



TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, June 12, 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, June 8, 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 5-14. 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, June 8, 2023.

5. [Discussion and Take Appropriate Action on May 8, 2023 Meeting Minutes](#)
..... Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the May 8, 2023 meeting minutes.
6. [Discussion and Take Appropriate Action on Amendment #5 to FY 2022 & 2023 Unified Planning Work Program \(UPWP\)](#)..... Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will present UPWP Amendment #5 to add PL funds for operating expenses and request Transportation Policy Board approval with accompanying Resolution 2023-6-6.
7. [Discussion and Take Appropriate Action on FY 2024 & 2025 Unified Planning Work Program \(UPWP\)](#)..... Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will provide an update on the draft final FY 2024 & 2025 UPWP and request Transportation Policy Board Approval with accompanying Resolution 2023-6-7.
8. [Discussion and Take Appropriate Action on CAMPO Appointment to the Capital Metro Board](#)..... Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the CAMPO Appointee to the Capital Metro Board with accompanying Resolution 2023-6-8.
9. [Discussion and Take Appropriate Action on Funding Adjustments for 183A Frontage Roads](#)..... Mr. Ryan Collins, CAMPO
Mr. Collins will present a status update on TxDOT's 183A Frontage Road project and review potential funding adjustments for Transportation Policy Board approval with accompanying Resolution 2023-6-9.
10. [Discussion and Take Appropriate Action on Functional Classification Designation for 183A Frontage Roads](#)..... Mr. Ryan Collins, CAMPO
Mr. Collins will present the functional classification designation for the 183A Frontage Roads project and request Transportation Policy Board approval with accompanying Resolution 2023-6-10.
11. [Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiation on Buda Intersection Contract](#)..... Mr. Will Lisska, CAMPO
Mr. Lisska will request TPB authorization for the CAMPO Executive Director to begin negotiations with the top-ranked firm on the Buda Intersection contract.
12. [Discussion and Potential Action on Project Readiness \(Corridors\) Program](#)
..... Ms. Heather Ashley-Nguyen, P.E., TxDOT
Ms. Ashley-Nguyen will provide an update on the Project Readiness Program progress.

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. [Discussion and Take Appropriate Action on Transportation Development Credits \(TDCs\) for Capital Area Rural Transportation System \(CARTS\)](#)..... Mr. Ryan Collins, CAMPO
Mr. Collins will present TDC application for CARTS with accompanying Resolution 2023-6-13 and request Transportation Policy Board approval.
14. [Discussion and Take Appropriate Action on 2024 Meeting Schedule for the Transportation Policy Board](#) Mr. Ashby Johnson, CAMPO
Mr. Johnson will present the proposed meeting dates for calendar year 2024 and request Transportation Policy Board approval.
15. Executive Director’s Report on Transportation Planning Activities
16. Announcements
 - a. Transportation Policy Board Chair Announcements
 - b. Alamo Area MPO & Capital Area MPO Joint Transportation Policy Board Meeting, San Marcos Activity Center 501 E. Hopkins St., San Marcos, TX 78666, June 16, 2023 – 11:00 a.m.
 - c. Next Technical Advisory Committee Meeting, June 26, 2023 – 2:00 p.m.
 - d. July 10, 2023 Transportation Policy Board Meeting – Canceled
 - e. Next Transportation Policy Board Meeting, August 14, 2023
17. 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
May 22, 2023
2:00 p.m.**

1. Certification of Quorum Ms. Laurie Moyer, P.E., Chair

The Chair called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:01 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Richard Mendoza, P.E.	City of Austin	Y	
4.	Tom Gdala	City of Cedar Park	Y	
5.	Nick Woolery	City of Georgetown	Y	
6.	Amber Schmeits	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	N	Gerald Pohlmeier
10.	Laurie Moyer, P.E., Chair	City of San Marcos	Y	

11.	Aimee Robertson	Bastrop County	N	
12.	Keehren Baah	Bastrop County (Smaller Cities)	N	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Mike Hodge, P.E.	Burnet County (Smaller Cities)	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	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	Y	
22.	Tom Yantis	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	N	Nadia Barrera-Ramirez
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	

2. Approval of April 24, 2023 Meeting Summary

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

The Chair entertained a motion for approval of the April 24, 2023 meeting summary, as presented.

Mr. Bob Daigh, P.E. moved for approval of the April 24, 2023 meeting summary, as presented.

Mr. Mike Hodge, P.E. seconded the motion.

The motion prevailed unanimously.

3. Discussion and Recommendation on FY 2024 & 2025 Unified Planning Work Program (UPWP)

..... Ms. Theresa Hernandez, CAMPO

The Chair recognized Ms. Theresa Hernandez, CAMPO Finance & Administration Manager who provided a brief update of the final draft document. Ms. Hernandez informed the Committee that the final draft of the UPWP covers FYs 2024 and 2025 and noted that the budget for the FY 2024 & 2025 UPWP is based on \$6.2 million in Planning Funds (PL) funds received from the Federal Highways Administration (FHWA) for FY 2022 and 2023.

Ms. Hernandez identified the five (5) main work tasks included in the FY 2024 & 2025 UPWP as follows:

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

The Committee was informed that federal law requires other agency planning studies in the CAMPO region to be included in Task 4 of the UPWP. Ms. Hernandez identified the final major revisions to the document as follows:

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

Ms. Hernandez noted that comments on the draft document were received from the TAC and will be incorporated into the final draft document. Ms. Hernandez added that the final draft document will be presented to the Transportation Policy Board for approval at its June 12, 2023 meeting and later submitted to TxDOT by July 31, 2023. The presentation was concluded by a brief question and answer with comments.

The Chair entertained a motion to approve a recommendation for Transportation Policy Board approval of the FY 2024 & 2025 UPWP, as presented.

Mr. Mike Hodge, P.E. moved to approve a recommendation for Transportation Policy Board approval of the FY 2024 & 2025 UPWP, as presented.

