712	146,762	253,474
5.2	CAMPO	450,000	-	865,000	-	220,000	-	4,600,000	-	1,000,000	-	2,320,000	-	9,455,000	-	9,455,000
<b>TOTAL</b>		556,712	146,762	865,000	-	220,000	-	4,600,000	-	1,000,000	-	2,320,000	-	9,561,712	146,762	9,708,474

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

**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*).

Capital Area MPO: 2-Year Funding Summary - FY 2024 and FY 2025

UPWP Task	Description	TPF <sup>1</sup> Funds	FTA Sect. 5304	FTA 5307	FTA	STBG	Local Funds	STATE	FHWA	USDOT	In-Kind Donation	Total Funds
1.0	Administration-Management	4,708,834								-	-	4,708,834
2.0	Data Development and Maintenance	281,588								-	-	281,588
3.0	Short Range Planning	580,089				160,000				-	-	740,089
4.0	Metropolitan Transportation Plan	1,453,529	70,000				-			-	-	1,523,529
4.4	MTP (other agencies)		-		2,430,100		3,080,000	89,104,688		350,000	87,500	95,052,288
5.0	Special Studies	703,474				865,000	220,000	4,600,000	1,000,000	2,320,000	-	9,708,474
<b>TOTAL</b>		<b>7,727,514</b>	<b>70,000</b>	<b>-</b>	<b>2,430,100</b>	<b>1,025,000</b>	<b>3,300,000</b>	<b>93,704,688</b>	<b>1,000,000</b>	<b>2,670,000</b>	<b>87,500</b>	<b>112,014,802</b>

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

Combined Transportation Planning Funds <sup>2</sup>	\$6,420,172
Estimated Unexpended Carryover	\$1,307,342
<b>TOTAL TPF:</b>	<b>\$7,727,514</b>

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

**APPENDIX A**

**POLICY COMMITTEE MEMBERSHIP**

**TECHNICAL ADVISORY COMMITTEE MEMBERSHIP**

**MPO STAFF**

Draft

**APPENDIX B**

**METROPOLITAN AREA BOUNDARY MAP**  
*(GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED)*

Draft

APPENDIX C

DEBARMENT CERTIFICATION  
(Negotiated Contracts)

- (1) The \_\_\_\_\_ MPO as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public\* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity\* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions\* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

*\*federal, state or local*

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*Title of elected official / Name / Entity or Agency*  
*Name of MPO Policy Committee – Chair*  
*Name of MPO*

---

Date

**APPENDIX D**

**LOBBYING CERTIFICATION**

**CERTIFICATION FOR CONTRACTS, GRANTS,  
LOANS AND COOPERATIVE AGREEMENTS**

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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*Title of elected official / Name / Entity or Agency*  
*Name of MPO Policy Committee – Chair*  
*Name of MPO*

---

Date

**APPENDIX E**  
**CERTIFICATION OF COMPLIANCE**

I, \_\_\_\_\_,  
(Name and Position, Typed or Printed)

a duly authorized officer/representative of \_\_\_\_\_  
\_\_\_\_\_  
(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

\_\_\_\_\_  
*Title of elected official / Name / Entity or Agency*  
*Name of MPO Policy Committee – Chair*  
*Name of MPO*

\_\_\_\_\_  
Date

Attest:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title



APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, \_\_\_\_\_  
(Name and Position, Typed or Printed)

a duly authorized officer/representative of \_\_\_\_\_  
\_\_\_\_\_  
(MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

\_\_\_\_\_  
*Title of elected official / Name / Entity or Agency*  
*Name of MPO Policy Committee – Chair*  
*Name of MPO*

\_\_\_\_\_  
Date

Attest:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title

Draft



**Date:** April 24, 2023  
**Continued From:** January 23, 2023  
**Action Requested:** Information

**To:** Technical Advisory Committee  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 7  
**Subject:** Discussion on Carbon Reduction Program (CRP) Funding Allocation

**RECOMMENDATION**

None. This item is for information only.

