



**TECHNICAL ADVISORY COMMITTEE MEETING**  
**Monday, May 22, 2023**  
**2:00 p.m.**

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

**AGENDA**

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

**ACTION:**

2. [Approval of April 24, 2023 Meeting Summary](#) ..... Ms. Laurie Moyer, P.E., Chair  
*The Chair will seek TAC approval of the April 24, 2023 meeting summary.*
3. [Discussion and Recommendation on FY 2024 & 2025 Unified Planning Work Program \(UPWP\)](#)  
..... Ms. Theresa Hernandez, CAMPO  
*Ms. Hernandez will seek TAC recommendation for approval of the FY 2024 & 2025 UPWP.*

**INFORMATION:**

4. [Update on Corridor Readiness Prioritization Subcommittee Efforts](#)  
..... Mr. Chad McKeown, CAMPO  
*Mr. McKeown will lead a report on the conclusion of the Corridor Readiness Prioritization Subcommittee's work.*
5. Report on Transportation Planning Activities
6. TAC Chair Announcements
  - Next TPB Meeting – June 12, 2023, 2:00 p.m.
  - Next TAC Meeting – June 26, 2023, 2:00 p.m.
7. Adjournment

**Persons with Disabilities:**

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



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

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

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

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

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

A quorum was announced present.

**Present:**

	<b>Member</b>	<b>Representing</b>	<b>Member Attending</b>	<b>Alternate Attending</b>
1.	Stevie Greathouse	City of Austin	N	
2.	Cole Kitten	City of Austin	Y	
3.	Richard Mendoza, P.E.	City of Austin	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 March 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.



**Date:** May 22, 2023  
**Continued From:** April 24, 2023  
**Action Requested:** Recommendation

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**To:** Technical Advisory Committee  
**From:** Ms. Theresa Hernandez, Finance & Administration Manager  
**Agenda Item:** 3  
**Subject:** Recommendation on FY 2024 & 2025 Unified Planning Work Program (UPWP)

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**RECOMMENDATION**

Staff requests Technical Advisory Committee recommendation to the Transportation Policy Board (TPB) for adoption of the final FYs 2024 and 2025 Unified Planning Work Program (UPWP).

**PURPOSE AND EXECUTIVE SUMMARY**

The purpose of this item provides the TAC an opportunity to consider a recommendation to the TPB on the final FYs 2024 and 2025 UPWP (Attachment A). The TPB will consider approving the final FYs 2024 and 2025 UPWP on June 12, 2023.

**FINANCIAL IMPACT**

The budget for the FYs 2024 and 2025 UPWP is based on anticipated FHWA PL-112/Section 5303 funds. In FY 2022 & 2023, CAMPO received a total of \$6.2M of PL-112/Section 5303 funds. CAMPO has programmed these funds, along with other funds among the five main tasks identified in the UPWP.

**BACKGROUND AND DISCUSSION**

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

The following major revisions were made from the draft to the final:

- Page 18 – Revised funding for the Metropolitan Transportation Plan from \$300,000 to \$500,000
- Page 26 – Northeast Burnet County Corridor Study \$150,000 PL funds included
- Page 23, 27, 28 – Revised budget tables

**SUPPORTING DOCUMENTS**

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

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. Mr. Collins 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 the UPWP 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 the update process. Mr. Lancaster also highlighted the final results for the Population and Employment 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 meeting 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.

**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 ~~\*\*12~~, 2023*

**Federal Approval: xx**



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~~VII. BUDGET SUMMARY~~

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**APPENDICES:**

A. Transportation Policy Board Membership, Technical Advisory Committee Membership, MPO Staff

B. Metropolitan Area Boundary Map

~~C. Debarment Certification~~

~~5. 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.

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

**B. s.**

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.

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.