Mr. Tom Gdala seconded the motion.

The motion prevailed unanimously.

4. Update on Corridor Readiness Prioritization Subcommittee Efforts

..... Mr. Chad McKeown, CAMPO

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who informed the Committee that a total of three (3) Corridor Readiness Prioritization Subcommittee meetings were held and information from those meetings will be presented to the TAC for review and consideration.

Mr. McKeown introduced Mr. Eric Busker, P.E. of BGE, Inc. and CAMPO's General Engineering Consultant (GEC) team as presenter for further details.

Mr. Busker, P.E. thanked the Corridor Readiness Prioritization Subcommittee members for their efforts and critical feedback during the last several months in determining the priorities for the region and advancing of the corridors. Mr. Busker, P.E. reported that TxDOT took the subcommittee's feedback for internal consideration on how to weave the corridor studies and projects into TxDOT's portfolio of projects within the TxDOT-Austin District. Mr. Busker, P.E. introduced Ms. Heather Ashley-Nguyen, P.E. as presenter of the draft plan that has been developed.

Prior to Ms. Ashley-Nguyen's report, Mr. Bob Daigh, P.E., Corridor Readiness Prioritization Subcommittee Chair, also thanked the subcommittee for their efforts during the prioritization process. Mr. Daigh, P.E. also thanked Ms. Heather Ashley-Nguyen, P.E. and the TxDOT-Austin District for listening to the subcommittee's concerns and seeking additional funding for the region.

Ms. Ashley-Nguyen, P.E. presented a corridor map of the region which indicated the current studies and shared common interests. The following items were highlighted and discussed:

1. Feasibility Projects by AUS APD
2. NEPA Projects by AUS APD
3. CAMPO Project Readiness – TxDOT Contract (Feasibility)
4. CAMPO Project Readiness – TxDOT Contract (NEPA)
5. CAMPO Contract TBD
6. Safety Priority by TxDOT

Ms. Ashley-Nguyen, P.E. noted that the map will be made available to the TAC following the meeting. The update was concluded by question and answer with comments.

5. Report on Transportation Planning Activities

Mr. Nirav Ved, CAMPO Data & Operations Manager provided a brief summary of the activities of the Transportation Demand Management (TDM) Subcommittee. Mr. Ved reported that the TDM Subcommittee previously met to discuss resuming work on the SchoolPool Program with Del Valle Independent School District (ISD) and the Mason Charter School during the summer break. Mr. Ved reported that the subcommittee also discussed what matrix will be used to evaluate the effectiveness of the TDM Program. The Committee was informed that the next meeting will be an in-person meeting to discuss which top five (5) matrix should be used for the evaluation process.

Mr. Will Lisska, CAMPO Regional Planning Manger provided a brief update on the Regional Bicycle Pedestrian Facility Inventory Update. Mr. Lisska reported that in preparation for the next Regional Transportation Plan (RTP), an email was sent to member agencies requesting status updates on any completed work related to bicycle and pedestrian network planning since the adoption of CAMPO's 2045 RTP and Regional Active Transportation Plan. The Committee was informed that several responses were received and staff will be meeting to discuss work that is ongoing or yet to occur. Mr. Lisska also reported that staff will be scheduling individual meetings with member agencies.

Mr. Lisska also provided a brief status update on the Safety Action Plan, as requested by the Chair. The Committee was informed that staff is currently working with FHWA on a grant agreement.

Mr. Lisska reported that a Request for Proposal (RFP) will be released to advertise for consultant services once the grant agreement has been finalized.

6. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on June 12, 2023 at 2:00 p.m. and the next Technical Advisory Committee meeting will be held on June 26, 2023 at 2:00 p.m.

7. Adjournment

The Chair entertained a motion to adjourn the May 22, 2023 meeting of the Technical Advisory Committee.

Ms. Stevie Greathouse made the motion to adjourn the May 22, 2023 meeting of the Technical Advisory Committee.

Mr. Mike Sexton, P.E. seconded the motion.

The May 22, 2023 meeting of the Technical Advisory Committee was adjourned at 2:33 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, May 8, 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 2:01 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	Y	
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	N	
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	N	Council Member Rudy Metayer
17	Craig Morgan	Mayor, City of Round Rock	Y	
18	Amy Pattillo	Travis County	N	
19	Jim Penniman-Morin	City of Cedar Park	N	Commissioner Ann Howard
20	Josh Schroeder	Mayor, City of Georgetown	Y	
21	Edward Theriot	Commissioner, Caldwell County	Y	
22	Jeffrey Travillion	Commissioner, Travis County	Y	Judge Andy Brown

2. Public Comments

There were no public comments.

Video of this item can be viewed at <https://www.youtube.com/watch?v=jNisikTuHHA> .
Start Video at 00:00:27

3. Executive Session

An Executive Session was not convened.

Video of this item can be viewed at <https://www.youtube.com/watch?v=jNisikTuHHA>.
Start Video at 00:00:34

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 April 24, 2023 TAC Meeting in the absence of TAC Chair, Ms. Laurie Moyer, P.E. Mr. McKeown reported that the TAC unanimously approved a recommendation for approval of amendments to the 2023-2026 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP) and the Federal Transit Administration (FTA) Section 5310 Project Call.

Mr. McKeown also noted that the public involvement period ended prior to the TAC providing its technical recommendations.

Mr. McKeown reported that the TAC also received presentations on the following information items.

1. Update on Potential Funding to Support CAMPO's Various Corridor Studies and Project Readiness Program
2. Development of CAMPO's FY 2024 & 2025 Unified Planning Work Program (UPWP)
3. Update on Carbon Reduction Program (CRP) Funding Allocation including Proposed Projects and Programs
4. Status Update on Development of CAMPO's Next Travel Demand Model

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

Start Video at 00:00:36

Judge Andy Brown joined the meeting.

