



TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, May 8, 2023
2:00 p.m.

Livestream at www.campotexas.org

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

AGENDA

1. Certification of Quorum – Quorum requirement is 12 members.
..... Commissioner Cynthia Long, Chair

2. Public Comments
The public is invited to comment on transportation-related topics in the CAMPO geographic area. The number of speakers and speaker time limits are at the discretion of the Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, May 4, 2023.

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

EXECUTIVE SESSION:

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

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

The public is invited to comment on agenda items 6-14. Speaker time limits and the number of speakers for each topic are at the discretion of the Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, May 4, 2023.

5. [Discussion and Take Appropriate Action on April 10, 2023 Meeting Minutes](#)
..... Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the April 10, 2023 meeting minutes.
6. [Discussion and Take Appropriate Action 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 Transportation Policy Board Approval.
7. [Discussion and Take Appropriate Action 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 Transportation Policy Board approval.
8. [Discussion and Take Appropriate Action on CAMPO Executive Director to Begin Negotiation on Regional Mobile Emission Reduction Plan](#) Mr. Ryan Collins, CAMPO
Mr. Collins will present the consultant selection and request TPB authorization to begin negotiations for the Regional Mobile Emission Reduction Plan.
9. [Discussion and Potential Action on Carbon Reduction Program \(CRP\) Funding Allocation](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will discuss potential allocation of Carbon Reduction Program (CRP) funding.
10. [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.
11. [Discussion on CAMPO Appointment to the Capital Metro Board](#)
..... Mr. Tim Tuggey, CAMPO Legal Counsel
Mr. Tuggey will facilitate discussion on the upcoming term expiration of the CAMPO appointee to the Capital Metro Board currently held by Ms. Dianne Bangle.
12. Executive Director’s Report on Transportation Planning Activities
 - a. 2024 Meeting Schedule of Transportation Policy Board
 - b. CAMPO & AAMPO Joint MPO Meeting

Persons with Disabilities:

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

Transportation from Transit Stops:

Upon request, transportation vouchers from adjacent transit stops are available. Please call 737-226-4840 at least three (3) business days prior to the meeting to arrange for a voucher.

13. Announcements

- a. Transportation Policy Board Chair Announcements
- b. Next Technical Advisory Committee Meeting, May 22, 2023 – 2:00 p.m.
- c. Next Transportation Policy Board Meeting, June 12, 2023 – 2:00 p.m.

14. Adjournment

Persons with Disabilities:

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

Transportation from Transit Stops:

Upon request, transportation vouchers from adjacent transit stops are available. Please call 737-226-4840 at least three (3) business days prior to the meeting to arrange for a voucher.



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

Livestream at: www.campotexas.org

**Meeting Minutes
April 24, 2023
2:00 p.m.**

1. Certification of Quorum Mr. Gary Hudder, Vice Chair

In the absence of the Chair, Vice Chair Hudder called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:00 p.m.

A quorum was announced present.

Present:

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

11.	Aimee Robertson	Bastrop County	Y	
12.	Keehren Baah	Bastrop County (Smaller Cities)	Y	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Mike Hodge, P.E.	Burnet County (Smaller Cities)	Y	
15.	Will Conley	Caldwell County	N	
16.	David Fowler, AICP	Caldwell County (Smaller Cities)	Y	
17.	Jerry Borcharding	Hays County	N	Winton Porterfield
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	Aaron Reed
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)	N	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	N	
25.	Sharmila Mukherjee	Capital Metro	N	Nadia Barrera-Ramirez
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	Akila Thamizharasa

2. Approval of February 27, 2023 Meeting Summary

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

Vice Chair Hudder entertained a motion for approval of the March 27, 2023 meeting summary, as presented.

Mr. Bob Daigh, P.E. moved for approval of the March 27, 2023 meeting summary, as presented.

The motion was seconded.

The motion prevailed unanimously.

3. Discussion and Recommendation on Amendments to the 2023-2026 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

..... Mr. Ryan Collins, CAMPO

Vice Chair Hudder recognized Mr. Ryan Collins, Short-Range Planning Manager who presented and discussed the amendment requests received and amendment cycle schedule for the 2023-2026 TIP and 2045 RTP. Mr. Collins noted that the public comment period was closed and informed the Committee that an open house was held on April 3, 2023 and April 10, 2023. Mr. Collins added that a public hearing was also held at the Transportation Policy Board meeting on April 10, 2023 as part of the community outreach process and amendment cycle for the 2023-2026 TIP and 2045 RTP.

Mr. Collins introduced Ms. Doise Miers, CAMPO Community Outreach Manager who summarized the public comments received during the public comment period. Ms. Miers informed the Committee that over 400 public comments were received. Ms. Miers noted that the vast majority of the public comments were in favor of not wanting improvements on I-35. Ms. Miers highlighted the remaining comments as received. The presentation was concluded by a brief question and answer with comments.

Vice Chair Hudder entertained a motion to approve a recommendation for Transportation Policy Board approval of the amendments to the 2023-2026 TIP and 2045 RTP, as presented.

Mr. Mike Hodge, P.E. moved to approve a recommendation for Transportation Policy Board approval of the amendments to the 2023-2026 TIP and 2045 RTP, as presented.

Mr. Richard Mendoza seconded the motion.

The motion prevailed unanimously.

4. Discussion and Recommendation on Federal Transit Administration (FTA) Section 5310 Project Call

..... Mr. Ryan Collins, CAMPO

Vice Chair Hudder recognized Mr. Ryan Collins who continued with a brief overview of the FTA Section 5310 Program. Mr. Collins informed the Committee that CAMPO has received \$2.7 million in FTA Section 5310 funding for the 2-year project call. highlighted the performance measure targets reports and discussed staff's recommendations for the performance measure target updates. The presentation was concluded by a question and answer with comments.

Vice Chair Hudder entertained a motion to approve a recommendation for approval of the project listing for the FTA Section 5310 Project Call, as presented.

Ms. Emily Barron moved to approve a recommendation for approval of the project listing for the FTA Section 5310 Project Call, as presented.

Ms. Cathy Stephens seconded the motion.

The motion prevailed unanimously.

5. Presentation of Preliminary Phasing Plan for Project Readiness Program

..... Ms. Heather Ashley-Nguyen, TxDOT-Austin District

Vice Chair Hudder recognized Ms. Heather Ashley-Nguyen who informed the Committee that two (2) subcommittee meetings were held on September 19, 2022 and November 9, 2022 and provided a summary of the tasks and discussions from those meetings. Ms. Ashley-Nguyen provided an update on TxDOT activities regarding NEPA and feasibility assignments. Ms. Ashley-Nguyen noted that the next subcommittee meeting is scheduled for May. The presentation was concluded by a brief question and answer with comments.

6. Presentation of Draft FY 2024 & 2025 Unified Planning Work Program (UPWP)

..... Ms. Theresa Hernandez, CAMPO

Vice Chair Hudder recognized Ms. Theresa Hernandez, Finance & Administration Manager who informed the Committee that the UPWP is a federally required document which consists of an approved template by the Federal Highway Administration and Federal Transit Administration. Ms. Hernandez reported that includes and identifies main work tasks and other agency studies. Ms. Hernandez also highlighted and discussed the UPWP timeline for TAC recommendation and Transportation Policy Board approval. The presentation was concluded by question and answer with comments.

7. Discussion on Carbon Reduction Program (CRP) Funding Allocation

..... Mr. Ryan Collins, CAMPO

Vice Chair Hudder recognized Mr. Ryan Collins who provided a brief overview of the CRP. Mr. Collins informed the Committee that CAMPO will receive \$22 million for distribution in the Transportation Management Area (TMA) that will include a 4-year obligation limitation and 20% local match requirement. Mr. Collins also highlighted and discussed the funding and allocation summary for the CRP.

Mr. Collins identified the Regional Transportation Demand Management Program and the SH 71 (RM 620 to Silvermine Dr.) Project for CRP funding. Mr. Collins noted that these projects will be presented to the Transportation Policy Board for funding authorization at its May meeting.

Mr. Nirav Ved, CAMPO Data & Operations Manager provided a brief summary of the Regional TDM Strategies. Mr. Ashby Johnson, CAMPO Executive Director briefly addressed comments received from the Transportation Policy Board at its April meeting regarding the Regional Transportation Demand Management Program and its SchoolPool Program. The presentation was concluded by a brief question and answer with comments.

8. Discussion on CAMPO Travel Demand Model Update

..... Mr. Ryan Collins, CAMPO

Vice Chair Hudder recognized Mr. Greg Lancaster, Travel Demand Modeling Manager who presented and discussed the 2020 Travel Demand Model Update schedule. Mr. Lancaster informed the Committee that the 2020 Travel Demand Model Update will be completed in late May or June 2023 and noted that over 1,200 comments were received for this process. Mr. Lancaster also highlighted the final results for the Demographic Forecasts and Employee Forecasts and discussed the next steps moving forward. The presentation was concluded by a brief question and answer with comments.

9. Report on Transportation Planning Activities

There was nothing to report for this item.

10. TAC Chair Announcements

Vice Chair Hudder announced that the next Transportation Policy Board Meeting will be held on May 8, 2023 at 2:00 p.m. and the next Technical Advisory Committee will be held on May 22, 2023 at 2:00 p.m.

11. Adjournment

Vice Chair Hudder entertained a motion to adjourn the April 24, 2023 meeting of the Technical Advisory Committee.

Mr. Ed Collins made the motion to adjourn the April 24, 2023 meeting of the Technical Advisory Committee.

The motion was seconded.

The April 24, 2023 meeting of the Technical Advisory Committee was adjourned at 2:42 p.m.



Capital Area Metropolitan Planning Organization

Transportation Policy Board Meeting

The Junior League of Austin Community Impact Center

5330 Bluffstone Lane Austin, TX 78759

Monday, April 10, 2023 – 2:00 p.m.

Livestream at: www.campotexas.org

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

.....Commissioner Cynthia Long, Chair

The CAMPO Transportation Policy Board was called to order by the Chair at 2:04 p.m.

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Cynthia Long, Chair	Commissioner, Williamson County	Y	
2	Rudy Metayer, Vice-Chair	City of Pflugerville, Place 4	Y	
3	Clara Beckett, Secretary	Commissioner, Bastrop County	Y	
4	Alison Alter	City of Austin, District 10	Y	
5	Andy Brown	Judge, Travis County	N	Ms. Amy Pattillo
6	Christine DeLisle	Mayor City of Leander	Y	
7	Joe Don Dockery	Commissioner, Burnet County	Y	
8	Paige Ellis	Mayor Pro Tem, City of Austin, District 8	Y	
9	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
10	Vanessa Fuentes	City of Austin, District 2	Y	
11	Natasha Harper-Madison	City of Austin, District 1	Y	
12	Matt Harriss	Capital Metro Board Member	Y	
13	Ann Howard	Commissioner, Travis County	Y	
14	Jane Hughson	Mayor, City of San Marcos	Y	

15	Debbie Ingalsbe	Commissioner, Hays County	Y	
16	Travis Mitchell	Mayor, City of Kyle	Y	
17	Craig Morgan	Mayor, City of Round Rock	N	Commissioner Cynthia Long
18	Amy Pattillo	Travis County	Y	
19	Jim Penniman-Morin	City of Cedar Park	Y	
20	Josh Schroeder	Mayor, City of Georgetown	N	
21	Edward Theriot	Commissioner, Caldwell County	Y	
22	Jeffrey Travillion	Commissioner, Travis County	Y	

The Chair changed the order of business to recognize Mr. Ashby Johnson, CAMPO Executive Director who informed the Board that Agenda Item 10 Functional Classification Request by TxDOT for the Missouri-Kansas-Texas Railway (MoKan) Corridor was being removed from the agenda at the request of the TxDOT-Austin District resulting in no discussion or action by the Board. Mr. Johnson noted that the item will be brought back to the Board at a later date.