Regional Models of Cooperation - Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO and state boundaries

2. :  
CAMPO will continue to strive to improve the effectiveness of transportation decision making by working with regional partners to think beyond traditional borders and adopt a coordinated approach to transportation planning that supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination promises to reduce project delivery time and enhance the efficient use of resources. Enhanced cross-jurisdictional communication will improve collaboration, policy implementation, technology usage, and performance management.
3. Ladders of Opportunity – Access to essential services:  
Through the transportation planning process, CAMPO will work with regional partners to identify connectivity gaps in accessing essential services, including employment, health care, schools/education, and recreation. Staff will research analytical methods to identify gaps in the connectivity of the transportation system and identify infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Potential tasks include: evaluating the effectiveness of public transportation plans for engaging transportation disadvantaged communities in the transportation decision making process; updating the Section 5310 Coordinated Human Services Public Transportation Plan; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with the Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical and transit facilities.

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

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

## II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

- **OBJECTIVE**

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

- **EXPECTED PRODUCTS**

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

- **PREVIOUS WORK**

Performed general administrative functions  
FY 2022 & 2023 Unified Planning Work Program and amendments  
FY 2021 & 2022 Annual Project Listing  
FY 2021 & 2022 Annual Performance and Expenditure Report  
FY 2021 & 2022 Single Audit  
Updated Public Participation Plan  
Updated Title VI Plan  
Coordinated transportation planning and implementation activities with other agencies and organizations  
Conducted a public involvement process compliant with federal and state regulations  
Provided support for all meetings of the transportation planning process  
Implemented policies to maintain the transportation planning process  
Provided staff access to courses, conferences, workshops and seminars  
Statistics and Metrics Dashboard

- **SUBTASKS**

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

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

**1.1.1 Program Administration:**

This activity includes development and implementation of those policies and guidelines necessary to carry out and maintain the transportation planning process; maintenance of the FY 2024 & 2025 Unified Planning Work Program, development of the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL), development of the FY 2026 & 2027 Unified Planning Work Program, sponsoring and conducting meetings including providing support to policy and advisory bodies; coordinating and working with other agencies and organizations involved in planning, programming and implementation of transportation projects.

**1.1.2 Public Participation:**

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

**1.1.3 Title VI Civil Rights/Environmental Justice (EJ):**

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

**1.1.4 Travel and Training:**

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

**1.1.5 Equipment/Office Space & Computer Hardware/Software:**

This activity is for the upgrade/addition of, equipment/office space and computer hardware or software to ensure program efficiency. A description of equipment purchases in excess of \$5,000 will be submitted to the Texas Department of Transportation and the Federal Administration Highway for approval prior to acquisition. The MPO understands that split costs are not allowed.

Responsible Agency:	Capital Area MPO
Funding Requirement:	\$4,458,834 PL
Product(s):	Certified transportation planning process; updated or new documents and reports; new equipment and/or computer hardware/software; APL; APER



**Subtask 1.2 – Legal Services – Consultant Work**

**1.2.1 Legal Services:**

This activity is for legal services that are necessary for planning purposes. Ongoing contract.

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

**Subtask 1.3 – Audit Services – Consultant Work**

**1.3.1 Audit Services:**

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

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

**• FUNDING SUMMARY**

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

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

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

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

- **OBJECTIVE**

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

- **EXPECTED PRODUCTS**

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

2045 Plan related performance measures

Demographic forecasts and travel demand model for the 2050 Plan updates

Interactive Web Viewer updates

UrbanSim (Demographic Allocation Tool)

Development 2050 Travel Demand Model

- **PREVIOUS WORK**

Updated demographic forecasts and travel demand model for the 2045 Plan

2045 Plan related performance measures

Development 2050 Travel Demand Model

UrbanSim (Demographic Allocation Tool)

- **SUBTASKS**

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

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

##### **2.1.1 General Administration:**

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

##### **2.1.2 General GIS:**

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

##### **2.1.3 Demographic Forecasting:**

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

**2.1.4 Travel Demand Modeling:**

Run CAMPO’s FTA-compliant and time-of-day model. Specific activities will include coordination with TxDOT on development of the new 2025 base year model, performing model runs for the amendments of the 2045 Plan, 2023-2026 TIP and the development of the 2050 Plan; refinements of in-house modeling capabilities; and regular updates of computer hardware, software, and necessary peripherals for supporting the demographic forecasting and travel demand modeling activities.