5. Discussion and Take Appropriate Action on April 10, 2023 Meeting Minutes

The Chair entertained a motion for approval of the April 10, 2023 meeting minutes, as presented.

Vice Chair Rudy Metayer moved for approval of the April 10, 2023 meeting minutes, as presented.

Commissioner Debbie Ingalsbe seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Rudy Metayer (Proxy for Mayor Travis Mitchell), Commissioner Clara Beckett, Council Member Alison Alter, Judge Andy Brown (Proxy for Commissioner Jeffrey Travillion), Mayor Christine DeLisle, Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes, Mr. Matt Harriss, Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Mayor Craig Morgan, Mayor Josh Schroeder, and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Joe Don Dockery, Mayor Pro Tem Paige Ellis, Council Member Natasha Harper-Madison, Commissioner Ann Howard (Proxy for Mayor Jim Penniman-Moran), and Ms. Amy Pattillo

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

Start Video at 00:02:13

The Chair changed the order of business to address Agenda Item 9 Discussion and Potential Action on Carbon Reduction Program (CRP) Funding Allocation prior to addressing Agenda Item 6 Discussion and Take Appropriate Action on Amendments to the 2023-2026 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP).

Commissioner Ann Howard (Proxy for Mayor Jim Penniman- Morin) and Mayor Pro Tem Paige Ellis joined the meeting.

Video of this item can be viewed at <https://www.youtube.com/watch?v=jNisikTuHHA>.
Start Video at 00:02:36

9. Discussion and Potential Action on Carbon Reduction Program (CRP) Funding Allocation

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who provided a brief overview of the CRP. Mr. Collins informed the Board that CAMPO will receive \$22 million in CRP funding for use in the Transportation Management Area (TMA) and noted that \$7.7 million is currently available for distribution. Mr. Collins also noted that an additional apportionment of \$4.3 million will be awarded in October 2023.

Mr. Collins requested \$4 million in available CRP funding to fund the Regional Transportation Demand Management (TDM) Program with the addition of 1 million Transportation Development Credits (TDCs). Mr. Collins also requested \$7 million in available CRP funding to fund the currently deferred SH 71 Intelligent Transportation Systems (ITS) Project.

The Chair entertained a motion for approval of the CRP funding allocations and corresponding TDCs as presented with accompanying Resolution 2023-5-9.

Vice Chair Rudy Metayer moved for approval of the CRP funding allocations and corresponding TDCs as presented with accompanying Resolution 2023-5-9.

Mayor Jane Hughson seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Rudy Metayer (Proxy for Mayor Travis Mitchell), Commissioner Clara Beckett, Council Member Alison Alter, Judge Andy Brown (Proxy for Commissioner Jeffrey Travillion), Mayor Christine DeLisle, Mayor Pro Tem Paige Ellis, Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes, Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Mayor Jim Penniman- Morin), Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Mayor Craig Morgan, Mayor Josh Schroeder, and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Joe Don Dockery, Council Member Natasha Harper-Madison, and Ms. Amy Pattillo

The Chair resumed the next order of business with Agenda Item 6 Discussion and Take Appropriate Action on Amendments to the 2023-2026 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP).

Commissioner Joe Don Dockery joined the meeting.

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

Start Video at 00:2:55

6. Discussion and Take Appropriate Action on Amendments to the 2023-2026 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

The Chair recognized Mr. Ryan Collins who continued with a brief overview of the Spring amendment cycle. Mr. Collins discussed the schedule for the 2023-2026 TIP and 2045 RTP and highlighted the amendment requests received.

Ms. Doise Miers, CAMPO Community Outreach Manager provided a brief overview of the public involvement process for the Spring amendment cycle. Ms. Miers noted the public comment period began on March 20, 2023 and closed on April 20, 2023. Ms. Miers further reported that two (2) open houses were held and a public hearing was held at the April 10, 2023 Transportation Policy Board Meeting. The Board was informed that a total of 475 comments were received during the public comment. Ms. Miers provided a summary of the comments received and noted that a review of the comments was completed by the TAC prior to making its recommendation.

Commissioner Joe Don Dockery joined the meeting.

The Chair recognized the following individuals who offered public comments on the amendments to the 2023-2026 TIP and 2045 RTP.

1. Ms. Heyden Black Walker, Reconnect Austin
2. Ms. Addie Walker, Reconnect Austin
3. Ms. Miriam Shoenfield, Rethink35
4. Mr. Adam Greenfield, Rethink35

The Chair entertained a motion for approval of the amendments to the 2023 TIP and 2045 RTP as presented with accompanying Resolution 2023-5-6.

Mayor Craig Morgan moved for approval of the amendments to the 2023 TIP and 2045 RTP as presented with accompanying Resolution 2023-5-6.

Vice Chair Rudy Metayer seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Council Member Natasha Harper-Madison and Ms. Amy Pattillo

Video of this item can be viewed at <https://www.youtube.com/watch?v=jNisikTuHHA>.
Start Video at 00:13:11

7. Discussion and Take Appropriate Action on Federal Transit Administration (FTA) Section 5310 Project Call

The Chair recognized Mr. Ryan Collins who further provided a brief overview of the FTA Section 5310 Program and the evaluation process for the FTA Section 5310 Project Call. Mr. Collins presented the FTA Section 5310 Program recommendations and noted that all of the projects that were submitted would likely be fully funded. Mr. Collins informed the Board that the Technical Advisory Committee and staff are recommending the approval of the FTA Section 5310 Program recommendations, as presented.

The Chair entertained a motion for approval of the FTA Section 5310 Program recommendations as presented with accompanying Resolution 2023-5-7.

Mayor Jane Hughson moved for approval of the FTA Section 5310 Program recommendations as presented with accompanying Resolution 2023-5-7.