**PURPOSE AND EXECUTIVE SUMMARY**

On January 9, 2023, the Transportation Policy Board (TPB) requested a review of potential allocation for CRP funding, both currently available funding and future apportionment. Staff commenced the review and had a subsequent discussion with the Technical Advisory Committee (TAC) on January 23 on potential funding for deferred projects, the Regional Transportation Demand Management (TDM) Program, and new projects. The discussion included project readiness, inflation impacts, previous actions by the TPB, the project selection process, and other MPO approaches.

As part of that discussion, TAC members expressed unanimous support for allocating CRP funding to the regional TDM program, which was brought back to the TAC on March 27 and to the TPB on April 10 for further discussion. Staff, in coordination with sponsors, also completed the review of deferred projects and identified an Intelligent Transportation System (ITS) project that meets CRP eligibility and project readiness requirements. Both projects, listed below, will be brought to the TPB in May to request funding authorization.

Project	Description	CRP Funding	FY
Regional TDM Program	Implementation Regional TDM program	\$4,000,000	2024
SH 71 (RM 620 to Silvermine Dr.)	Advanced traffic management system	\$7,000,000	2023

**FINANCIAL IMPACT**

CAMPO currently has \$7,766,342 in CRP funding available. 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, will be allocated after the completion of the regional mobile emission reduction plan.

**BACKGROUND AND DISCUSSION**

The Infrastructure Investment and Jobs Act (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 provide a regional approach to project eligibility and selection.

**SUPPORTING DOCUMENTS**

**Attachment A – Additional Project Information**

# Budget and Resource Requirements

<b>2024</b>	Program Director	Program Manager	Marketing Lead	Outreach Specialist (s)	Analyst	Communications	Graphic & Web Design	
	\$215.00	\$133.00	\$143.00	\$81.00	\$91.00	\$73.00	\$100.00	
Task 1: Rebranding	40	200	200	40		100	200	\$94,340.00
Task 2: Schoolpool Program		480	65	600	40	80	160	\$147,215.00
Task 3: Essential Worker Outreach		480	90	400	40	80	20	\$120,590.00
Task 4: Congested Corridors Program		320	90	180	40	160	40	\$89,330.00
Task 5: Regional Guaranteed Ride Home	32	100	24					\$23,612.00
Task 6: Park-and-Ride Campaigns								\$0.00
Task 7: Faith-Based Carpool Program								\$0.00
Task 8: Large-Event Carpools	32	80						\$17,520.00
Program Administration	100	360						\$69,380.00
<b>Total Hours</b>	<b>204</b>	<b>2020</b>	<b>469</b>	<b>1220</b>	<b>120</b>	<b>420</b>	<b>420</b>	
							Staffing	\$ 561,987.00
							Ad Spend	\$ 100,000.00
							Incentives:	\$ 100,000.00
							Expenses:	\$ 75,000.00
							<b>Total</b>	<b>\$ 836,987.00</b>
<b>2025</b>	Program Director	Program Manager	Marketing Lead	Outreach Specialist (s)	Analyst	Communications	Graphic & Web Design	
	\$225.75	\$139.65	\$150.15	\$85.05	\$95.55	\$76.65	\$105.00	
Task 1: Rebranding			40			60	60	\$16,100.00
Task 2: Schoolpool Program		360	65	500	20	80	40	\$109,335.00
Task 3: Essential Worker Outreach		400	90	800	40	80	110	\$151,350.00
Task 4: Congested Corridors Program		320	90	360	40	160	180	\$117,910.00
Task 5: Regional Guaranteed Ride Home	32	200	24	100	40	20	40	\$54,112.00
Task 6: Park-and-Ride Campaigns		80	40		80	80		\$29,480.00
Task 7: Faith-Based Carpool Program		70	4	80				\$16,362.00
Task 8: Large-Event Carpools	32	200	4	120				\$43,772.00
Program Administration	70	330						\$58,940.00
<b>Total Hours</b>	<b>134</b>	<b>1960</b>	<b>357</b>	<b>1960</b>	<b>220</b>	<b>480</b>	<b>430</b>	
							Staffing	\$ 597,361.00
							Ad Spend	\$ 80,000.00
							Incentives:	\$ 200,000.00
							Expenses:	\$ 75,000.00
							<b>Total</b>	<b>\$ 952,361.00</b>
<b>2026+</b>	Program Director	Program Manager	Marketing Lead	Outreach Specialist (s)	Analyst	Communications	Graphic & Web Design	
	\$237.04	\$146.63	\$157.66	\$89.30	\$100.33	\$80.48	\$110.25	
Task 1: Rebranding								\$0.00
Task 2: Schoolpool Program		360	40	400	20	80	40	\$97,660.00
Task 3: Essential Worker Outreach		400	50	600	40	80	40	\$122,430.00
Task 4: Congested Corridors Program		320	60	600	40	80	40	\$113,220.00
Task 5: Regional Guaranteed Ride Home	32	200	60	180	40	80	20	\$68,120.00
Task 6: Park-and-Ride Campaigns		80	70	280	80	80	80	\$64,450.00
Task 7: Faith-Based Carpool Program		70	40	200	20	80	20	\$40,890.00
Task 8: Large-Event Carpools	32	200	60	600	40	80	60	\$106,140.00
Program Administration	70	330						\$58,940.00
<b>Total Hours</b>	<b>134</b>	<b>1960</b>	<b>380</b>	<b>2860</b>	<b>280</b>	<b>560</b>	<b>300</b>	
							Staffing	\$ 671,850.00
							Ad Spend	\$ 80,000.00
							Incentives:	\$ 175,000.00
							Expenses:	\$ 100,000.00
							<b>Total</b>	<b>\$ 1,026,850.00</b>