**2.1.5 Environmental Analysis:**

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

Responsible Agency: Capital Area MPO  
Funding Requirement: \$231,588 PL  
Product(s): Technical memoranda, final reports, PEL and NEPA related reports and analyses.

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

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

Conduct activities related to the travel demand model in support of development of the 2050 Plan. It is noted that the demographic forecasting and travel demand modeling procedures applied in the CAMPO area are integrated. Conduct activities related to the production of the regional employment and population profiles for inclusion in the CAMPO travel demand model and the 2045 toll analysis. Ongoing contract.

Responsible Agency: Capital Area MPO  
Funding Requirement: \$50,000 PL  
Product(s): Interactive Web Viewer, UrbanSim, Development 2050 Travel Demand Model, Model files for development of the 2045 RTA, draft and final 2045 RTA document.

- FUNDING SUMMARY**

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

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

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

## IV. TASK 3.0 - SHORT RANGE PLANNING

- **OBJECTIVE**

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

- **EXPECTED PRODUCTS**

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

- **PREVIOUS WORK**

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

- **SUBTASKS**

### **Subtask 3.1 – MPO Staff Support for Task 3.0**

#### **3.1.1 General Administration:**

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

#### **3.1.2 General Activities:**

Specific activities will include, but are not limited to, maintenance of the FY 2023-2026 Transportation Improvement Program, development of the FY 2025-2028 Transportation Improvement Program, along with related performance measures.

#### **3.1.3 Public Participation:**

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

#### **3.1.4 Congestion Management Process (CMP), Intelligent Transportation Systems (ITS) and**

Operations Planning:

This subtask covers activities related to conducting the CMP, ITS and Operations Planning. Specific activities include, but are not limited to, developing, updating, refining, and implementing the CMP, incorporating congestion analysis results into the regional planning process, and incorporating ITS, systems management and operations into the planning process.

**3.1.5 Transportation Improvement Program:**

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

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$535,089 PL  
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos, 2023-2026 TIP amendments, 2025-2028 TIP, Congestion Management Process (CMP) Plan

**Subtask 3.2 – Congestion Management – Consultant Work**

**3.2.1 Congestion Management Process Data Collection and Analysis:**

This subtask provides support for the CMP through congestion data collection and analysis.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$45,000 PL  
Product(s): Congestion data and analysis, data in GIS format

**Subtask 3.3 – Regional Transportation Demand Management Program– Consultant Work**

**3.3.1 Regional Transportation Demand Management Program:**

The Regional Transportation Demand Management (TDM) Program will provide TDM services throughout the region with the goal of reducing congestion without adding capacity on the region’s roadway network.

Responsible Agency: Capital Area Metropolitan Planning Organization  
Funding Requirement: \$160,000 STBG 40,000 TDCs  
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos

- FUNDING SUMMARY**

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

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

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

## V. TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN

- **OBJECTIVE**

To develop, maintain and update a multi-modal Regional Transportation Plan for the CAMPO planning area for a 25-year horizon that meets federal requirements and regional goals.

- **EXPECTED PRODUCTS**

Development of the 2050 Regional Transportation Plan

Maintenance of the 2045 Regional Transportation Plan

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

Maintenance of Regional Active Transportation Plan

Updated Regional Bicycle and Pedestrian Facility Inventory

Regional State of Safety Report

- **PREVIOUS WORK**

2045 Regional Transportation Plan

2045 Regional Transportation Plan Amendments

Regional Active Transportation Plan

Regional Bicycle and Pedestrian Facility Inventory

Coordinated Public Transit – Health and Human Services Transportation Plan Update

Regional Traffic Safety Plan

Regional State of Safety Report

- **SUBTASKS**

### **Subtask 4.1 – MPO Staff Support 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~~500,000 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**

Feasibility study for Central Texas Turnpike System Capital Improvement Plan.