Commissioner Debbie Ingalsbe seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Council Member Natasha Harper-Madison and Ms. Amy Pattillo

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

8. Discussion and Take Appropriate Action on CAMPO Executive Director to Begin Negotiation on Regional Mobile Emission Reduction Plan

The Chair recognized Mr. Ryan Collins who also provided a brief overview of the procurement process for the development of the Regional Mobile Emission Reduction Plan. Mr. Collins identified ICF as the top ranked consultant firm and requested authorization for the CAMPO Executive Director to begin negotiations for the Regional Mobile Emission Reduction Plan.

The Chair entertained a motion for approval to authorize the CAMPO Executive Director to begin negotiations for the Regional Mobile Emission Reduction Plan.

Mayor Josh Schroeder moved for approval to authorize the CAMPO Executive Director to begin negotiations for the Regional Mobile Emission Reduction Plan.

Mayor Craig Morgan seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Council Member Natasha Harper-Madison and Ms. Amy Pattillo

Video of this item can be viewed at <https://www.youtube.com/watch?v=jNisikTuHHA>.
Start Video at 00:34:41

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

The Chair recognized Ms. Theresa Hernandez, CAMPO Finance and Administration Manager who provided a brief overview of the draft FY 2024 and 2025 UPWP. Ms. Hernandez informed the Board that the UPWP covers two (2) fiscal years and includes five (5) main work tasks. Ms. Hernandez also presented a timeline for Technical Advisory Committee recommendation and Transportation Policy Board approval of the FY 2024 and 2025 UPWP.

Video of this item can be viewed at <https://www.youtube.com/watch?v=jNisikTuHHA>.
Start Video at 00:37:56

11. Discussion on CAMPO Appointment to the Capital Metro Board

The Chair reminded the Board that CAMPO's appointment of Ms. Diane Bangle to the Capital Metro Board was due to an unexpired term that will expire in June 2023. The Chair informed the Board that Ms. Bangle has expressed interest in serving a full term. The Chair noted positive feedback has been received regarding Ms. Bangle's service to the Capital Metro Board so far and it is her recommendation to reappoint Ms. Bangle to the Capital Metro Board for an additional term at the June meeting.

Video of this item can be viewed at <https://www.youtube.com/watch?v=jNisikTuHHA>.
Start Video at 00:40:52

12. Executive Director's Report on Transportation Planning Activities

a. 2024 Meeting Schedule of Transportation Policy Board

Mr. Ashby Johnson, CAMPO Executive Director reported that the draft 2024 meeting schedule is included in the meeting materials for early review to meet the advance notice requirements for reserving meeting space for the 2024 Transportation Policy Board meetings.

Ms. Doise Miers provided the draft 2024 meeting dates and noted a potential change for the April meeting date to accommodate the scheduled 2024 Solar Eclipse.

The Chair noted that the draft 2024 meeting dates will be provided to the Board in a subsequent email and reminded the Board that the July meetings are routinely canceled.

b. CAMPO & AAMPO Joint MPO Meeting

Mr. Johnson also reported that staff has been working with the MPO in San Antonio to revive its practice of meeting with them annually. Mr. Johnson reported that there will be a joint meeting of the Capital Area MPO and Alamo Area MPO on June 16, 2023 in San Marcos, TX. Mr. Johnson added that a "Save the Date" was sent to board members and a draft agenda is in development.

The Chair encouraged board members to be in attendance for the Capital Area MPO and Alamo Area MPO Joint Meeting.

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

Start Video at 00:41:39

13. 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 May 22, 2023 at 2:00 p.m.

c. The next Transportation Policy Board Meeting will be held on June 12, 2023 at 2:00 p.m.

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

Start Video at 00:01:11

14. Adjournment

The May 8, 2023 meeting of the Transportation Policy Board was adjourned at 2:47 p.m. by unanimous consent.

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

Start Video at 00:01:11



Date: June 12, 2023
Continued From: February 13, 2023
Action Requested: Approval

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item: 6
Subject: Discussion and Take Appropriate Action on FY 2022 & 2023 Unified Planning Work Program (UPWP) Amendment #5

RECOMMENDATION

CAMPO staff recommends the Transportation Policy Board approve FY 2022 & 2023 Unified Planning Work Program (UPWP) Amendment Four and accompanying Resolutions 2023-6-6 (**Attachment A**).

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to add PL funding for the operational and moving expenses. Add the Regional Mobile Emission Reduction Plan.

FINANCIAL IMPACT

Amendment Five will increase the FY 2022 & 2023 UPWP (**Attachment B**) by the amount of \$1,250,000.00.

BACKGROUND AND DISCUSSION

The UPWP is the federally-required document that identifies work tasks to be completed in the CAMPO region. The proposed Amendment Five to the FY 2022 & 2023 UPWP is detailed as follows:

2022 & 2023 Unified Planning Work Program: Amendment Five	
Subtask 1.1	Add \$250,000 PL funds for operational and moving expenses.
Subtask 5.2.13	Add Regional Mobile Emission Reduction Plan, \$1,000,000 FHWA and 250,000 TDCs

SUPPORTING DOCUMENTS

Attachment A – Resolution 2023-6-6

Attachment B – FY 2022 & 2023 Unified Planning Work Program with Proposed Amendment #5



Resolution 2023-6-6

Acknowledging the Transportation Policy Board's Adoption of Amendment Five to the CAMPO FY 2022 & 2023 Unified Planning Work Program

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 mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, 23 U.S.C. 134 and Section 5303 of the Federal Transit Act, require that the Metropolitan Planning Organizations, in the cooperation with the State, develop transportation plans and programs for urbanized areas of the state; and

WHEREAS, 23 CFR 450.308 requires that transportation planning activities performed with federal transportation funds be documented in a Unified Planning Work Program; and

WHEREAS, CAMPO's Transportation Policy Board adopted the *FYs 2022 & 2023 Unified Planning Work Program (UPWP)* on June 14, 2021 and approved Amendment Four on February 13, 2023; and