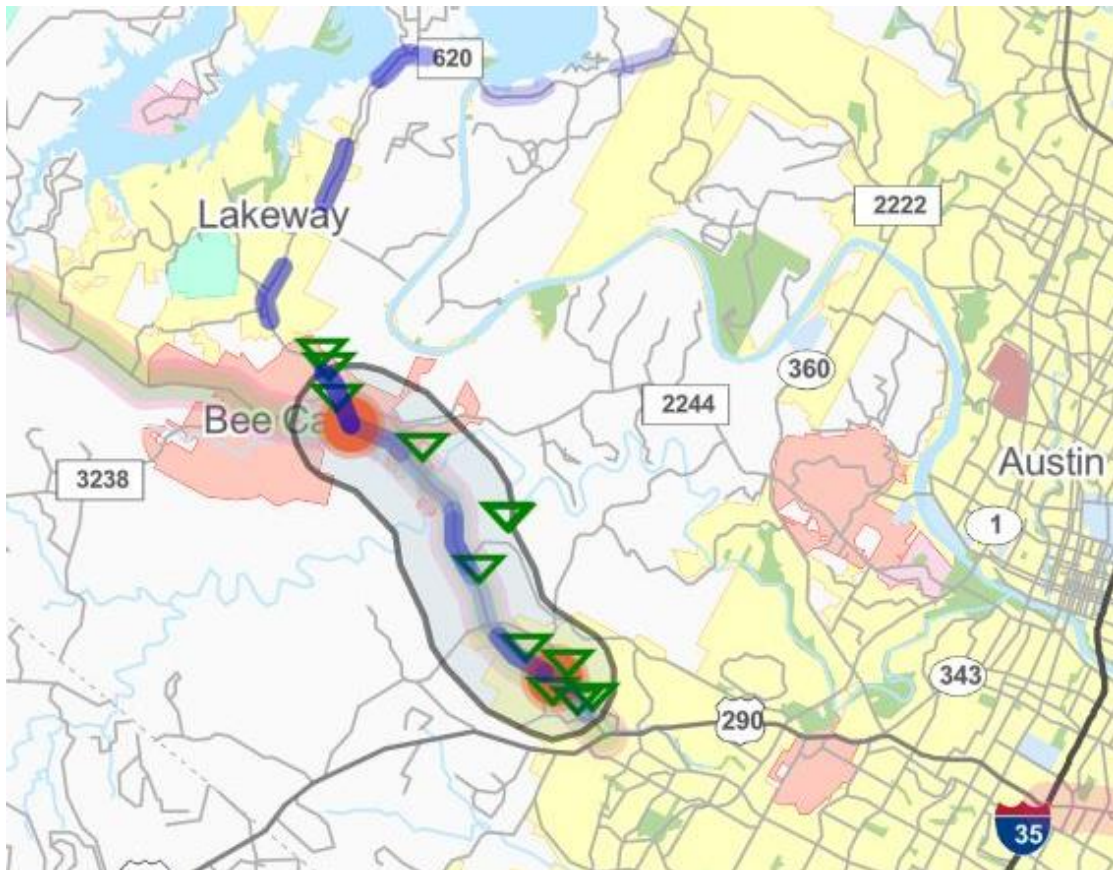
Task/activity	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Schoolpool Implementation</b>																				
Update Marketing Materials and Outreach Processes																				
Launch the Formal Program in Summer 2023																				
Review Lessons Learned																				
Consider Expansion to Other Modes																				
<b>Essential Worker Outreach</b>																				
Identify Employers and Property Managers																				
Initiate Employer and Property Manager Partnerships																				
Develop an Incentive Structure																				
Recruit Employers																				
Create Tailored Materials																				
Launch the Commute Program																				
Provide On-Going Employee Support																				
Evaluate and Innovate																				
Expand the Program																				
<b>Congested Corridors</b>																				
Identify Key Stakeholder Organizations																				
Identify Property Manager and Employer Leads																				
Hold Lunch and Learn Series																				
Design the Engagement Process																				
Create a Corridor-wide Digital Marketing Campaign																				
Evaluate and Innovate																				
Expand the Strategy																				
<b>Regional Guaranteed Ride Home</b>																				
Define an Ideal GRH Model																				
Define Operational Elements of the Program																				
Create Interagency Agreement																				
Develop Marketing Materials																				
Launch a Pilot Effort																				
Evaluate and Expand																				
<b>Park-and-Ride Campaigns</b>																				
Select a Park-and-Ride Facility																				
Identify Implementation Partners																				
Develop an Incentive and Marketing Plan																				
Conduct Outreach																				
Conduct Marketing Efforts																				
Evaluate and Refine																				
Expand the Strategy																				
<b>Large Event Carpools</b>																				
Identify Partners																				
Develop the Carpool Concept																				
Refine the Concept																				
Formally Secure Partnerships																				
Develop Unique Workplans																				
Pilot the Program																				