Video of this item is not available due to technical difficulties.

2. Public Comments

The Chair recognized the following individuals who offered public comments:

1. Mr. Preston Tyree, Miller Neighborhood Association
2. Ms. Nina Rinaldi, Shoal Creek Conservancy
3. Mr. Tom Wald, Red Line Parkway Initiative
4. Mr. Randy Lawson, Canyon Creek Homeowners Association

Video of this item is not available due to technical difficulties.

3. Executive Session

An Executive Session was not convened.

Video of this item is not available due to technical difficulties.

4. Report from Technical Advisory Committee (TAC) Chair

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who provided a report of the discussion and action items from the February 27, 2023 and March 27, 2023 TAC Meetings.

Mr. McKeown reported that the TAC re-elected Ms. Laurie Moyer, P.E. as Chair and Mr. Gary Hudder as Vice Chair at its February meeting. The TAC also received presentations on the FM 985 Corridor Study, Texas State Infrastructure Bank (SIB) Program, an update on the 2020 CAMPO Travel Demand Model, and a demonstration of the CAMPO Data Dashboards.

Mr. McKeown also reported that the TAC unanimously approved a recommendation for approval of the Scope of Work for the Regional Transportation Demand Management (TDM) Program and Performance Measure Target Updates at its March meeting. The TAC also received presentations on Amendments to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP), and 2023 Federal Transit Administration (FTA) Section 5310 Project Call.

Video of this item is not available due to technical difficulties.

5. Public Hearing and Presentation of Amendments to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP)

The Chair recognized Mr. Tom Wald of the Red Line Parkway Initiative who offered public comments on amendments to the TIP and RTP.

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who presented and discussed the amendment requests received for the TIP and RTP and correlating projects. Mr. Collins informed the Board that two (2) in-person open houses were held for the spring amendment cycle for the TIP and RTP. Mr. Collins also highlighted pending projects for the Carbon Reduction Program (CRP). Mr. Collins noted that the public comment period closes on April 20, 2023.

Video of this item is not available due to technical difficulties.

6. Discussion and Take Appropriate Action on February 13, 2023 Meeting Minutes

The Chair entertained a motion for approval of the February 13, 2023 meeting minutes, as presented.

Commissioner Debbie Ingalsbe moved for approval of the February 13, 2023 meeting minutes, as presented.

Mayor Jane Hughson seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Mayor Josh Schroeder

Video of this item is not available due to technical difficulties.

7. Discussion and Take Appropriate Action on Federal Performance Measure Target Updates

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who provided a brief overview of the performance measure goals and performance measure targets. Mr. Collins presented and discussed the recommended State performance measure target updates.

The Chair entertained a motion for approval of the federal performance measure target updates as presented with accompanying Resolution 2023-4-7.

Vice Chair Rudy Metayer moved for approval of the federal performance measure target updates as presented with accompanying Resolution 2023-4-7.

Council Member Natasha Harper-Madison seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Mayor Josh Schroeder

Video of this item is not available due to technical difficulties.

8. Discussion and Take Appropriate Action on Memorandum of Understanding (MOU) Between CAMPO, The City of San Marcos, and TxDOT

The Chair recognized Mr. Ryan Collins who continued with a brief summary of the MOU between CAMPO, the City of San Marcos, and TxDOT. Mr. Collins informed the Board the MOU outlines the responsibilities of carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Capital Area Metropolitan Planning area.

The Chair entertained a motion for approval of the MOU between CAMPO, the City of San Marcos, and TxDOT and accompanying Resolution 2023-4-8.

Mayor Jane Hughson moved for approval of the MOU between CAMPO, the City of San Marcos, and TxDOT and accompanying Resolution 2023-4-8.

Commissioner Debbie Ingalsbe seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Mayor Josh Schroeder

A complete video of this item is not available due to technical difficulties. Partial video can be viewed at <https://www.youtube.com/watch?v=UMvDq8ALKw4>. Start Video at 00:00:07

9. Discussion and Appropriate Action on FM 1626 and RM 967 Intersection Study Interlocal Agreement (ILA)

The Chair recognized Mr. William Lisska, CAMPO Regional Planning Manager who provided a brief overview of the FM 1626 and FM 967 Intersection Study. Mr. Lisska informed the Board that the ILA will formalize the partnership between CAMPO and the City of Buda for the FM 1626 and FM 967 Intersection Study.

The Chair entertained a motion for approval to authorize the CAMPO Executive Director to execute an Interlocal Agreement with the City of Buda for the FM 1626 and FM 967 Intersection Study and accompanying Resolution 2023-4-9.

Commissioner Debbie Ingalsbe moved for approval to authorize the CAMPO Executive Director to execute an Interlocal Agreement with the City of Buda for the FM 1626 and FM 967 Intersection Study and accompanying Resolution 2023-4-9.

Mayor Jane Hughson seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Mayor Josh Schroeder

Video of this item can be viewed at <https://www.youtube.com/watch?v=UMvDq8ALKw4>.
Start Video at 00:01:11

10. Functional Classification Request by TxDOT for the Missouri-Kansas-Texas Railway (MoKan) Corridor

This item was removed from the agenda at the request of the TxDOT-Austin District.

Video of this item can be viewed at <https://www.youtube.com/watch?v=UMvDq8ALKw4>.
Start Video at 00:2:56

11. Discussion and Take Appropriate Action on CAMPO Lease Agreement for Office Space with University Federal Credit Union (UFCU)

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who informed the Board that CAMPO's 7-year lease agreement for the office space currently occupied at 3300 N. I-35 in Austin, TX will expire on October 31, 2023. Mr. Johnson reported that current and other office space in the region was considered in the search for new office space. Mr. Johnson noted that there was a significant increase in rates over the 7-year period.

Mr. Johnson informed the Board that adequate office space at a very fair rate was discovered in the University Federal Credit Union (UFCU) Building located at Steck and MoPac. Mr. Johnson added that the UFCU Building is geographically and centrally located within the 6-county CAMPO region.

The Chair entertained a motion for Transportation Policy Board ratification of a 10-year lease agreement for office space with UFCU.

Mayor Jane Hughson moved for Transportation Policy Board ratification of a 10-year lease agreement for office space with UFCU.

Commissioner Joe Don Dockery seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Mayor Josh Schroeder

Video of this item can be viewed at <https://www.youtube.com/watch?v=UMvDq8ALKw4>.

Start Video at 00:03:06

12. Update on Regional Transportation Demand Management (TDM) Program

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who provided a brief overview of the Regional TDM Plan and program accomplishments.

Mr. Ved informed the Board that a TDM Subcommittee was created and is currently chaired by the TAC Vice Chair, Mr. Gary Hudder. Mr. Ved also offered comments from the Mr. Hudder in support of moving the Regional TDM Program forward.

Mr. Ved identified UrbanTrans North America as the consultant firm contracted to manage and implement CAMPO's Regional TDM Program and introduced Ms. Joddie Gray, President as presenter of the update. Ms. Gray summarized public feedback and discussed the five (5) key focus areas for TDM. Ms. Gray also identified and briefly discussed TDM strategies and 2023 launch activities.

Video of this item can be viewed at <https://www.youtube.com/watch?v=UMvDq8ALKw4>.
Start Video at 00:07:40

13. A. Discussion on 2024 Unified Transportation Program (UTP)

The Chair recognized Ms. Heather Ashley-Nguyen who provided history on the approval of the 183A Frontage Road Project and subsequent Texas Transportation Commission UTP amendments.

Ms. Ashley-Nguyen presented the proposed deferred project listing to be included in the Draft 2024 UTP and noted that the projects presented are ready and moving forward with Categories 2 and 4 funding. Ms. Ashley-Nguyen also discussed the status of the remaining deferred projects, CAMPO Category 7 10-year allocations, and the recommended future action for CAMPO Category 7 funding.

B. Discussion on Surface Transportation Block Grant (STBG) Deferred Projects

The Chair recognized Mr. Ryan Collins who presented and discussed the current deferred project listing for STBG funding. Mr. Collins informed the Board that staff will be contacting project sponsors and project managers for high-level status updates to coordinate with TxDOT and determine when those projects can be rescheduled. Mr. Collins noted that future discussion and recommendation regarding the STBG deferred project listing is anticipated for the June Transportation Policy Board meeting.

Video of this item can be viewed at <https://www.youtube.com/watch?v=UMvDq8ALKw4>.
Start Video at 00:37:23

14. Discussion on Federal Transit Administration (FTA) Section 5310 Project Call

The Chair recognized Mr. Ryan Collins who continued with a brief overview of the FTA Section 5310 Project Call. Mr. Collins informed the Board that \$2.7 million is available in FTA Section 5310 funding and presented the schedule for the project call. Mr. Collins reported that staff is in the process is scoring and ranking projects and a recommendation for Transportation Policy Board approval of a proposed FTA Section 5310 project listing is anticipated for the May meeting.

Video of this item can be viewed at <https://www.youtube.com/watch?v=UMvDq8ALKw4>.
Start Video at 00:56:30

15. Executive Director's Report on Transportation Planning Activities

a. Quarterly Progress Report

Chairperson Long deferred the Quarterly Progress Report to the May Policy Board meeting.

Mr. Ashby Johnson, CAMPO Executive Director recalled the procurement process for consultant services and Transportation Policy Board approval to authorize negotiations for the NE Burnet County Study. Mr. Johnson informed the Board that negotiations with the consultant firm were very lengthy and noted an impasse on budget had been reached with the consultant firm. Mr. Johnson further informed the Board that the NE Burnet County Study has been transferred to CAMPO's General Engineering Consultant (GEC), BGE, Inc.

Mr. Johnson also reported that CAMPO will be celebrating its 50th anniversary during the month of April. Mr. Johnson added that treats will be provided to board members at the May meeting in celebration of the milestone.

Video of this item can be viewed at <https://www.youtube.com/watch?v=UMvDq8ALKw4>.
Start Video at 01:01:43

16. Announcements

a. Transportation Policy Board Chair Announcements

There were no announcements from the Chair.

- b. The next Technical Advisory Committee Meeting will be held on April 24, 2023 at 2:00 p.m.
- c. The next Transportation Policy Board Meeting will be held on May 8, 2023 at 2:00 p.m.

Video of this item can be viewed at <https://www.youtube.com/watch?v=UMvDq8ALKw4>.
Start Video at 01:04:24

17. Adjournment

The April 10, 2023 meeting of the Transportation Policy Board was adjourned at 3:56 p.m. by unanimous consent.

Video of this item can be viewed at <https://www.youtube.com/watch?v=UMvDq8ALKw4>.
Start Video at 01:04:32



Date: May 8, 2023
Continued From: April 10, 2023
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 6
Subject: Discussion and Take Appropriate Action on Amendments to the 2023-2026 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

RECOMMENDATION

Staff and the Technical Advisory Committee recommend the Transportation Policy Board (TPB) approve the requested amendments as outlined in Resolution 2023-5-6.

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.