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

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

XXFeasibility study.

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

**4.4.7 FM 97-3 - FM 1660 to US 290**

XX Environmental study and schematic design.

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

**4.4.8 IH 3-5 - SH 29 to RM 1431**

Environmental study and schematic designXX.

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

**4.4.9 IH 3-5 - RM 1431 to SH 45N**

Environmental study and schematic designXX.

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

**4.4.10 IH 3-5 - US 290E to US 290 / SH 71 (CapEx Central)**

Environmental study and schematic designXX.

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

**4.4.11 IH 3-5 - SH 123 to Posey Rd**

Environmental study and schematic designXX.

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

**4.4.12 IH 3-5 - SH 45SE to CR 382 (M35 PEL)**

XXFeasibility study.

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

**4.4.13 RM 182-6 - Hays CL to US 290 in Travis County**

Environmental study and schematic design~~XX~~.

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

**4.4.14 RM 18~~2~~-6 - RM 150 to Travis CL in Hays County**  
XXFeasibility study.

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

**4.4.15 SH 2~~1~~-1 - SH 80 to SH 130**  
Environmental study and schematic design~~XX~~.

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

**4.4.16 SH 2~~1~~-1 - CR 130 to Paint Creek Rd (US 290)**  
Environmental study and schematic design~~XX~~.

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

**4.4.17 US 18~~3~~-3 - SH 29 to FM 963**  
Environmental study and schematic design~~XX~~.

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

**4.4.18 US 18~~3~~-3 - SH 71 to SH 130**  
Environmental study and schematic design~~XX~~.

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

**4.4.19 US 28~~1~~-1 - US 290 to CR 413; CR 413 to Comal CL**  
Environmental study and schematic design~~XX~~.

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

**4.4.20 US 28~~1~~-1 - SH 71 Interchange**  
Environmental study and schematic design~~XX~~.

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

**4.4.21 US 29~~0~~-0 - RM 12 to Travis CL; Hays CL to RM 1826**  
Environmental study and schematic design~~XX~~.

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

**4.4.22 US 29-0 - US 281 to RM 12**  
~~XX~~Feasibility study.

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

**4.4.23 Red Line Trail Feasibility Study**

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

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

**4.4.24 Bergstrom Spur Study**

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

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

**4.4.25 US Hwy 183 Corridor Study**

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

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

**4.4.26 City of Leander ADA Transition Plan**

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

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

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

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

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

- FUNDING SUMMARY**

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

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

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

Sub task	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5304		STATE		LOCAL		FTA		USDOT (SS4A)		IN-KIND DONTATION		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	
4.1	CAMPO	561,842	591,687					-								561,842	591,687	1,153,529
4.2	CAMPO	500,000	-													500,000	-	500,000
4.3	CAMPO			35,000	35,000											35,000	35,000	70,000
4.4	OTHER AGENCIES	-	-	-	-	89,104,688	-	3,080,000	-	2,430,100	-	350,000	-	87,500	-	95,052,288	-	95,052,288
		-	-					-	-	-	-					-	-	-
<b>TOTAL</b>		1,061,842	591,687	35,000	35,000	89,104,688	-	3,080,000	-	2,430,100	-	350,000	-	87,500	-	96,149,130	626,687	96,775,817

## 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  
[Northeast Burnet County Corridor Study](#)

- **PREVIOUS WORK**

Western Caldwell County Transportation Study and Schematic Development  
San Marcos Transportation Corridor Study

- **SUBTASKS**

### Subtask 5.1 – MPO Staff Support 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

**5.2.10 Northeast Burnet County Corridor Study**  
Planning level analyses and providing corridor planning support to develop, evaluate, and advance a broad range of mobility improvements in northeast Burnet County. Contract TBD.