**To:** Technical Advisory Committee  
**From:** Ryan Collins, Short-Range Planning Manager  
**Subject:** Project Information (CSJ 0700-03-149)  
**Date:** April 24, 2023

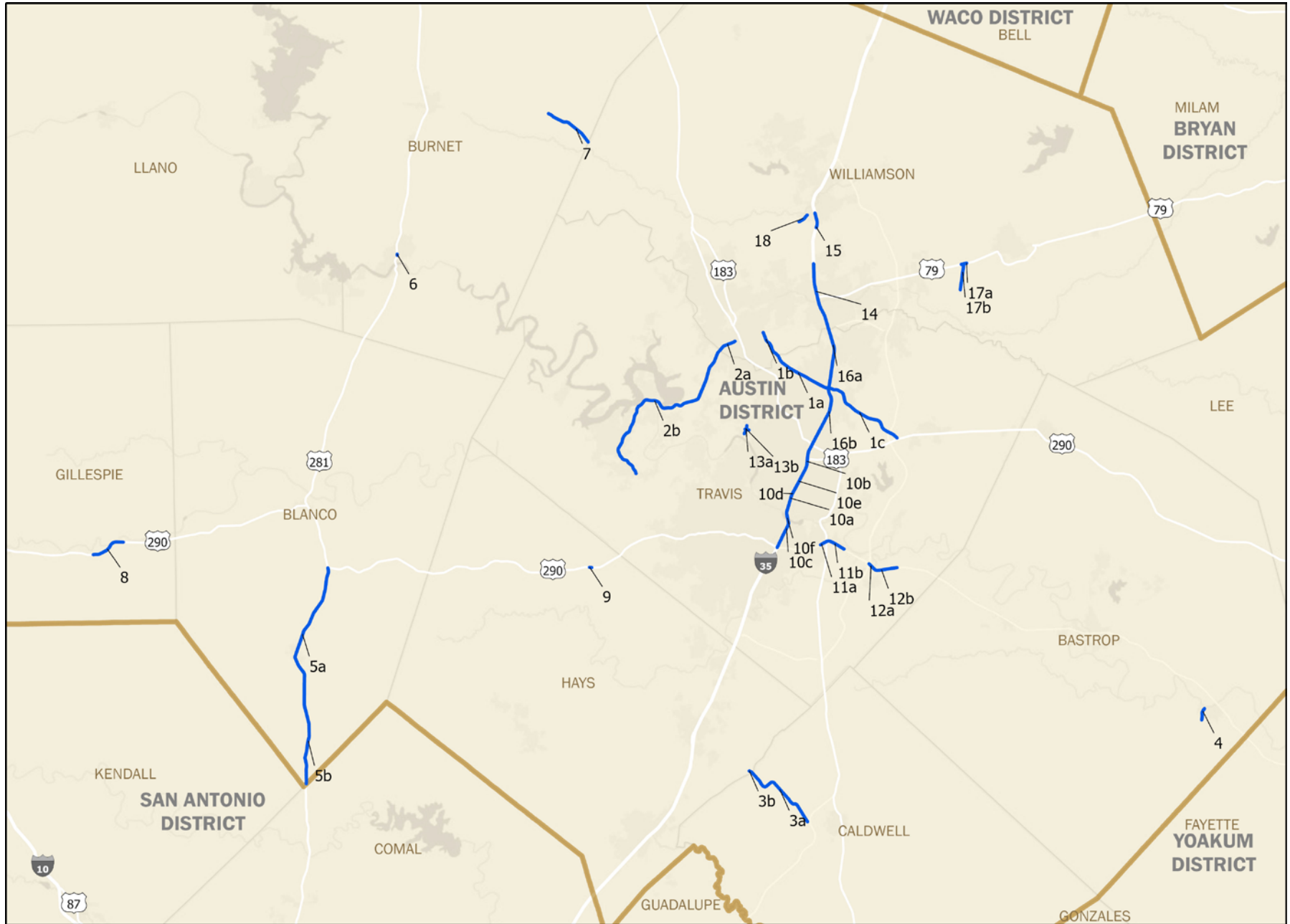
Staff in coordination with the TxDOT Austin District reviewed deferred projects to identify potentially eligible projects for Carbon Reduction Program (CRP) funding as part of the review requested by the Transportation Policy Board. Upon review, TxDOT and staff identified a partially deferred ITS project on SH 71 that meets eligibility and readiness requirements for allocation recommendation. This project was evaluated and funded through the 2019-2022 Project Call and was subsequently deferred in 2020. The TxDOT-Austin District was able to secure refunding through the 2023 Unified Transportation Program (UTP) for a portion of the original limits (CSJ 0683-02-074). The portion that remains unfunded/deferred (CSJ 0700-03-149) is being recommended to be restored with \$7,000,000 in Carbon Reduction Program funding to complete the original limits of the ITS projects.