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 is 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*
- Attachment B** – *Resolution 2023-5-6 (Draft)*
- Attachment C** – *Community Outreach Report*

2023 Spring Amendment Cycle – Requested Amendments

MPO ID/CSJ	County	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Fiscal Year	Cost (YOE)	Amendment Request
73-00091-00	Travis	CapMetro	ADA Vehicle Purchase	N/A	N/A	Capital Metro North Austin ADA Paratransit Base-Wheelchair Accessible Vehicles Purchase	Construction	2023	\$4,125,000	Add Listing - Add new individually listed transit project. Project is selected for funding through the Transit Infrastructure Grants - Community Project Funding Program (Congressional Selection)
73-00092-00	Travis	CapMetro	Charging Infrastructure	N/A	N/A	Charging infrastructure for the Transition to a Zero-Emissions Public Transportation Fleet	Construction	2023	\$5,212,400	Add Listing - Add new individually listed transit project. Project is selected for funding through the Transit Infrastructure Grants - Community Project Funding Program (Congressional Selection)
51-00189-00/ 0015-13-388	Travis	TxDOT	IH 35	US 290E	US 290W/ SH71	Reconstruct IH-35 from US 290E to US 290W/SH 71, add 2 northbound (NB) and 2 southbound (SB) non-tolled managed lanes from 51st to US290W/SH71, add 1 NB and 1 SB non-tolled managed lanes from US 290E to 51st St., add 1 NB frontage road lane between 32nd St. and 15th St., add 1 SB frontage road lane between 8th St. and 5th St., construct bypass lanes, rail/ped bridges and structural retrofit, drainage, shared-use path, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	Construction	2026	\$1,557,827,010	Modify Fiscal Year - Move Fiscal Year from 2025 to 2026
										Modify Description - Minor clarification on segment limits and additional information on scope of work.
										Modify Funding - Adjust project costs and associated funding to reflect the breakout of earlier phases into individual projects (listed below).
51-00189-01/ 0015-13-423	Travis	TxDOT	IH 35	US 290E	US 290W/ SH71	Reconstruct IH-35 to add 2 northbound (NB) and 2 southbound (SB) non-tolled managed lanes from 51st to US290W/SH71, add 1 NB and 1 SB non-tolled managed lanes from US 290E to 51st St., add 1 NB FR Lane between 32nd St. and 15th St., add 1 SB frontage road lane between 8th St. and 5th St., construct bypass lanes, structures, rail bridges and structural retrofit, drainage, shared use path, and reconstruct intersections, ramps, general purpose lanes and frontage roads.	Construction	2026	\$2,429,840,354	Modify Description - Minor clarification on segment limits and additional information on scope of work.
										Modify Funding - Adjust project costs and associated funding to reflect the breakout of earlier phases into individual projects (listed below).
51-00189-02/ 0015-13-428	Travis	TxDOT	IH 35	Holly Street	US 290W/ SH71	Reconstruct I-35 to add 2 northbound and 2 southbound non-tolled managed lanes, construct bypass lanes, structures, drainage, shared-use paths, and reconstruct intersections, ramps and general purpose lanes and frontage roads.	Construction	2024	\$300,000,000	Modify Description - Minor clarification on segment limits and additional information on scope of work.
										Modify Funding - Adjust project costs and associated funding to reflect the breakout of earlier phases into individual projects (listed below).
51-00189-03/ 0914-04-341	Travis	TxDOT	IH 35	IH 35	Colorado River	Construct Capital Express Central Drainage Tunnel along Cesar Chavez	Construction	2024	\$104,000,000	Add Listing - Add new individually listed roadway project. This project is an early phase breakout project from the Capital Express - Central projects listed above (CSJ 0015-13-388/423/428). All associated cost, funding, and scope have been previously approved as part of the overall project but are being broken out individually to be let for construction as an earlier phase of the main project.

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

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

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

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



Resolution 2023-5-6

Acknowledging the Transportation Policy Board’s Approval of Amendments to the 2023-2026 Transportation Improvement Program and 2045 Regional Transportation Plan

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

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

WHEREAS, CAMPO is required to create a twenty-year Regional Transportation Plan (RTP) and a four-year Transportation Improvement Program (TIP); and

WHEREAS, CAMPO adopted the 2023-2026 Transportation Improvement Program on May 9, 2022 and the 2045 Regional Transportation Plan on May 4th, 2020 (Star Wars Day); and

WHEREAS, CAMPO solicited requests from regional partners for amendments to the 2023-2026 Transportation Improvement Program and 2045 Regional Transportation Plan as part of the regular semi-annual amendment cycle; and

WHEREAS, this process adhered to CAMPO’s approved Public Participation Plan and Amendment Procedures; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the requested amendments to the 2023-2026 Transportation Improvement Program and 2045 Regional Transportation Plan as reflected in this resolution and in the accompanying amendment listing; and

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

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

The above resolution being read, a motion to amend the 2023-2026 Transportation Improvement Program and 2045 Regional Transportation Plan as reflected was made on May 8, 2023 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 8th day of May 2023.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

Background

In March 2023, the Capital Area Metropolitan Planning Organization (CAMPO) launched a community outreach effort in accordance with its Public Participation Plan (PPP) that included virtual, in-person, and remote public participation options. The purpose of this effort was to engage the public and solicit input on proposed amendments to the 2023-2026 Transportation Improvement Program (TIP) that would also be incorporated into the 2045 Regional Transportation Plan (RTP), pending approval by the Transportation Policy Board (TPB).

Eighteen TIP amendments and no RTP amendments were submitted this amendment cycle. Amendments to the TIP will be incorporated into the RTP per CFR 450.218.

Notifications

Notification of this community outreach effort was done through a news release, emails, and the CAMPO postal mailing list. The notices outlined opportunities to learn more and provide input over the month-long comment period.

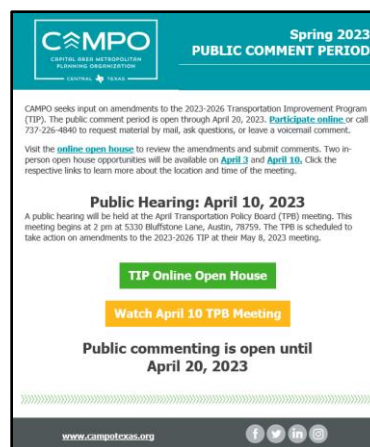
Community Outreach

This community outreach effort used virtual, in-person, and remote methods of providing information and collecting comments, with consideration given to ensuring outreach remained equitable. In addition to an online open house that contained information about the TIP, submitted amendments, and commenting options, an outreach hotline was available for the public to request information by mail and leave voicemail comments. Comments could also be submitted by mail and fax. Two in-person open houses were held to meet the PPP requirement of holding public meetings in the vicinity of project locations.

Public Comments

The comment period officially ran from March 20 to April 20, 2023, though the online open house went live March 15. Notifications went out at that time so the public could view the amendments and material prior to the public hearing that the TPB held at its April 10, 2023 meeting.

Four hundred seventy-five (475) public comments were submitted during this public comment period; the vast majority of the comments opposed IH 35 expansion and others requested improvements to Anderson Mill/620, FM 1826, RM 1431, or Brodie Lane. Because of the volume of comments, all comments have been posted and can be [reviewed on the CAMPO website](#).





Date: May 8, 2023
Continued From: April 10, 2023
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 7
Subject: Discussion and Recommendation on Federal Transit Administration (FTA) Section 5310 Project Call

RECOMMENDATION

Staff and the Technical Advisory Committee recommend the Transportation Policy Board approve the FTA Section 5310 Project Call funding recommendation as listed in Resolution 2023-5-7.

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.

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 recommendation.

FINANCIAL IMPACT

The recommendation will allocate \$2,713,475 in funding to project sponsors. This recommendation will fully fund requests received from sponsors. The recommendation allocates the maximum amount of operational funding available and the majority of traditional funding. \$432,189 in traditional funding will roll over to the next project call. Note: Traditional funding is for fixed capital expenses, so it is not being recommended to distribute the remaining funding at this time without identified expenditures.

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 – Recommendation Table

Attachment B – Project Call Information Packet

Attachment C – Resolution 2023-5-7 (Draft)

FTA 5310 Program Recommendation (Draft for Transportation Policy Board Approval)

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
Total		\$1,326,643	\$1,386,832	\$2,713,475		\$2,713,475

Please note that this recommendation is in draft format for discussion with the Transportation Policy Board. 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.

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

Full Award
Partial Award
No Award

Federal Transit Administration (FTA)

Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program

Project Call Information

2023



Background

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

The Capital Metropolitan Transportation Authority (CapMetro) serves as the designated recipient of FTA Section 5310 Funds in the Austin Urbanized Area and serves as the program administrator. Recipients of the grant funding are selected by the Capital Area Metropolitan Planning Organization (CAMPO) through a competitive process. Selected applicants enter into a grant agreement with CapMetro and become subrecipients for these funds. These grant agreements outline federal, state, and local requirements related to project administration and reporting and vary depending on the type of funding, project proposed, agency, and other factors.

The Section 5310 program is a reimbursable grant program, where the selected subrecipients incur expenses and are reimbursed through the program until the federal award is exhausted. Because of this, subrecipients must have sufficient funds available to incur program expenses. Information regarding requirements and reimbursement rates are linked in the additional resources section of this document.

Project Call Information

The Capital Area Metropolitan Planning Organization (CAMPO) is soliciting project proposals from eligible entities for the FTA 5310 program through a competitive selection process. This project call will allocate approximately \$2.7 million in funding to eligible projects with approximately \$1.7 million for traditional capital projects and no more than \$1 million for other eligible projects and operating expenses. This call will allocate funding for federal fiscal years 2023 and 2024. Applicants must complete an [online application](#) with the requested information by 5:00 P.M. Central on March 3, 2023, to be considered for funding.

Date	Milestone
1/3/2023	Call Announcement/Application Available
2/1/2023	Informational Webinar
3/3/2023	Applications Due - 5:00 P.M. Central
March	Technical Review and Scoring of Applications
3/27/2023	Technical Advisory Committee – Information
4/10/2023	Transportation Policy Board – Information
4/24/2023	Technical Advisory Committee – Recommendation
5/8/2023	Transportation Policy Board – Approval
June – August	Grant Execution with CapMetro

Information Webinar

CAMPO will provide an online information webinar on Wednesday, February 1, 2023, at 10:00 A.M. Central. This webinar will be held through Microsoft Teams and will provide participants an opportunity to ask questions about the process and application. Sponsors are encouraged to begin the application process and familiarize themselves with the information and resources in this program. To join the webinar on your computer, mobile app or room device please use the link provided below:

Meeting : [Meeting Link](#)

Meeting ID: 267 934 162 171

Passcode: juPBYP

Download the Teams App: [Download Teams](#)

Join Online (No App Needed) [Join Online](#)

More Options : [Learn More](#) | [Meeting options](#)

Evaluation Process

The approved evaluation process for FTA Section 5310 program represents a balanced quantitative and qualitative approach to project evaluation. Projects and sponsors will first be evaluated to determine eligibility including a review of the project location, sponsor, and project activities. This review will also include a readiness evaluation to ensure sponsors and their program or services are adequately prepared to receive federal funding. Projects that are determined to be eligible and ready will then be evaluated using the scoring criteria and the information provided in the application and supporting documentation. Final evaluations, scores, and recommendations will be provided to the Transportation Policy Board for approval at their discretion.