WHEREAS, staff is proposing Amendment Five to add an additional \$250,000 of PL funding operational and moving expenses, subtask 1.1. Include the Regional Mobile Emission Reduction Plan, \$1,000,000 FHWA and 250,000 TDCs, subtask 5.2.13. This revision is depicted in the background material accompanying this proposed resolution; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the requested amendment to the CAMPO *FYs 2022 & 2023 Unified Planning Work Program* as reflected in this Resolution; and directs the Executive Director to transmit the adopted amendment to the Federal Highway Administration through the Texas Department of Transportation; 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 CAMPO *FY 2022 & 2023 Unified Planning Work Program* as reflected was made on June 12, 2023, by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of June 2023.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DRAFT



FY 2022 & 2023

UNIFIED PLANNING WORK PROGRAM

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Adopted by the Transportation Policy Board: June 14, 2021
Amended by the Transportation Policy Board: October 11, 2021
Amended by the Transportation Policy Board: February 14, 2022
Amended by the Transportation Policy Board: October 3, 2022
Amended by the Transportation Policy: February 13, 2023
Amended by the Transportation Policy: June 12, 2023

Credit and Disclaimer Statement

Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

- 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 2022- 2023. 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.

The appendices contain the following:

- Appendix A: Transportation Policy Board Membership
- Appendix B: Metropolitan Area Boundary Map
- Appendix C: Debarment Certification
- Appendix D: Lobbying Certification
- Appendix E: Certification of Compliance
- Appendix F: Certification of Internal Ethics and Compliance

FAST Act Planning Factors

FAST Act contains ten broad planning areas that should be considered when developing plans and programs. The work tasks contained in the FYs 2022 - 2023 UPWP have considered the following ten areas, some more directly than others:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

Further, the work tasks consider the federal performance goals in the following seven areas:

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

- 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 2022 and 2023. 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) and Transit Asset Management (TAM). 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 Metropolitan Planning Organization's planning area.

- **EXPECTED PRODUCTS**

Certified transportation planning process
FY 2021 & FY 2022 Single Audit
Unified Planning Work Program (FYs 2022 & 2023) and amendments
Unified Planning Work Program (FYs 2024 & 2025)
FY 2021 & 2022 Annual Project Listing
FY 2021 & 2022 Annual Performance and Expenditure Report
Statistics and Metrics Dashboard
New equipment and computer hardware/software

- **PREVIOUS WORK**

Performed general administrative functions
FY 2020 & 2021 Unified Planning Work Program and amendments
FY 2019 & 2020 Annual Project Listing
FY 2019 & 2020 Annual Performance and Expenditure Report
FY 2019 & 2020 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
Regional Transit Study
Bergstrom Spur Study
Regional Transportation Demand Management (TDM) Study

- **SUBTASKS**

Subtask 1.1 MPO Staff Work for Task 1.0

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 2022 & 2023 Unified Planning Work Program, development of the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL), development of the FY 2024 & 2025 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 Metropolitan Planning Organization
Funding Requirement: ~~\$3,908,388~~ \$158,388 PL
Product(s): Certified transportation planning process; Updated or new documents and reports
Statistics and Metrics Dashboard New equipment and computer hardware/software

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 Metropolitan Planning Organization
 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 Costs – 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 Metropolitan Planning Organization
 Funding Requirement: \$50,000 PL
 Product(s): Single Audit Report, financial statements

- FUNDING SUMMARY**

Task 1.0 - FY 2022 & FY 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	
1.1	CAMPO	1,978,501	1,929,887					1,978,501	1,929,887	3,908,388
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		2,078,501	2,079,887	-	-	-	-	2,078,501	2,079,887	4,158,388

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.

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	
1.1	CAMPO	1,978,501	2,179,887					1,978,501	2,179,887	4,158,388
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		2,078,501	2,329,887	-	-	-	-	2,078,501	2,329,887	4,408,388

Formatted: Highlight

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 2045 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
2040 Plan related performance measures
Development 2045 Travel Demand Model
Regional Arterial Plan Modeling
UrbanSim (Demographic Allocation Tool)
Interactive Web Viewer – Regional Arterial Plan

- **SUBTASKS**

Subtask 2.1 MPO Staff Work for Task 2.0

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 2045 Plan. Develop the datasets for running the Allocation Tool for the 2045 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 2020 base year model, performing model runs for the amendments of the 2045 Plan, 2019-2022 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 Metropolitan Planning Organization
Funding Requirement: \$449,225 PL
Product(s): Technical memoranda, final reports, PEL and NEPA related reports and analyses.

Subtask 2.2 GIS, Demographic Forecast, & Travel Demand – Consultant Work

2.2.1 Demographic Forecast and Travel Demand Modeling Projects for 2045 Plan

Conduct activities related to the travel demand model in support of development of the 2045 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 Metropolitan Planning Organization
Product(s): Interactive Web Viewer, UrbanSim, Development 2045 Travel Demand Model, Model files for development of the 2045 RTA, draft and final 2045 RTA document.

- FUNDING SUMMARY

Task 2.0 - FY 2022 & FY 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5304		Local		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	
2.1	CAMPO	219,332	229,893					219,332	229,893	449,225
2.2	CAMPO	-	-					-	-	-
2.3	CAMPO	-	-					-	-	-
TOTAL		219,332	229,893					219,332	229,893	449,225

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**
2021-2024 Transportation Improvement Program
2023-2024 Transportation Improvement Program
10 Year Plan
Performance Measure Report
Project Progress Report
2023-2026 TASA 4-Project Call
Project Prioritization Process
Congestion Management Process
- **PREVIOUS WORK**
2019-2022 Transportation Improvement Program
Project Tracking
Performance Measure Report
Congestion Management Process (CMP)
Special Funding Report
- **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 2021-2024 Transportation Improvement Program, development of the FY 2023-2026 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: \$565,667 PL
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos, 2021-2023 TIP amendments, 2023-2026 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: \$498,720 STBG 124,680 TDCs
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos

- **FUNDING SUMMARY**

Task 3.0 - FY 2022 & FY 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	
3.1	CAMPO	278,080	287,587					278,080	287,587	565,667
3.2	CAMPO	21,000	24,000			-		21,000	24,000	45,000
3.3	CAMPO	-	-	262,720	236,000			262,720	236,000	498,720
TOTAL		299,080	311,587	262,720	236,000	-	-	561,800	547,587	1,109,387

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.