**Original Project Limits (Circled Section is CSJ 0700-03-149)**





# AUSTIN DISTRICT **Listed Projects**



— UTP Listed Project

# AUSTIN DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
<b>Multi-County Projects</b>											
1a	FM 734	Traffic Mgmt. Technology - Austin (Travis County) 3417-01-032	LOOP 275	TRAVIS/WILLIAMSON COUNTY LINE	FY 2027-2032	\$2,358,206	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$2,358,206 <b>\$2,358,206</b>	1
1b	FM 734	Traffic Mgmt. Technology - Austin (Williamson County) 3417-02-033	NORTH SH 45	TRAVIS/WILLIAMSON COUNTY LINE	FY 2027-2032	\$1,904,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$1,904,000 <b>\$1,904,000</b>	1
1c	FM 734	Traffic Mgmt. Technology - Austin (Travis County) 3417-03-027	EAST US 290	LOOP 275	FY 2027-2032	\$3,553,500	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$3,553,500 <b>\$3,553,500</b>	1
2a	RM 620	Traffic Mgmt. Technology - Austin (Williamson County) 0683-01-098	PECAN PARK BLVD	ANDERSON MILL ROAD [TRAVIS C/L]	FY 2027-2032	\$711,988	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$711,988 <b>\$711,988</b>	1
2b	RM 620	Traffic Mgmt. Technology - Austin (Travis County) 0683-02-074	ANDERSON MILL ROAD [WILLIAMSON C/L]	SH 71	FY 2027-2032	\$7,826,767	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$7,826,767 <b>\$7,826,767</b>	1
3a	FM 2720	Widen Non-Freeway - Lockhart Area (Caldwell County) 0805-02-008	Old Spanish Trail	SH 142	FY 2023-2026	\$44,931,659	New Authorization	No	Cat. 12 Strategic Priority <b>TOTAL</b>  <i>*Contingent upon economic development</i>	\$44,931,658 <b>\$44,931,658</b>	1
3b	FM 2720	Widen Non-Freeway - Lockhart Area (Hays County) 0805-05-004	SH 21	Old Spanish Trail	FY 2023-2026	\$1,868,341	New Authorization	No	Cat. 12 Strategic Priority <b>TOTAL</b>  <i>*Contingent upon economic development</i>	\$1,868,342 <b>\$1,868,342</b>	3
<b>Bastrop County</b>											
4	SH 95	Widen for Turn Lane - Smithville 0323-01-028	SL 230	SOUTH OF FM 535	FY 2023-2026	\$8,590,445	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>  <i>Cat. 2 increased \$734K</i>	\$8,590,445 <b>\$8,590,445</b>	3
<b>Blanco County</b>											
5a	US 281	Widen Non-Freeway - Blanco 0253-01-059	US 290	SOUTH OF CR 413 <Glenn Crest Dr.>	FY 2027-2032	\$56,722,501	No Funding Change	No	Cat. 4 Rural <b>TOTAL</b>	\$56,722,500 <b>\$56,722,500</b>	1
5b	US 281	Widen Non-Freeway - Blanco County 0253-02-032	SOUTH OF CR 413 <Glenn Crest Dr.>	COMAL COUNTY LINE	FY 2027-2032	\$30,497,501	No Funding Change	No	Cat. 4 Rural <b>TOTAL</b>	\$30,497,500 <b>\$30,497,500</b>	1
<b>Burnet County</b>											
6	US 281	Intersection at RM 1431 - Marble Falls 0252-01-084	AT RM 1431	.	FY 2023-2026	\$1,814,400	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$1,814,400 <b>\$1,814,400</b>	1
7	SH 29	Widen for Turn Lane - Bertram 0151-02-026	RM 243 NORTH	WILLIAMSON COUNTY LINE	FY 2023-2026	\$5,806,080	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$5,806,080 <b>\$5,806,080</b>	3
<b>Gillespie County</b>											
8	US 290	Widen Non-Freeway - San Marcos 0113-02-063	JENSCHKE LANE	CEMETERY RD	FY 2023-2026	\$11,440,001	No Funding Change	No	Cat. 4 Rural <b>TOTAL</b>	\$11,440,000 <b>\$11,440,000</b>	2
<b>Hays County</b>											
9	US 290	Intersection at Trautwein Rd - Dripping Springs 0113-07-072	AT TRAUTWEIN ROAD	.	FY 2023-2026	\$1,174,880	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$1,174,880 <b>\$1,174,880</b>	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 40](#).