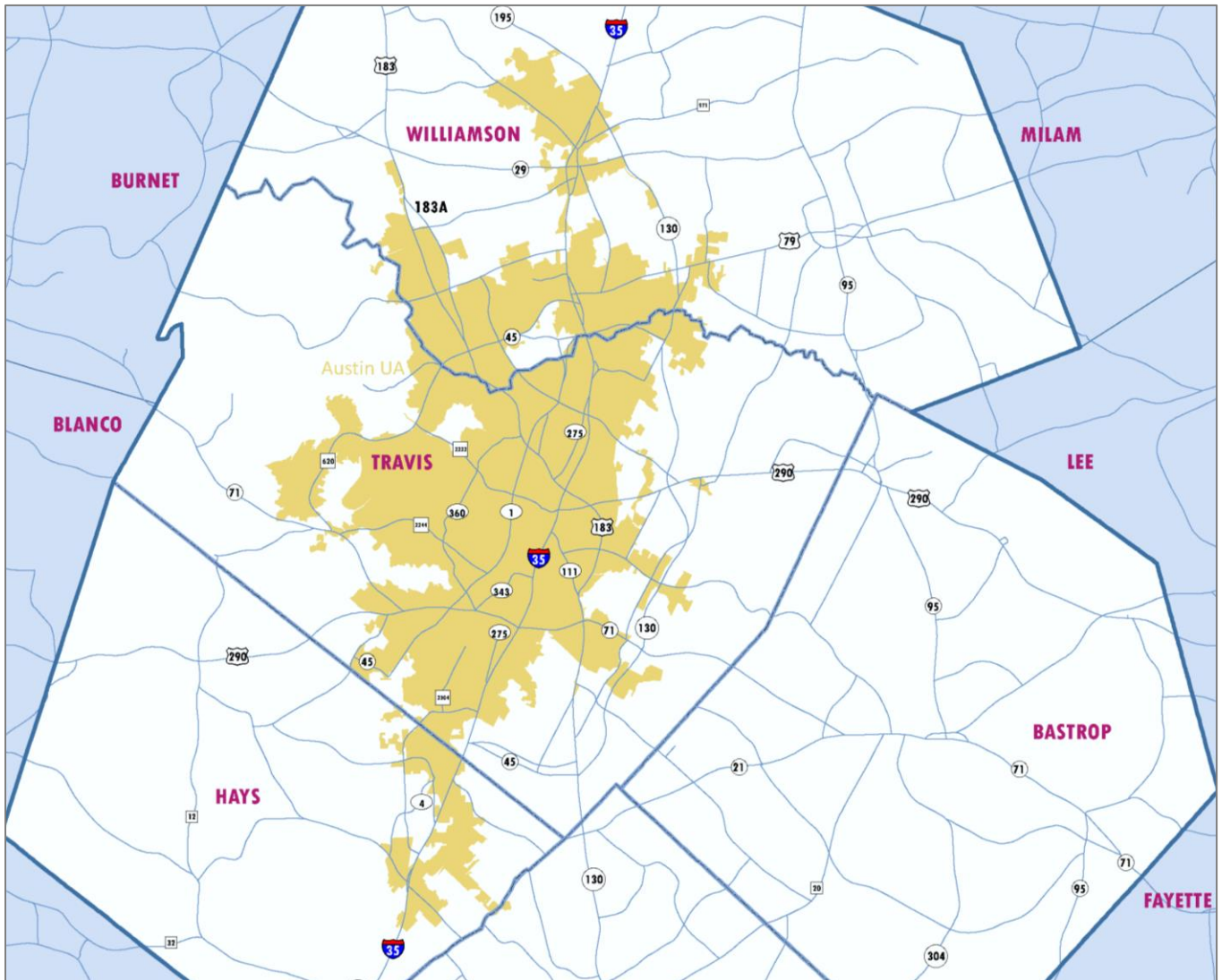
Application Process

Sponsors may apply by submitting an online application with all required supporting materials. Information provided in the application must be supported with attached documentation as noted in the criteria and application instructions. Sponsors must submit all applications and supporting materials no later than 5:00 P.M. Central by March 3, 2023. Please note the following information regarding the application process:

- Any applications or materials submitted after the due date and time will not be accepted.
- Online applications can be saved and resumed at any time however applications that have been inactive for longer than 30 days are automatically deleted.
- Attachments are not saved through the save and resume function (only form information), so please reserve attachments for the session you intend on submitting.
- Sponsors are responsible for any end-user technical issues, however CAMPO will provide assistance with any form service questions or concerns.
- Supporting material attachments will be required to verify information provided in the application. Please be sure to attach source materials and additional information as indicated in the application instructions.
- Attachments in the application are not always a required field to submit so that sponsors are not forced to attach something when it is not appropriate or needed. Whether supporting material attachments are warranted is subjective to the sponsor applicant, project, and response to the criteria. Sponsors are encouraged to use their best judgment, supporting materials bolster the authenticity of the criteria response, which can directly impact application scores.

Eligible Locations

Projects and activities must serve the Austin Urbanized Area identified in yellow below:



Eligible Applicants

Only certain organizations are eligible for FTA Section 5310 funding which is dependent on the type of project being submitted for potential funding. Below are the eligible entities as specified by the project type and activities.

Traditional Capital Projects

- A private non-profit organization
- A state or local governmental authority that is approved by the state to coordinate services for seniors and individuals with disabilities
- A state or local governmental authority that certifies that there are no non-profit organizations readily available in the area to provide the service

Other Capital and Operating Projects

- A state or local government authority
- A private non-profit organization
- An operator of public transportation that receives a FTA Section 5310 grant indirectly through a recipient

Eligible Activities

The FTA Section 5310 program provides federal funding for both capital and operating expenses to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. Below are the general eligible activities for both traditional capital and other project types.

Traditional Capital Projects

1. Rolling stock and related activities for FTA Section 5310-funded vehicles.
2. Passenger facilities related to FTA Section 5310-funded vehicles.
3. Support facilities and equipment for FTA Section 5310-funded vehicles.
4. Lease of equipment when lease is more cost effective than purchase.
5. Acquisition of transportation services under a contract, lease, or other arrangement.
6. Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.
7. Capital activities to support ADA-complementary paratransit service.

Other Eligible Capital and Operating Expenses

1. Public transportation projects that exceed the requirements of the ADA.
2. Public transportation projects that improve accessibility.
3. Public transportation alternatives that assist seniors and individuals with disabilities with transportation.
4. Operating assistance.

For detailed information on the activities listed please refer to Chapter 3 in the FTA Guidance which is linked in the Resources section of this document.

Readiness Evaluation

Sponsors and projects will be evaluated for readiness including a review of the budget, timeline, and ability of the sponsor to execute projects in a timely manner. Sponsors must provide the materials below with sufficient detail to accurately describe the project, expenditures, and timeline in order to move forward in the evaluation process.

Budget

Sponsors must submit a full and detailed budget for the funding request. At a minimum for each line item in the budget, sponsors must provide an item description, quantity, unit cost, and total cost. Additional documentation must be provided to support the budget and funding request including, but not limited to, operation cost information, engineering estimates for capital projects, and vendor estimates for vehicle purchase orders. Sponsors may use their own budget templates as long as they contain the required information and are clear to understand, however a basic template is available on the project call website.

Timeline

Sponsors must provide a detailed timeline of the program or services to be provided through the funding program with a schedule of activities and anticipated expenditures.

Good-Standing

Sponsors must be in good standing with the Federal Transit Administration, the designated recipient CapMetro, and the Capital Area Metropolitan Planning Organization. Sponsor's program history will be evaluated including a review for any significant unexpended out-standing balances on previous funding awards. Sponsors that have never received 5310 funding will be evaluated based on demonstrated success with similar funding programs.

Scoring Criteria

Sponsors and projects that have demonstrated readiness will be evaluated by the scoring criteria below. The points will be awarded based on the information provided in the applications and the supporting materials used to verify the responses. Indicated points are the maximum available per criterion.

Benefit (20 Points)

Sponsors must demonstrate how their project or program improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

Program Sustainability (5 Points)

Sponsors must demonstrate the overall stability of the transportation program or service by providing evidence of long-term sustainability and support including any additional funding outside of the 5310 program, age of the program or service, and a demonstrated record of continual operations.

Program Experience (5 Points)

Sponsors must demonstrate experience with federal funding grant programs including but not limited to experience with the 5310 program and federal transportation reimbursement grants. Other funding and grants management experience will be considered as appropriate.

Coordination and Partnerships (5 Points)

Sponsors must demonstrate regional coordination efforts and official partnerships that enhance the transportation system in the region by providing information on coordination efforts, official agreements with partner agencies and details of activities.

Interconnectivity (5 Points)

Sponsors must demonstrate how the program or services connect with the existing system of public transportation, non-profit providers, medical transportation services, and special transit services in the region.

RTCC Plan Goals and Objectives (20 Points)

Sponsors must demonstrate that the program or services directly support the goals, sub-goals and transportation strategies listed in the current Regionally Coordinated Transportation Plan which is linked in the Resources section of this document.

Performance Measures and Monitoring (20 Points)

Sponsors must demonstrate that they have a formal system in place for measuring and monitoring the success of the program or services provided. This system must provide for the routine and continual gathering and disseminating of critical program performance data including ridership and trip information.

Cost-Benefit Analysis (20 Points)

Programs and services will be evaluated through a cost-benefit analysis that measures the comparative value of the program or services relative to the funding amount requested. For the Cost-Benefit Analysis, sponsors must provide the following information:

- Service area in square miles or total route lengths in miles.
- Most recent annual number of riders or users provided service for existing programs.
- Anticipated annual number of riders or users to be provided service through the program (estimation methodology must be provided).

Resources

[Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance](#)

The Federal Transit Administration (FTA) 5310 program guide contains detailed information on the program including additional information on sponsor and project eligibility.

[Enhanced Mobility of Seniors and Individuals with Disabilities Program Website](#)

The Federal Transit Administration (FTA) 5310 program website contains detailed information on the program including the guide linked above and frequently asked questions.

[Capital Area RTCC - Regionally Coordinated Transportation Plan](#)

The regionally coordinated transportation plan provides an assessment of available services, transportation needs, and provides the strategies, activities and projects that address the identified gaps and enhance the regional transportation system.

[A Guidebook for Developing a Transit Performance-Measurement System](#)

The guidebook provides a step-by-step process for developing a performance-measurement program that includes both traditional and non-traditional performance indicators that address customer-oriented and community issues.

[Regional Transit Study](#)

The Regional Transit Study outlines the region's current transit infrastructure outside of the CapMetro service area and provides local governments and project sponsors with resources for developing transit projects.

[CapMetro Performance Dashboard](#)

Dashboard that provides a real-time look at the performance measures tracked and reported by CapMetro and can provide a useful resource for sponsor's developing a performance management system.



Date: May 8, 2023
Continued From: January 9, 2023
Action Requested: Action

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 8
Subject: Discussion and Appropriate Action CAMPO Executive Director to Begin Negotiation on Regional Mobile Emission Reduction Plan

RECOMMENDATION

Staff is recommending the Transportation Policy Board authorize the CAMPO Executive Director to negotiate and execute a contract with the top ranked firm for the development of the regional mobile emission reduction plan.

PURPOSE AND EXECUTIVE SUMMARY

On January 9, 2023, the Transportation Policy Board (TPB) authorized up to \$1 million in Carbon Reduction Program funding for the development of a regional mobile emission reduction plan. Staff subsequently brought the scope to the TPB for discussion and then issued a Request for Proposals (RFP) on February 21, 2023.

Six consultant firms responded to the request, of which four were invited for interviews. The final scores and rankings of the evaluation process are below. Please note the total scores for the top four submitting firms include interview scores (up to 25 points) in addition to the proposal score (up to 100 points). Please refer to the RFP for additional information on the evaluation process.

Submitting Firm	Total Score	Rank
ICF	107	1
Kimley-Horn	97	2
Nelson\Nygaard	95	3 (Tied)
Cambridge Systematics	95	3 (Tied)
Atkins	70	5
ARUP	40	6

FINANCIAL IMPACT

This contract will utilize up to \$1,000,000 in Carbon Reduction Program (CRP) funding to develop the mobile emission reduction plan as approved by the Transportation Policy Board on January 9, 2023.

BACKGROUND AND DISCUSSION

The IIJA established the CRP, which provides funds for projects designed to reduce transportation emissions from mobile sources and includes the development of emission reduction strategies.