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**

Maintenance of the 2045 Regional Transportation Plan
Coordinated Public Transit – Health and Human Services Transportation Plan Update
Performance Measures

- **PREVIOUS WORK**

2045 Regional Transportation Plan
2040 Regional Transportation Plan Amendments
2040 Regional Transportation Plan implementation products initial work products related to the development of the 2045 Regional Transportation Plan
Develop a regional bicycle and pedestrian plan

- **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 2040 Regional Transportation Plan, developing the CAMPO 2045 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: \$923,773 PL
Product(s): Planning documents, data sets, contract procurement materials and billing packages, and networks

Subtask 4.2 2045 Metropolitan Transportation Plan

4.2.1 2045 Metropolitan Transportation Plan

Maintenance of the CAMPO 2045 Regional Transportation Plan.

Responsible Agency: Capital Area Metropolitan Planning Organization
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: \$110,000 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 CARTS Transportation Development Plan

Develop a comprehensive 5-year transportation development plan for CARTS 9-county district to serve as a blueprint for refining existing passenger services and defining future expansion of passenger services.

Responsible Agency: CARTS
Funding Requirement: \$166,667 FTA 5304 and \$33,333 TxDOT

4.4.2 Austin Urban Trails, Pedestrian and Sidewalks, and Bicycle Plan Updates

The City of Austin is updating its Urban Trails, Bikeways, and Sidewalk plans in the 2020-2022 timeframe. In addition to updating these three existing plans, the process will include the addition of both a pedestrian crossing infrastructure plan component and an equity framework component.

Responsible Agency: City of Austin
Funding Requirement: \$1,650,000 City of Austin Local Funds

4.4.3 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

4.4.4 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

4.4.5 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

4.4.6 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)

• **FUNDING SUMMARY**

Task 4.0 - FY 2022 & FY 2023

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5304		STBG		STATE		LOCAL		FTA		USDOT (854A)		IN-KIND DONATION		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	
4.1	CAMPO	456,472	467,301															456,472	467,301	923,773
4.2	CAMPO	-	-															-	-	-
4.3	CAMPO			75,000	35,000													75,000	35,000	110,000
4.4	OTHER AGENCIES			166,667				33,333		2,050,000	500,000	750,000	1,680,100		350,000		87,500	3,000,000	2,617,600	5,617,600
TOTAL		456,472	467,301	241,667	35,000			33,333		2,050,000	500,000	750,000	1,680,100		350,000		87,500	3,531,472	3,119,901	6,651,373

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.

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
Western Caldwell County Transportation Study and Schematic Development
FM 1626/RM 967 Intersection
Garlic Creek Parkway
~~US 290/RM 12 & Mercer District (Project Cancelled)~~
Freight Study
Bottleneck Study
San Marcos Planning Study
Northeast Burnet County Corridor Study
Project Readiness for Regional Corridor Improvement Projects
SL 150/Chestnut Street Corridor Study
Austin Avenue Corridor Study
Regional Safety Action Plan

- **PREVIOUS WORK**

Regional Arterial and MoKan/Northeast Subregional
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:	\$192,644 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 TBD.

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 US 290/RM 12 & Mercer District**~~

~~Land use, corridor and node analysis. Contract TBD.~~

~~Responsible Agency: CAMPO and City of Dripping Springs
Funding Requirement: \$360,000 STBG \$90,000 Local Funds~~

5.2.4 Western Caldwell County Transportation Study and Schematic Development

Conduct feasibility study for new location roadway. Contract ongoing.

Responsible Agency: CAMPO and Caldwell County
Funding Requirement: \$1,200,000 STBG and \$300,000 State Funds

5.2.5 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 TBD.

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

5.2.6 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

5.2.7 San Marcos Platinum Planning Study

Land use, corridor, and node analysis. Contracted.

Responsible Agency: CAMPO and City of San Marcos
Funding Requirement: \$136,000 STBG \$34,000 Local Funds

5.2.8 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

5.2.9 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 TBD.

Responsible Agency: CAMPO
Funding Requirement: \$7,000,000 Concession Funds

5.2.10 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 TBD.

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

5.2.11 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 TBD.

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

5.2.12 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)

5.2.13 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

Subtask 5.3 Corridor and Feasibility Studies (undertaken by agencies other than CAMPO in the CAMPO region)

- FUNDING SUMMARY**

Task 5.0 - FY 2022 & 2023

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		State		Concession		USDOT (SS4A)		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	
5.1	CAMPO	94,097	98,547	-	-	-	-	-	-	-	-	-	-	94,097	98,547	192,644
5.2	CAMPO	-	600,000	996,000	1,205,000	34,000	220,000	215,000	85,000	1,800,000	5,200,000	-	2,320,000	3,045,000	9,630,000	12,675,000
5.3	OTHER Agencies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL		94,097	698,547	996,000	1,205,000	34,000	220,000	215,000	85,000	1,800,000	5,200,000	-	2,320,000	3,139,097	9,728,547	12,867,644

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.