# Capital Area Metropolitan Planning Organization

## 2019-2022 Project Call

ITS/Operations Project Application



# Sponsor Information

## Sponsor Information

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**Sponsor:** TxDOT Austin District  
**Address:** PO Box 15426  
**City:** Austin  
**State:** TX  
**Zip Code:** 78761  
**Phone:** (512) 832-7000  
**Website:** <https://www.txdot.gov/inside-txdot/district/austin.html>

## Contact Information

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**Name:** John Nevares  
**Position:** Assistant Director of Traffic Operations  
**Address:** PO Box 15426  
**City:** Austin  
**State:** TX  
**Zip Code:** 78761  
**Phone:** (512) 832-7053  
**Email:** [John.Nevares@txdot.gov](mailto:John.Nevares@txdot.gov)

## Co-Sponsor

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Does this project have a co-sponsor?

No

# Project Information

## General Information

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<b>County:</b>	Travis County
<b>Municipality:</b>	Cities of Austin, Bee Cave, Lakeway; Unincorporated Travis County
<b>Roadway:</b>	RM 620 / SH 71
<b>Limits (From):</b>	US 183
<b>Limits (To):</b>	US 290

## Purpose and Need

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The corridor ITS deployment provides needed updates to the existing ITS infrastructure and installs new technologies, enabling improved surveillance, dynamic routing, traveler information, queue warning, and other active traffic management system (ATMS) strategies.