SUPPORTING DOCUMENTS

Attachment A – Request for Proposals (RC-002)

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
REQUEST FOR PROPOSALS (RFP)**

GENERAL INFORMATION

Solicitation No: RC-002

Service description: Regional Mobile Emission Reduction Plan

Date Issued: 5:00 PM (Central), Tuesday, February 21, 2023

Submission Deadline: 5:00 PM (Central), Tuesday, March 14, 2023

Submission Format: Electronic (PDF) less than 10MB, 75 Page Limit (All Inclusive)

Submissions Location: Proposals are to be submitted through email at campo.procurement@campotexas.org

Interview Date Range: March 27, 2023 – March 31, 2023

PRE-PROPOSAL MEETING

Date: 10:00 AM (Central), Tuesday, February 28, 2023

Location: Online (Microsoft Teams)

Meeting Link: [Pre-Proposal Meeting - Solicitation No: RC-002](#)

Meeting ID: 277 230 318 991

Passcode: HJXqiw

[Download Teams](#) | [Join on the Web](#)

INQUIRIES

Submission Deadline: 12:00 PM (Central), Wednesday, March 1, 2023

Submission Format: campo.procurement@campotexas.org

Response Posting: www.campotexas.org

Response Posting Date: 5:00 PM (Central), Thursday, March 2, 2023

CONTACT

Name: Ryan Collins

Title: Short-Range Planning Manager

Address: 3300 N Interstate 35 Frontage Road, Suite 630, Austin, Texas 78705

Phone: (512) 596-9459

Email: campo.procurement@campotexas.org

Offers must be received by CAMPO by the submission deadline posted above. All updates regarding this solicitation can be found at <https://www.campotexas.org/requests-proposals-qualifications/>). It is the responsibility of the Offeror to view the procurement web page for all updates including addenda associated with this solicitation.

OFFER SUBMITTED BY

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

Name:

Company Name:

Address:

Phone:

Email:

Signature:

Date:

RFP SUBMITTAL

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

I. Proposal Contents and Specifications

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

II. Evaluation of Proposals

This section describes the methodology by which the proposals will be evaluated, and firms/individuals selected for proposal interviews.

III. Scope of Work

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

RFP PROCESS INFORMATION

This RFP will be sent to all consultants in CAMPO's consultant database, which satisfies the search criteria of firms with experience in transportation planning, environmental planning, transportation engineering/design, or environmental engineering/design.

All requests for this RFP packet will be welcomed. This RFP will be available on CAMPO's website at <https://www.campotexas.org/requests-proposals-qualifications/>.

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

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

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

CAMPO is responsible for this contracted project. Further inquiries should be directed to Theresa Hernandez, Finance & Administration Manager, at 737-224-3358.

SECTION I SUBMISSION CONTENTS AND SPECIFICATIONS

Submissions must include the following:

Executive Summary

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

Project Work Program

The consultant should detail their approach to undertaking the tasks listed in this RFP including a recommended methodology for each task along and demonstration of ability to meet specified deadlines as assigned.

Project Management and Team

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

Schedule

The schedule will demonstrate how the consultant intends to complete work within the timeframe specified by this RFP. At a minimum, the schedule should include a breakdown by tasks, milestones, major deliverables, and critical events. This project should be completed within 24 months of contract execution, although CAMPO may extend the contract due to extenuating circumstances.

Availability of Consultant

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

Prior Experience

Describe relevant individual experience for personnel proposed for the project. Do not include experience 10 years prior to the issuance of the RFP. Provide the project title, year, and reference name, title, agency, email, and phone number of principal person for whom the prior projects were accomplished.

Past Performance

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

Other Requirements and Disclosures

Disadvantaged Business Enterprise (DBE) Goal

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

Title VI Requirements

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

Conflict of Interests/Debarment

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

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

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

The CIQ forms must be completed and included with the proposal for both the primary consultant and any subconsultants/vendors. Consultants that omit required CIQ forms will have their proposal disqualified from consideration by CAMPO.

Special Provisions relating to Local Government Officers*

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

Specific Disclosure, related Certification & Policy Board Review*

If a solicitation indicates that the resulting product of the solicitation shall be presented by CAMPO for the concurrence or approval of a governing body of a political subdivision on which the prospective consultant (or an owner, in whole or in part, officer or employee) serves, any finding of a perceived conflict of interest by the Executive Director of CAMPO may be remedied by the local government officer's certified disclosure of the relationship with the prospective consultant and abstention from the local governing body's participation, consideration or concurrence with the product. Any such certification shall be made in writing and submitted to the Executive Director at the time any response to the solicitation is submitted. The Executive Director shall then transmit the same to the Chair of the Transportation Policy Board. The Chair of the Transportation Policy Board shall present the related solicitation and certification to the Executive Committee of the

Transportation Policy Board. The Executive Committee shall review the solicitation and certification, and may (1) take no action or (2) submit the same to the Transportation Policy Board for any action it deems appropriate, in its reasonable discretion, under CAMPO's procurement policies and applicable law. Such action by the Transportation Policy Board may include a finding of a perceived conflict of interest, notwithstanding the consultant's disclosure and certification described above. In the event that the Transportation Policy Board determines that a perceived conflict of interest exists, the Board will notify the prospective consultant in writing of the basis for the conclusion that a perceived conflict of interest exists, without any implied or actual limitation on any legal rights or defenses that might thereafter be asserted.

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

SECTION II EVALUATION OF SUBMISSIONS

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

Executive Summary, Proposal Clarity, and Format (15 Points)

Submissions will be evaluated based on the clarity and format of the summarized project proposal (executive summary), as well as the proposal as a whole.

Project Work Program (20 Points)

The responding consultant team must present their team's approach through a clear, detailed narrative that displays an in-depth understanding of all tasks involved in this study and the project. Any work on similar type projects may be listed to validate this understanding.

Project Management and Team (20 Points)

The responding consultant team should include individuals that have relevant and effective project management experience. This includes an experienced project manager, deputy project manager if applicable, and strong subconsultants. Proposals must demonstrate how each team member, including any subconsultants, will be utilized in relevant tasks.

Schedule (10 Points)

Submissions must include a detailed schedule and include tasks, deliverables, and milestones. The schedule must demonstrate how the project team intends to complete all tasks in the Project Work Program within the allotted timeframe.

Availability of Consultant (10 Points)

This project involves many simultaneous tasks; the consultant team must demonstrate its ability to meet the project schedule and indicate all other projects being worked on by key staff, percentage of involvement and role in those projects, and probable completion dates.

Prior Experience (15 Points)

Submissions will be assessed on prior experience of the proposed personnel in the subject areas covered in Section III of this RFP.

Past Performance (10 Points)

The consultant must have a demonstrated track record of timely performance, quality, and integrity, as evidenced by a list of client references.

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

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

CAMPO may choose to proceed to negotiate with the next ranked consultant, and so on, until a contract has been successfully negotiated.

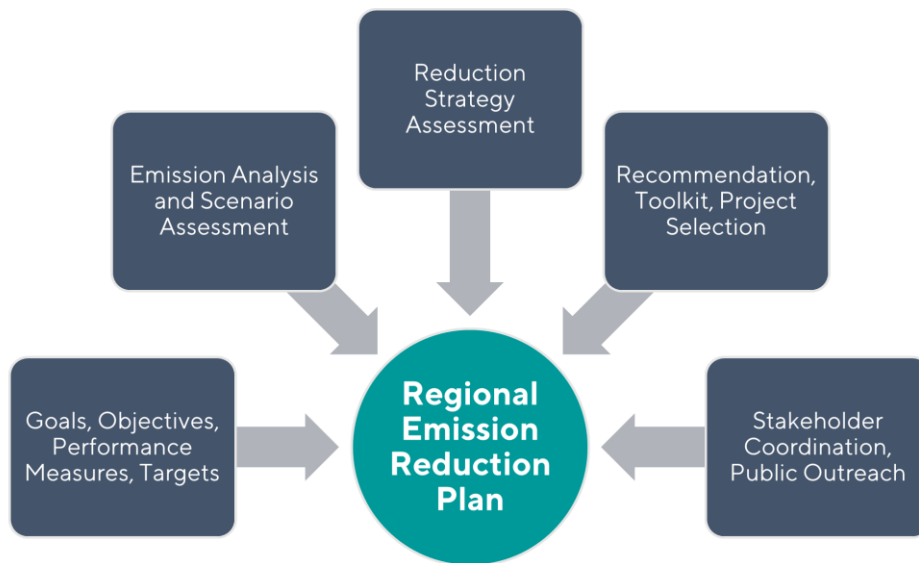
CAMPO retains the right to select from the consultants responding to this RFP. Any or all submissions may be rejected if they do not meet the Evaluation Committee's criteria or fail to comply with RFP specifications. CAMPO also retains the right to withdraw this RFP at any time.

SECTION III Scope of Work

The Capital Area Metropolitan Planning Organization (CAMPO) seeks offers in response to this Solicitation from firms qualified and experienced in transportation and environmental planning. Qualified firms must demonstrate an expertise in transportation planning, environmental analysis including air quality and emissions, financial analysis, stakeholder coordination, and public outreach.

SUMMARY

The purpose of this initiative is to develop a comprehensive, data-driven, and practical mobile emission reduction plan for the six-county CAMPO region that will evaluate emissions related to transportation and provide a regional implementation strategy that will contribute to their reduction. This plan shall assess the region's current mobile emissions, develop future emission scenarios, collaboratively develop regional goals, objectives, and targets, and ultimately provide an actionable set of strategies that will directly reduce transportation emissions in the region and strengthen CAMPO's role in air quality planning and programming.



PLANNING CONSIDERATIONS

Regarding the tasks below, it should be noted that this process must reflect the region equitably, ensure a data-driven and inclusive approach, and should incorporate all relevant federal, state, and local efforts including, but not limited to, plans and programs such as the Capital Area Council of Government's Air Quality Program, the City of Austin's Climate Equity Plan, the Texas Department of Transportation's Air Quality Program, and potential Carbon Reduction Strategies. The plan will also be developed in a manner addressing all applicable federal requirements including those of the Infrastructure and Investment Jobs Act (IIJA)'s Carbon Reduction Program, performance-based planning, and air-quality rules pertaining to transportation planning including the Congestion Mitigation and Air Quality (CMAQ) program.

EMISSIONS

For the purposes of this planning process, mobile source emissions encompass all greenhouse gases emitted by combustion fuels in mobile sources, specifically Carbon Dioxide (CO₂), Methane, (CH₄), and Nitrous Oxide (N₂O). Please note that 'emissions' and 'mobile source emissions' are used interchangeably in this request for proposals.

TIMELINE

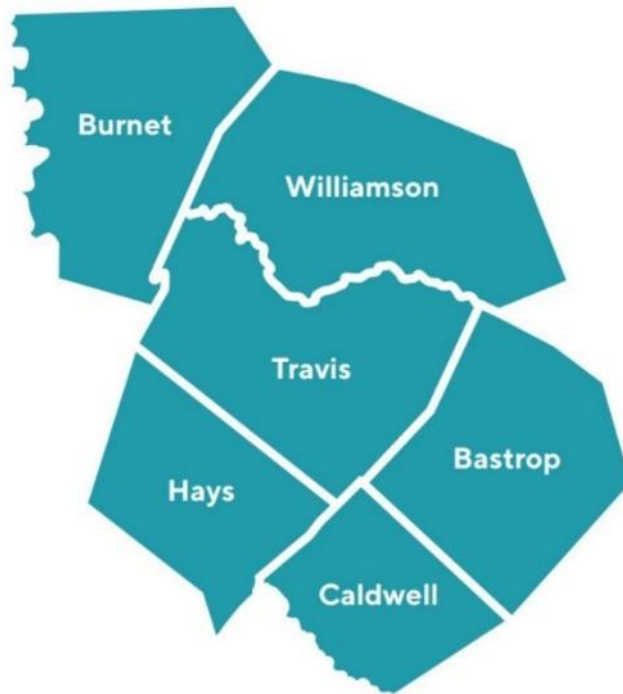
The duration of this effort is expected to take between 12 to 18 months from Notice to Proceed.