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		State		Concession		USDOT (SSAA)		FHWA		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	
S.1	CAMPO	94,097	98,547	-	-	-	-	-	-	-	-	-	-	-	-	94,097	98,547	192,644
S.2	CAMPO	-	600,000	996,000	1,205,000	34,000	220,000	215,000	85,000	1,800,000	5,200,000	-	2,320,000	-	1,000,000	3,045,000	10,630,000	13,675,000
S.3	OTHER Agencies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL		94,097	698,547	996,000	1,205,000	34,000	220,000	215,000	85,000	1,800,000	5,200,000	-	2,320,000	-	1,000,000	3,139,097	10,728,547	13,867,644

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).

BUDGET SUMMARY - FY 2022 & 2023

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5304	FTA 5307	FTA	STBG	Local Funds	STATE	Concession	USDOT	In-Kind Donation	Total Funds
1.0	Administration-Management	4,158,388								-	-	4,158,388
2.0	Data Development and Maintenance	449,225								-	-	449,225
3.0	Short Range Planning	610,667				498,720				-	-	1,109,387
4.0	Metropolitan Transportation Plan	923,773	110,000				-			-	-	1,033,773
4.4	MTP (other agencies)		166,667		2,430,100		2,550,000	33,333		350,000	87,500	5,617,600
5.0	Special Studies	792,644				2,201,000	254,000	300,000	7,000,000	2,320,000	-	12,867,644
TOTAL		6,934,697	276,667	-	2,430,100	2,699,720	2,804,000	333,333	7,000,000	2,670,000	87,500	25,236,017

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 \$5,826,136
 Estimated Unexpended Carryover ~~\$1,108,561~~ 1,358,561
 TOTAL TPF \$6,934,697 1,84,697

Formatted: Font: 10 pt

² Estimate based on prior years' authorizations.

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5304	FTA 5307	FTA	STBG	Local Funds	STATE	Concession	USDOT	FHWA	In-Kind Donation	Total Funds
1.0	Administration-Management	4,408,388								-		-	4,408,388
2.0	Data Development and Maintenance	449,225								-		-	449,225
3.0	Short Range Planning	610,667				498,720				-		-	1,109,387
4.0	Metropolitan Transportation Plan	923,773	110,000				-			-		-	1,033,773
4.4	MTP (other agencies)		166,667		2,430,100		2,550,000	33,333		350,000		87,500	5,617,600
5.0	Special Studies	792,644				2,201,000	254,000	300,000	7,000,000	2,320,000	1,000,000	-	13,867,644
TOTAL		7,184,697	276,667	-	2,430,100	2,699,720	2,804,000	333,333	7,000,000	2,670,000		87,500	26,486,017



Date: June 12, 2023
Continued From: May 5, 2023
Action Requested: Adoption

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item: 7
Subject: Discussion and Take Appropriate Action to adopt FYs 2024 & 2025 Unified Planning Work Program (UPWP)

RECOMMENDATION

The Technical Advisory Committee and CAMPO staff recommend that the Transportation Policy Board (TPB) approve the FYs 2024 and 2025 Unified Planning Work Program (Attachment A) and the accompanying resolution (Attachment B).

PURPOSE AND EXECUTIVE SUMMARY

The Unified Planning Work Program is the budget document for CAMPO. The UPWP not only serves as the budget for CAMPO but also is a public-facing document that gives some indication of regional planning activities that are underway and yet to start. CAMPO is required to include studies from every jurisdiction and transportation agency within its boundaries.

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 following revisions were made from the draft to the final:

- Page 11: Included additional information for Demographic Forecasting
- Page 12: Included additional information for Travel Demand Modeling
- Page 15: Added additional funding to Regional Transportation Demand Management Program
- Page 18: Included additional information to the 2050 Metropolitan Transportation Plan and changed funding from \$300,000 to \$500,000
- Page 28: Included the Northeast Burnet County Corridor Study and funding

On May 22, 2023, the Technical Advisory Committee unanimously recommended approval of the FY 2024 and 2025 UPWP.

SUPPORTING DOCUMENTS

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

Attachment B – *Resolution 2023-6-7*

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

Table of Contents

	PAGE
EXECUTIVE SUMMARY (Optional)	#
I. INTRODUCTION	
A. Purpose	#
B. Definition of Area	#
C. Organization	#
D. Private Sector Involvement	#
E. Planning Issues and Emphasis	#
II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT	
A. Objective	#
B. Expected Products	#
C. Previous Work	#
D. Subtask 1.1: <i>Name the Subtask</i>	#
E. Subtask 1.2: <i>Name the Subtask</i>	#
F. Task 1.0: Funding Summary Table	#
III. TASK 2.0 – DATA DEVELOPMENT AND MAINTENANCE	
A. Objective	#
B. Expected Products	#
C. Previous Work	#
D. Subtask 2.1: <i>Name the Subtask</i>	#
E. Subtask 2.2: <i>Name the Subtask</i>	#
F. Task 2.0: Funding Summary Table	#
IV. TASK 3.0 – SHORT RANGE PLANNING	
A. Objective	#
B. Expected Products	#
C. Previous Work	#
D. Subtask 3.1: <i>Name the Subtask</i>	#
E. Subtask 3.2: <i>Name the Subtask</i>	#
F. Task 3.0: Funding Summary Table	#
V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN	
A. Objective	#
B. Expected Products	#
C. Previous Work	#
D. Subtask 4.1: <i>Name the Subtask</i>	#

E. Subtask 4.2: *Name the Subtask*#

F. Task 4.0: Funding Summary Table#

VI. TASK 5.0 – SPECIAL STUDIES

A. Objective.....#

B. Expected Products.....#

C. Previous Work#

D. Subtask 5.1: *Name the Subtask*#

E. Subtask 5.2: *Name the Subtask*#

F. Task 5.0: Funding Summary Table#

~~VII.~~ **BUDGET SUMMARY**

~~5.~~ 5. A. Budget Summary
Table.....#

APPENDICES:

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

B. Metropolitan Area Boundary Map

~~C.~~ Debarment Certification

~~5.~~ 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) 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 2025, 2030 and 2050 demographic forecasts to be used for required 2050 Plan. Develop the datasets for running the Allocation Tool for the 2050 Plan. Begin gathering demographic data to update to a new

~~2025 Base Year Travel Demand Model 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:

~~Maintain and rRun CAMPO's FTA-compliant and time-of-day model. Specific activities will include coordination with TxDOT on development of the new 20205 base year model to include updated 2025, 2030 and 2050 forecast demographics and corresponding 2025, 2030 and 2050 fiscally constrained transit and highway networks, 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 activitiesRun 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 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
Funding Requirement: \$4,000,000 FHWA 1,000,000 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

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.