## Project Scope

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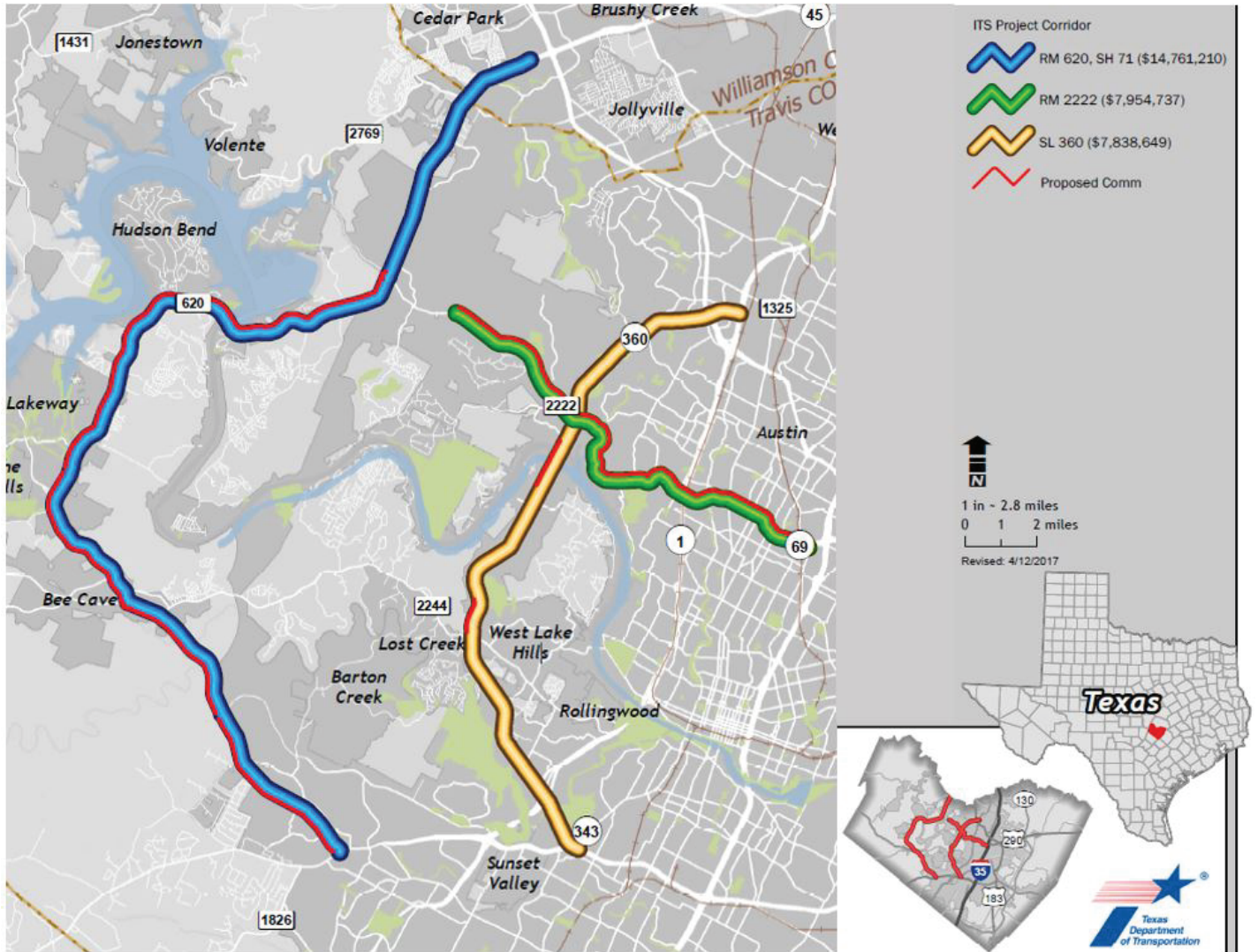
The RM 620 and SH 71 corridor is a 25-mile north-south roadway that traverses around the west side of Austin between US 183 and US 290. RM 620 and SH 71 are approximately 18 miles and 7 miles long, respectively. The existing ITS infrastructure consists of Bluetooth, CCTV cameras, and traffic signals. The existing system will be improved through the addition of ITS surveillance, weather, traveler information dissemination, and connection to a regional ITS communication network. Specific installations will include closed-circuit television (CCTV) cameras, Wi-Fi Detectors, road vehicle sensing devices (RVSD), dynamic message signs (DMS), a weather station, surface temperature sensors, ITS controller cabinets, and communication conduits.

## Project Cost

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<b>Preliminary Engineering:</b>	\$1,580,926.00
<b>Right-of-Way:</b>	
<b>Construction:</b>	\$12,126,334.00
<b>Construction Engineering:</b>	
<b>Indirect:</b>	\$819,963.00
<b>Contingencies:</b>	\$1,053,950.00
<b>Total Project Cost:</b>	<b>\$15,581,173.00</b>

# Project Location





**Date:** April 24, 2023  
**Continued From:** February 27, 2023  
**Action Requested:** Information

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**To:** Technical Advisory Committee  
**From:** Mr. Greg Lancaster, Travel Demand Modeling Manager  
**Agenda Item:** 8  
**Subject:** Discussion on 2020 CAMPO Travel Demand Model Update

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**RECOMMENDATION**

None. Information only.

**PURPOSE AND EXECUTIVE SUMMARY**

Provide information concerning the 2020 CAMPO Travel Demand Model Update.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

AECOM is finalizing the 2030 and 2050 demographics based on feedback received. 2020 Base year validation is continuing and should be completed soon. Forecast networks for 2030 and 2050 are complete and all forecast models should be ready to run as soon as the 2020 Base year is completed. The 2030 and 2050 networks have been developed using the 2045 Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). The 2030 network has been derived from the current TIP and the 2050 network is the adopted 2045 network including the most current IH 35 Capital Express design incorporated.

**SUPPORTING DOCUMENTS**

None.