BUDGET

The budget for the effort is not to exceed \$900,000.

PLANNING AREA

The planning area will cover the entire six-county CAMPO region and must consider all areas of the region and weight them appropriately in the context of the emission reduction outcomes.



TASK 1: PROGRAM ADMINISTRATION AND MANAGEMENT

The consultant shall actively manage the execution of the project and ensure consistent implementation of all administrative activities necessary to ensure successful project delivery. This includes direct management of all activities and personnel in accordance with applicable procedures and requirements.

Project Management Plan

The consultant shall provide documentation that outlines the project team organization, roles and responsibilities, coordination and communication procedures, editorial protocols, quality assurance and quality control process, and other administrative activities related project management.

Program Schedule and Task Tracking

The consultant shall maintain a comprehensive schedule and task tracking log to ensure continual project progress. These items will be reviewed during coordination meetings.

Invoice Submittal and Progress Report

The consultant shall prepare monthly invoices in accordance with current CAMPO invoicing procedures. Invoices will be accompanied by a progress report that covers the same time-period and shall include an overview of project progress, task specific work performed, individual responsible, hours, percentage of task complete, and any other additional details on the work performed to ensure consistent communication on project progress.

Meetings

The consultant shall schedule and facilitate all necessary administrative coordination meetings for the duration of the project. These meetings include a kick-off meeting to be held upon notice to proceed, coordination meetings at a regularly scheduled interval, and additional meetings as needed.

Project Files

The consultant shall develop, implement, and maintain an online electronic document control and filing system that shall govern the distribution and file copies of all program-related correspondence, reports, plans, and technical data. At the conclusion of the project, all files shall be assembled and delivered to CAMPO with a complete index. This will include all final products, drafts, graphics, and technical data files.

Deliverables

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

- Project Management Plan
- Program Schedule and Task Tracking
- Monthly Invoices and Progress Reports
- Meeting Materials
- Project Files

TASK 2: STAKEHOLDER ENGAGEMENT

The consultant will work with CAMPO to develop and execute a comprehensive and inclusive engagement strategy that adheres to CAMPO's Public Participation Plan that and leads to thorough and meaningful participation of various stakeholders in the development and evaluation of the mobile emission reduction plan.

Steering Committee

The consultant and CAMPO staff will develop a diverse steering committee comprised of representatives from major stakeholder entities. The steering committee will guide the development of the goals and objectives, vet the analysis methodology, determine scenario analyses, and provide input on the recommended emission reduction strategies. The steering committee will be comprised of relevant stakeholders with expertise in air quality, transportation planning, and mobile emissions, including but not limited to, local, state, and federal environmental agencies and departments, subject matter experts, local government representatives, transportation planners, and those potentially involved in the implementation of recommended strategies.

Stakeholder Outreach

The consultant shall provide communication and outreach to relevant stakeholder groups as determined by the planning process in coordination with CAMPO staff including potential presentations to the Technical Advisory Committee, Transportation Policy Board, local governments, and the public including those traditionally underserved and under-represented in the planning process.

Public Outreach

The consultant shall facilitate efforts to engage the public for feedback on the mobile emission reduction plan in adherence to CAMPO's Public Participation Plan. The development of this plan must consider effective ways to engage the public in a manner that provides meaningful, data-driven input in consideration of the planning outcomes. Any general outreach considerations must include targeted outreach to individuals and populations that are traditionally underserved and under-represented in the planning process and may be directly impacted by the recommendations of this study.

Online Engagement

The consultant shall coordinate with CAMPO on the development of the project webpage to be hosted on the CAMPO website. The consultant shall be responsible for producing all outreach materials and online engagement tools to be utilized through the webpage.

Deliverables

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

- Steering committee meeting execution, coordination, and materials
- Stakeholder meeting execution, coordination, and materials
- Public outreach meeting execution, coordination, and materials
- Online engagement materials
- Additional outreach materials

TASK 3 – EMISSION ANALYSES AND SCENARIO DEVELOPMENT

The consultant shall develop a baseline emission analysis for the region which will be used to develop and evaluate long range forecasts including a business-as-usual forecast and other scenarios related to the goals, strategies, and targets. The development of these scenarios will include the review and incorporation of existing data and information sources available from national, state, regional and local planning efforts, and air quality programs.

Baseline Inventory (Current Emissions)

The consultant shall develop a baseline emission analysis. This analysis will provide the region with a detailed and thorough understanding of mobile source emissions including identification of emission composition, sources, impacts, patterns, historical trends, and any other aspects determined necessary to provide a comprehensive understanding of the region's emissions related to mobile sources. This analysis will provide the baseline for future forecasting and scenario development.

2050 Forecast (Future Emissions)

The consultant shall develop an emission forecast to 2050 based on the current emission scenario detailed above. This scenario analysis will demonstrate the regional emissions scenario utilizing appropriate assumptions of future impacts expected through 2050 based on current trends including, but not limited to, population and employment growth, land use, vehicle miles traveled, electric vehicle deployment, regional fleet replacement, and planned activities identified in relevant regional plans and programs.

2050 Alternative Forecasts (Illustrative Emissions)

The consultant, in collaboration with stakeholders, shall develop illustrative future emission scenarios to 2050 that include, but are not limited to, transportation, socio-economic, health, and environmental impacts from the implementation of emission reduction strategies. These scenarios shall be tied to the outcomes developed in the following tasks and should illustrate future scenarios in relation to the proposed policies, project recommendations, and funding levels. The scenarios will also inform the development of practical goals, targets, and performance measures. At a minimum the scenarios explored should reflect activities under the direct control and influence of the Transportation Policy Board. While other scenarios developed may demonstrate a more comprehensive approach to emission reduction including those activities outlined by state, regional, and local government agencies.

Analysis Methodology

The emission analysis shall be conducted using the appropriate industry standard tools and methodology as determined by the consultant and CAMPO in consultation with the regional steering committee. The consultant should be familiar with the variety of tools and methodologies available for emission analysis including the regional travel demand model, Motor Vehicle Emission Simulator (MOVES), and other analysis tools as available. The consultant is encouraged to recommend their preferred methodology, metrics, and approach for this task.

Deliverables

The consultant shall produce all materials related to the current and future mobile emission analyses. Materials to be produced include, but are not limited to, the following:

- Baseline Inventory and Analysis (Current Emissions)
- 2050 Forecast (Future Emissions)
- 2050 Alternative Forecasts (Illustrative Emissions)

TASK 4 – GOALS, PERFORMANCE MEASURES, AND TARGETS

The consultant shall work with regional stakeholders to adopt a set of regional transportation goals and objectives that will help guide the region in reducing emissions. The goals and objectives will be supported by data-driven performance measures and regional emission reduction targets that will be used to track program impact over time.

Regional Goals and Objectives

The consultant, in coordination with the steering committee, shall develop data-driven long-term regional emission reduction goals and near-term objectives to provide strategic direction for investment and policy decisions. These goals and objectives will reflect the 6-county region and will take into consideration locally developed plans and programs.

Performance Measures

The consultant, in coordination with the steering committee, shall develop data-driven performance measures that will be used to evaluate progress towards emission reduction over time. These performance measures will reflect the 6-county region as a whole and will take into consideration locally developed plans and programs.

Reduction Targets

The consultant, in coordination with the steering committee, shall develop data-driven regional mobile emission reduction targets. These targets must support the potential federal greenhouse gas reduction target requirements. These targets will reflect the 6-county region as a whole and will take into consideration locally developed plans and programs.

Deliverables

The consultant shall produce all materials related to the development of this task. Materials to be produced include, but are not limited to, the following:

- Goals and Objectives
- Performance Measures
- Regional Reduction Targets

TASK 5 – STRATEGIES AND RECOMMENDATIONS

The consultant shall develop a comprehensive evaluation of reduction strategies for effectiveness and value in reducing emissions in the region. Based on the assessment the consultant shall develop a recommended regional strategy, project toolkit, and evaluation criteria to guide the program upon plan adoption.

Reduction Strategy Assessment

The consultant shall develop a detailed assessment of existing emission reduction strategies and any other meritable strategies identified by regional stakeholders. This assessment should include detailed information on the strategy identified, anticipated impact on emissions, and a cost benefit analysis of the strategies.

Reduction Strategy Recommendation and Project Toolkit

Using the results of the strategy assessment, the consultant shall develop a comprehensive regional strategy and project toolkit for reducing emissions. This strategy and toolkit should include a prioritized list of regional strategies and implementation information for potential project sponsors and stakeholders including cost estimates and implementation timeframes.

As part of the strategy recommendation, the consultant shall also develop a framework for a voluntary air quality program under CAMPO. This program will complement and build off other air quality and environmental programs and efforts in the region. The goal of this program is to ensure that the MPO is proactively addressing air quality issues that may impact the current attainment status and ensure continued investment in air quality planning and programming.

Project Evaluation Criteria

The consultant shall develop a set of project evaluation criteria for the assessment of individual emission reduction projects including performance measures and cost-benefit analysis methodology to be integrated into CAMPO's comprehensive project selection criteria process.

Deliverables

The consultant shall produce all materials related to the development of the strategy assessment, recommendations, and project evaluation criteria. Materials to be produced include, but are not limited to, the following:

- Reduction Strategy Assessment
- Reduction Strategy Recommendation and Project Toolkit
- Project Evaluation Criteria

TASK 6 – REGIONAL MOBILE EMISSION REDUCTION PLAN

The consultant shall develop the Regional Mobile Emission Reduction Plan utilizing the components from the previous tasks.

Regional Mobile Emission Reduction Plan

The consultant shall develop the regional mobile emission reduction plan utilizing the products developed in the previous tasks and other content as determined necessary. This plan will be developed in accordance with CAMPO's style guide and shall include an executive summary, chapters, appendices, and section summaries as determined by the consultants and CAMPO.

Deliverables

The consultant shall produce all materials related to the development and execution of the final regional mobile emission reduction plan document. Materials to be produced include, but are not limited to, the following:

- Regional Mobile Emission Reduction Plan



Date: May 10, 2023
Continued From: April 10, 2023
Action Requested: Approval

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

RECOMMENDATION

Staff recommend the Transportation Policy Board (TPB) approve the allocation of Carbon Reduction Program (CRP) funding and corresponding Transportation Development Credits (TDCs) as listed in Resolution 2023-5-9.

PURPOSE AND EXECUTIVE SUMMARY

On January 9, 2023, the 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 April 23, and to the TPB on April 10. 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 project funding requests are summarized below. In addition to the CRP funding request for the Regional TDM program, CAMPO is requesting 1,000,000 Transportation Development Credits (TDC) to serve as the local match.

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

Additional information for both projects is included in Attachment A including a budget estimate, timeline, and TDC application for the Regional TDM program, as well as a summary, map, and original application except for the ITS project.

FINANCIAL IMPACT

CAMPO currently has \$7,766,342 in CRP funding available. The region will also receive another annual apportionment of funding, approximately \$4,500,000, at the beginning of the fiscal year. This action, if approved, will allocate \$11,000,000 in CRP funding. Additionally, CAMPO is requesting 1,000,000 Transportation Development Credits (TDCs) to serve as the local match for the Regional TDM program.

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.