Responsible Agency: CAMPO

Funding Requirement: \$150,000 PL Funds

• FUNDING SUMMARY

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

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

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

Sub task	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		STBG		Local		State		FHWA		USDOT (SS4A)		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	
5.1	CAMPO	106,712	146,762	-	-	-	-	-	-	-	-	-	-	106,712	146,762	253,474
5.2	CAMPO	600,000	-	865,000	-	220,000	-	4,600,000	-	1,000,000	-	2,320,000	-	9,605,000	-	9,605,000
<b>TOTAL</b>		706,712	146,762	865,000	-	220,000	-	4,600,000	-	1,000,000	-	2,320,000	-	9,711,712	146,762	9,858,474

**VII. BUDGET SUMMARY**

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

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

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

UPWP Task	Description	TPF <sup>1</sup> Funds	FTA Sect. 5304	FTA 5307	FTA	STBG	Local Funds	STATE	FHWA	USDOT	In-Kind Donation	Total Funds
1.0	Administration-Management	4,708,834								-	-	4,708,834
2.0	Data Development and Maintenance	281,588								-	-	281,588
3.0	Short Range Planning	580,089				160,000				-	-	740,089
4.0	Metropolitan Transportation Plan	1,653,529	70,000				-			-	-	1,723,529
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	853,474				865,000	220,000	4,600,000	1,000,000	2,320,000	-	9,858,474
<b>TOTAL</b>		<b>8,077,514</b>	<b>70,000</b>	<b>-</b>	<b>2,430,100</b>	<b>1,025,000</b>	<b>3,300,000</b>	<b>93,704,688</b>	<b>1,000,000</b>	<b>2,670,000</b>	<b>87,500</b>	<b>112,364,802</b>

**Combined Transportation Planning Funds <sup>2</sup>**

**\$6,420,172**

**Estimated Unexpended Carryover**

**\$1,307,342**

**TOTAL TPF:**

**\$7,727,514**

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

**APPENDIX A**

**POLICY COMMITTEE MEMBERSHIP**

**TECHNICAL ADVISORY COMMITTEE MEMBERSHIP**

**MPO STAFF**

**APPENDIX B**

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

**APPENDIX C**

**DEBARMENT CERTIFICATION  
(Negotiated Contracts)**

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

*\*federal, state or local*

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

---

Date

**APPENDIX D**

**LOBBYING CERTIFICATION**

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

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

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

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

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

---

Date

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

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

a duly authorized officer/representative of \_\_\_\_\_

\_\_\_\_\_  
(MPO)

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

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

\_\_\_\_\_  
Date

Attest:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title



**APPENDIX F**

**CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM**

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

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

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

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

\_\_\_\_\_  
Date

Attest:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title





**Date:** May 22, 2023  
**Continued From:** January 23, 2023  
**Action Requested:** Information

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**To:** Technical Advisory Committee  
**From:** Mr. Chad McKeown, Deputy Executive Director  
**Agenda Item:** 4  
**Subject:** Update on Corridor Readiness Prioritization Subcommittee Efforts

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**RECOMMENDATION**

None. For informational purposes only.

**PURPOSE AND EXECUTIVE SUMMARY**

Mr. McKeown, along with the General Engineering Consultant (GEC) team, the Texas Department of Transportation (TxDOT), and the Corridor Readiness Prioritization Subcommittee Chair will provide a report on the conclusion of the Corridor Readiness Subcommittee’s work.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

CAMPO Transportation Policy Board Chair Cynthia Long appointed a subcommittee to identify and select segments under the Corridors program for studies to be initiated throughout the region. CAMPO staff and the GEC met with this subcommittee on September 19, 2022, November 9, 2022, and May 12, 2023, to discuss evaluation criteria, level of study needed per corridor, and additional funding to support the Corridor Readiness program. The Subcommittee has completed its work and will report results to the TAC.

**SUPPORTING DOCUMENTS**

None.