SUPPORTING DOCUMENTS

Attachment A – *Additional Project Information*

Attachment B - *Resolution 2023-5-9*

Budget and Resource Requirements

2024	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
Total Hours	204	2020	469	1220	120	420	420	
							Staffing	\$ 561,987.00
							Ad Spend	\$ 100,000.00
							Incentives:	\$ 100,000.00
							Expenses:	\$ 75,000.00
							Total	\$ 836,987.00
2025	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
Total Hours	134	1960	357	1960	220	480	430	
							Staffing	\$ 597,361.00
							Ad Spend	\$ 80,000.00
							Incentives:	\$ 200,000.00
							Expenses:	\$ 75,000.00
							Total	\$ 952,361.00
2026+	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
Total Hours	134	1960	380	2860	280	560	300	
							Staffing	\$ 671,850.00
							Ad Spend	\$ 80,000.00
							Incentives:	\$ 175,000.00
							Expenses:	\$ 100,000.00
							Total	\$ 1,026,850.00



Task/activity	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Schoolpool Implementation																				
Update Marketing Materials and Outreach Processes																				
Launch the Formal Program in Summer 2023																				
Review Lessons Learned																				
Consider Expansion to Other Modes																				
Essential Worker Outreach																				
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																				
Congested Corridors																				
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																				
Regional Guaranteed Ride Home																				
Define an Ideal GRH Model																				
Define Operational Elements of the Program																				
Create Interagency Agreement																				
Develop Marketing Materials																				
Launch a Pilot Effort																				
Evaluate and Expand																				
Park-and-Ride Campaigns																				
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																				
Large Event Carpools																				
Identify Partners																				
Develop the Carpool Concept																				
Refine the Concept																				
Formally Secure Partnerships																				
Develop Unique Workplans																				
Pilot the Program																				

Form Name: Transportation Development Credit Application
Submission Time: March 14, 2023 11:25 am
Browser: Chrome 110.0.0.0 / Windows
IP Address: 104.63.129.236
Unique ID: 1079307785
Location: 30.5154, -97.6689

General Information

Sponsor Information

Sponsor	Capital Area Metropolitan Planning Organization
Address	3300 N. IH-35, Ste. 630 Austin, TX 78705
Project Manager	Nirav Ved
Phone	(737) 230-1591
Email	nirav.ved@campotexas.org

General Information (Primary Project)

County	Bastrop Burnet Caldwell Hays Travis Williamson
---------------	---------------------------------------------------------------

Project Name	Regional Transportation Demand Management Program
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Limits (From)	n/a
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Limits (To)	n/a
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Project Description	The Regional Transportation Demand Management Program provides TDM services throughout the six-county region, including the operation of the Commute Solutions web-based platform, conducting outreach with public and private stakeholders, and conducting coordination with public, private and non-profit entities such as TxDOT and Movability Central Texas.
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Funding Information (Primary Project)

Federal Funding Program	Other
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Other Program Description	Carbon Reduction Program
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Federal Funding Amount	4000000
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Local Match Requirement 1000000

Fiscal Year of Expenditure 2024

Transportation Development Credit Policy (Primary Project)

Policy Goals

This program meets Goal 3 of the Capital Area Metropolitan Planning Organization (CAMPO) goals listed in the Transportation Development Credit (TDC) Policy. By its very nature, Transportation Demand Management (TDM) prioritizes projects on severely congested transportation facilities, which includes support for incident management, traffic management and other strategies that will increase the use of high occupancy vehicles or the reduction of peak period vehicular travel demand. The TDM program also supports CAMPO goals 4,5, and 6 either directly or indirectly.

Eligibility

In September 2019, the Transportation Policy Board adopted the Regional Transportation Demand Management (TDM) Plan citing the need for a Regional TDM Program. A Regional TDM Program meets both the general eligibility requirements and the specific projects and activities listed in the Transportation Development Credit (TDC) application. The project is identified in a regional transportation plan, is a project of regional significance, aims to increase HOV usage, reduce peak period vehicular traffic, and improve incident management throughout the region. The project also addresses safety issues by reducing the number of vehicles on the road, reduce congestion through operational improvements, and will promote the use of transit. All of these program aspects directly address eligibility.

Financial Need

The Capital Area Metropolitan Planning Organization (CAMPO) is an organization that has limited streams of revenue outside of federal funding such as contributions from local governments and private funding. Because federal law prohibits the use of federal funds as a local match for federal funding, CAMPO must use its limited non-federal funding resources to match project funding. Because these funds are a limited resource, CAMPO is requesting Transportation Development Credits (TDC)s to help support the Regional Transportation Demand Management (TDM) program and continue to meet the local match requirements for General Engineering Consultant expenditures.

Implementation

With the potential award Transportation Development Credits (TDC)s to help support the Regional Transportation Demand Management (TDM) program, CAMPO will operate the Commute Solutions platform, conduct outreach and public engagement with stakeholders such as large employers and school districts in the region and procure data to identify which TDM strategies work best in individual areas within the region.

Supporting Information (Primary Project)

Location Information <https://www.formstack.com/admin/download/file/14328199567>

Funding and Cost Information <https://www.formstack.com/admin/download/file/14328199568>

General Information (Secondary Project)

County Bastrop
Burnet
Caldwell
Hays
Travis
Williamson

Project Name Regional Corridor Improvement Program

Limits (From) n/a

Limits (To) n/a

Project Description The secondary project will be the CAMPO Project Readiness for Regional Corridor Improvement program. The CAMPO TPB approved the use of SH 130 Concession Company funds for this project in 2021. The scope of the project consists of identifying and prioritizing segments of several regionally significant, on-system corridors to begin planning, pre-NEPA analysis, and initial engineering phases of project development. The primary purpose of this initiative is to assist the TxDOT - Austin District and local governments in advancing projects so that they are ready to receive federal funds for design and/or construction. Doing so would make the central Texas region competitive with San Antonio, Houston, and Dallas/Fort Worth for Category 2, 4, and 12 funding and make us more competitive with other communities across the country for federal grants.

Funding Information (Secondary Project)

Local Funding Amount 1000000

Fiscal Year of Expenditure 2023

Transportation Development Credit Policy (Secondary Project)

Policy Goals The project meets both the stated Transportation Development Credit (TDC) program goals of the Texas Transportation Commission and Transportation Policy Board. Given that the project is focused on regionally significant, on-system roadways, the project has the potential to further current and future investment from the Texas Department of Transportation (TxDOT).

Eligibility The project meets the general eligibility requirements as a regionally focused plan authorized under the planning eligibilities of the federal transportation code. Additionally, the activity is listed specifically under Eligible Projects and Activities as 'planning activities, specifically those that focus on issues of regional significance.'

Financial Need The Capital Area Metropolitan Planning Organization (CAMPO) primary source of funding is provided through formula federal transportation funding. These federal planning funds (PL), as with all other federal funds, are prohibited from being used towards the local match requirements of the Carbon Reduction Program (CRP) funding. As such, CAMPO must utilize limited non-federal funding as the match, typically provided by local government contributions or through the SH-130 Concession Funding. Because of the limited amount of local contribution funding available and commitment of SH-130 Concession Funding to the Regional Corridor Program, CAMPO is requesting Transportation Development Credits to support these planning efforts.

Implementation With the application of Transportation Development Credits, the Capital Area Metropolitan Planning Organization (CAMPO) can immediately complete the Advanced Funding Agreement (AFA) with the Texas Department of Transportation for the development of the Carbon Reduction Plan. CAMPO can continue to use the SH-130 Concession funding source to support the Regional Corridor Program.

Supporting Information (Secondary Project)

Location Information <https://www.formstack.com/admin/download/file/14328199580>

Funding and Cost Information <https://www.formstack.com/admin/download/file/14328199581>

Additional Information <https://www.formstack.com/admin/download/file/14328199582>

Certification and Submittal

Name Nirav Ved

Email nirav.ved@campotexas.org

Phone (737) 230-1591

Signature



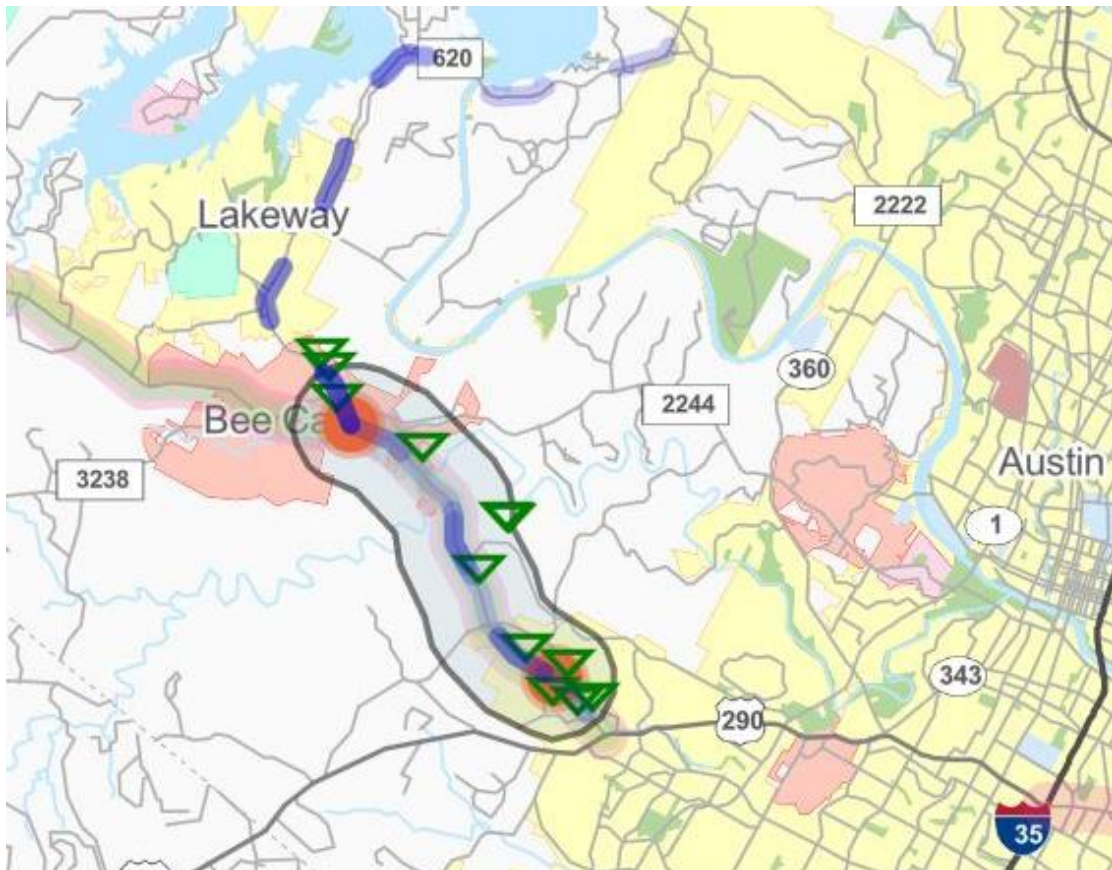
A handwritten signature in black ink, consisting of a stylized first letter followed by several loops and a final flourish.



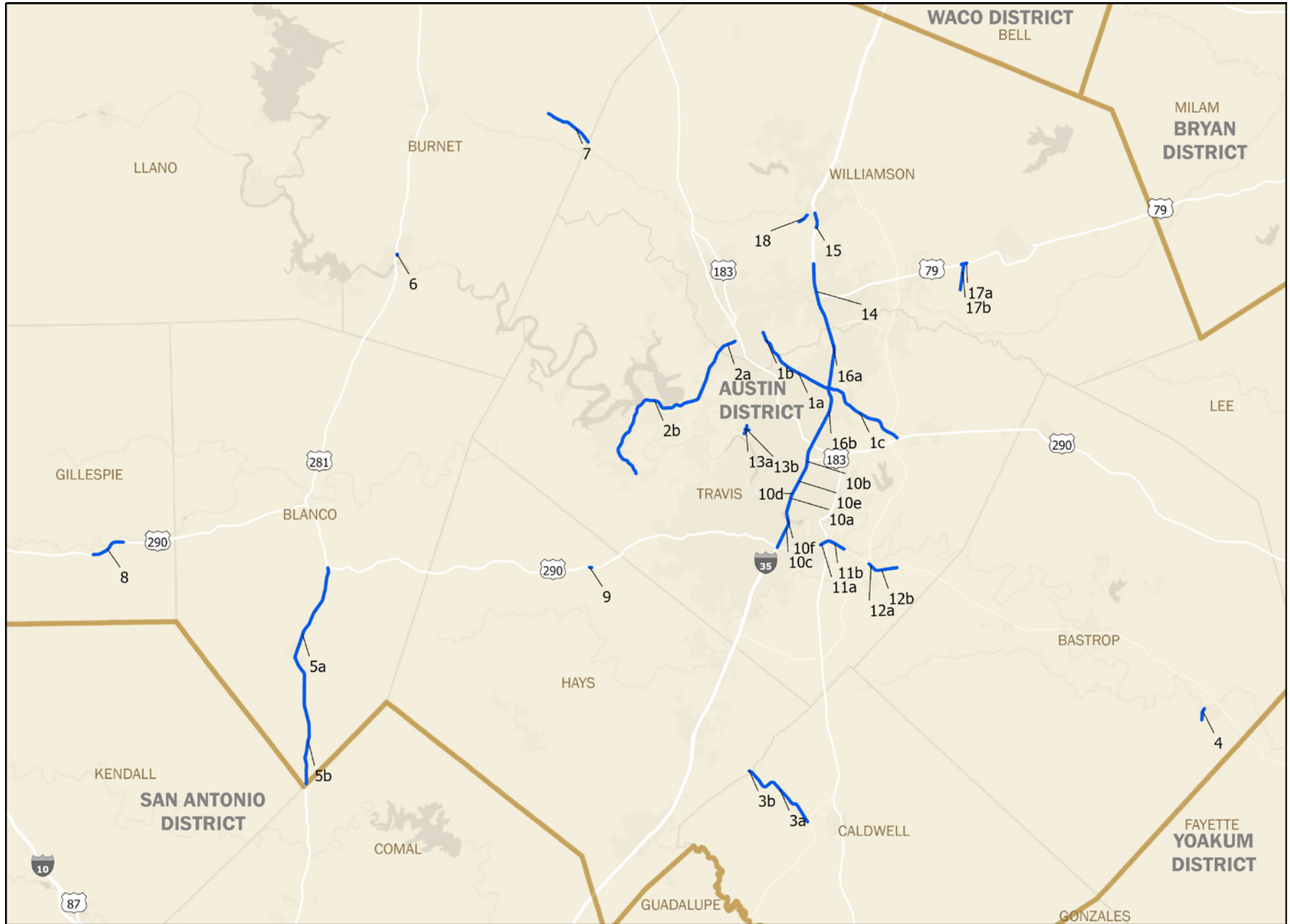
To: Technical Advisory Committee
From: Ryan Collins, Short-Range Planning Manager
Subject: Project Information (CSJ 0700-03-149)
Date: April 24, 2023

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	
Multi-County Projects											
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 TOTAL	\$2,358,206 \$2,358,206	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 TOTAL	\$1,904,000 \$1,904,000	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 TOTAL	\$3,553,500 \$3,553,500	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 TOTAL	\$711,988 \$711,988	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 TOTAL	\$7,826,767 \$7,826,767	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 TOTAL <i>*Contingent upon economic development</i>	\$44,931,658 \$44,931,658	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 TOTAL <i>*Contingent upon economic development</i>	\$1,868,342 \$1,868,342	3
Bastrop County											
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 TOTAL <i>Cat. 2 increased \$734K</i>	\$8,590,445 \$8,590,445	3
Blanco County											
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 TOTAL	\$56,722,500 \$56,722,500	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 TOTAL	\$30,497,500 \$30,497,500	1
Burnet County											
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 TOTAL	\$1,814,400 \$1,814,400	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 TOTAL	\$5,806,080 \$5,806,080	3
Gillespie County											
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 TOTAL	\$11,440,000 \$11,440,000	2
Hays County											
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 TOTAL	\$1,174,880 \$1,174,880	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

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

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

Co-Sponsor

Does this project have a co-sponsor?

No

Project Information

General Information

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

Purpose and Need

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.

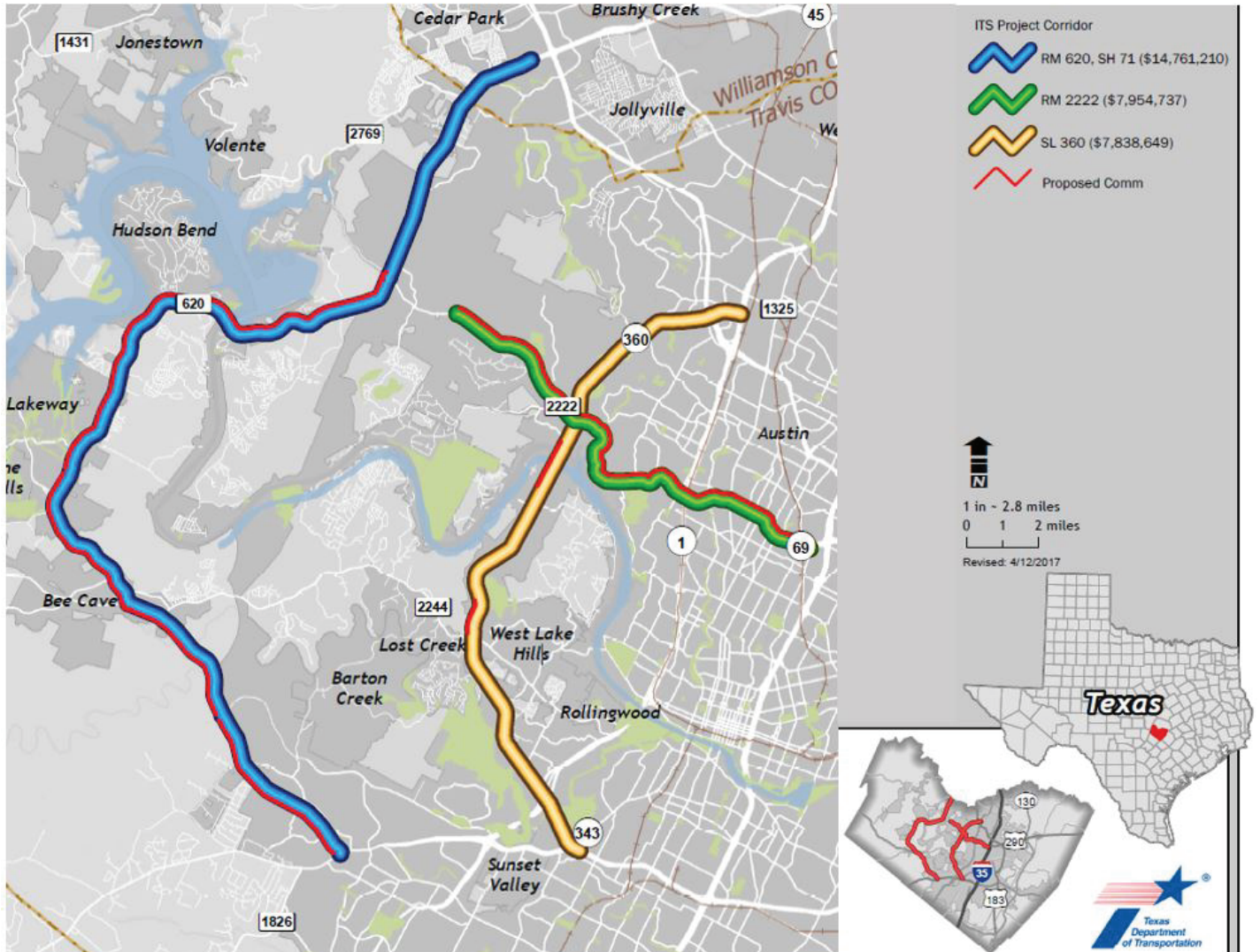
Project Scope

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

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

Project Location





Resolution 2023-5-9

Acknowledging the Transportation Policy Board's Allocation of Carbon Reduction Funding and Transportation Development Credits

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

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

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) created the Carbon Reduction Program (CRP) to reduce transportation emissions through the development of carbon reduction strategies and by providing funding for projects designed to reduce transportation emissions; and

WHEREAS, the Transportation Policy Board is responsible for administration of the CRP in the six-county region and specifically the allocation of funding distributed to the Transportation Management Area (TMA); and

WHEREAS, the Transportation Policy Board has identified two eligible projects, the Regional Transportation Demand Management program, and a currently deferred ITS project along SH 71, from RM 620 to Silvermine Dr. for allocation; and

WHEREAS, the Transportation Policy Board has approved the allocation of \$4,000,000 in CRP funding to CAMPO for the Regional Transportation Demand Management program, and \$7,000,000 in CRP funding to TxDOT for the ITS project along SH 71, from RM 620 to Silvermine Dr.; and

WHEREAS, the Transportation Policy Board has approved 1,000,000 Transportation Development Credits (TDC) for CAMPO which will serve as the required local match (20 percent) to the \$4,000,000 (80 percent) in federal CRP funding as detailed in the TDC application; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the allocation of the requested \$11,000,000 in Carbon Reduction Program funding and 1,000,000 Transportation Development Credits to CAMPO as reflected in this resolution; and

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

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

The above resolution being read, a motion to approve the allocation of the requested \$11,000,000 in Carbon Reduction Program funding and 1,000,000 Transportation Development Credits to CAMPO as reflected was made on May 8, 2023 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 8th day of May 2023.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: May 5, 2023
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item: 10
Subject: Presentation of Draft FY 2024 & 2025 Unified Planning Work Program (UPWP)

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to brief the Policy Board on the Draft FYs 2024 and 2025 UPWP (Attachment A).

FINANCIAL IMPACT

The budget for the FYs 2024 and 2025 UPWP is based on anticipated federal revenue from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) known as 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 within 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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F. Task 3.0: Funding Summary Table	#
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C. Previous Work	#
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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). 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) ¹		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
				-	-	-	-	-	-	-
TOTAL		2,231,398	2,477,436	-	-	-	-	2,231,398	2,477,436	4,708,834

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

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

- **OBJECTIVE**

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

- **EXPECTED PRODUCTS**

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

2045 Plan related performance measures

Demographic forecasts and travel demand model for the 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) ¹		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
TOTAL		161,764	119,824					161,764	119,824	281,588

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

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) ¹		STBG		Local		Total		Grand Total
		2024	2025	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
TOTAL		280,171	299,918	160,000	-	-	-	440,171	299,918	740,089

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

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) ¹		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
		-	-					-	-	-	-					-	-	-
TOTAL		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

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

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) ¹		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
TOTAL		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

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

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 ¹ 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
TOTAL		7,727,514	70,000	-	2,430,100	1,025,000	3,300,000	93,704,688	1,000,000	2,670,000	87,500	112,014,802

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

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

² 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*

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.

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: May 8, 2023
Continued From: February 13, 2023
Action Requested: Information

To: Transportation Policy Board
From: Mr. Tim Tuggey, CAMPO Legal Counsel
Agenda Item: 11
Subject: Discussion on Appointment to the Capital Metro Board

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

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

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

Ms. Bangle was appointed as the appointee with “...at least 10 years experience in an executive-level position in a public or private organization, including a governmental entity” to fill the unexpired term of Mr. Wade Cooper. The current term will expire on June 1, 2023 and Ms. Bangle has indicated her willingness to serve for an additional term as one of CAMPO’s appointees to Capital Metro’s Board.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Ms. Bangle was appointed to the Capital Metro Board on January 9, 2023. She is willing to serve for a full term.

SUPPORTING DOCUMENTS

None.