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		FHWA		Total		Grand Total
		2024	2025	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	-			4,000,000		4,160,000	-	4,160,000
TOTAL		280,171	299,918	160,000	-	-	-	4,000,000	-	4,440,171	299,918	4,740,089

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

This subtask includes development of a multi-modal Metropolitan Transportation Plan (referred to as a Regional Transportation Plan) for the CAMPO planning area for a 2050 horizon year that meets federal requirements and regional goals. The 2050 Regional Transportation Plan will incorporate planning work completed by CAMPO member agencies as well as CAMPO-led planning efforts and processes including the 2050 travel demand model, Congestion Management Process, Regional Freight Study, Bottleneck Study, Regional Safety Action Plans, Regional Mobile Emission Reduction Plan, and Coordinated Transit – Health and Human Services Transportation Plan. Tasks will include review of regional goals and objectives; analysis of existing conditions, trends, and unconstrained needs; project list development and prioritization in collaboration with CAMPO member agencies; fiscal constraint assessment; travel demand forecasting and performance measurement for the horizon year transportation network; addressing areas of emphasis from the Infrastructure Investment and Jobs Act; public outreach and engagement; mapping and visual communication; and report writing. CAMPO will contract a consultant to assist with the development of the CAMPO 2050 Regional Transportation Plan. Contract TBD.
~~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

~~Feasibility study.~~

Responsible Agency: TxDOT District

Funding Requirement: \$2,000,000 State Funds

4.4.7 FM 97-3 - FM 1660 to US 290

~~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 design.~~

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 design.~~

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 design.~~

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 design~~XX~~.

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

4.4.12 IH ~~3~~₅ - SH 45SE to CR 382 (M35 PEL)
~~XX~~Feasibility study.

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

4.4.13 RM ~~18~~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~~₆ - RM 150 to Travis CL in Hays County
~~XX~~Feasibility study.

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

4.4.15 SH ~~2~~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 - 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 - 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 - 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 - 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 - 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 - 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
XXFeasibility 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) 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

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.

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	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
		-	-					-	-	-						-	-	-
TOTAL		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) 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

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.

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		State		FHWA		In-Kind		USDOT (SS4A)		Total		Grand Total
		2024	2025	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	-	580,000	-	2,320,000	-	10,185,000	-	10,185,000
TOTAL		706,712	146,762	865,000	-	220,000	-	4,600,000	-	1,000,000	-	580,000	-	2,320,000	-	10,291,712	146,762	10,438,474

VII. BUDGET SUMMARY

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.

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			4,000,000	-	-	4,740,089
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	580,000	10,438,474
TOTAL		8,077,514	70,000	-	2,430,100	1,025,000	3,300,000	93,704,688	5,000,000	2,670,000	667,500	116,944,802

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

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*

*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



Resolution 2023-6-7

Acknowledging the Transportation Policy Board's Adoption of CAMPO's FY 2022 & 2023 Unified Planning Work Program

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 mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, 23 U.S.C. 134 and Section 5303 of the Federal Transit Act, require that the Metropolitan Planning Organizations, in the cooperation with the State, develop transportation plans and programs for urbanized areas of the state; and

WHEREAS, 23 CFR 450.308 requires that transportation planning activities performed with federal transportation funds be documented in a Unified Planning Work Program; and

WHEREAS, the Technical Advisory Committee and the CAMPO staff recommend approval of the accompanying *FYs 2024 & 2025 Unified Planning Work Program (UPWP)*; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve CAMPO's *FY's 2024 & 2025 Unified Planning Work Program* as reflected in this Resolution and in the accompanying studies and projects listed in Tasks One through Five; and directs the Executive Director to transmit the adopted plan to the Federal Highway Administration through the Texas Department of Transportation; 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 adopt the CAMPO *FY 2024 & 2025 Unified Planning Work Program* as reflected was made on June 12, 2023, by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of June 2023.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DRAFT



Date: June 12, 2023
Continued From: February 13, 2023
Action Requested: Approval

To: Transportation Policy Board
From: Commissioner Cynthia Long, Transportation Policy Board Chair
Agenda Item: 8
Subject: Discussion and Take Appropriate Action on CAMPO Appointment to the Capital Metro Board

RECOMMENDATION

Staff recommends approval of the reappointment of Ms. Diane Bangle to continue serving as the CAMPO executive-level appointee to the Capital Metro Board, in accordance with Section 451.5021 of the Texas Transportation Code. This term will expire on June 1, 2026.

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

Ms. Bangle was appointed as the appointee with “...at least 10 years of experience in an executive-level position in a public or private organization, including a governmental entity.”

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Ms. Bangle was first appointed to the Capital Metro Board on February 13, 2023 to fill the unexpired term of Mr. Wade Cooper, whose term expired on June 1, 2023. She has indicated her willingness to serve for an additional term as one of CAMPO’s appointees to Capital Metro’s Board.

SUPPORTING DOCUMENTS

Attachment A – Resolution 2023-6-8



RESOLUTION 2023-6-8

Reappointment to the Capital Metropolitan Transportation Authority Board of Directors

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, Section 451.5021 of the Texas Transportation Code outlines the composition of the Board of Directors of the Capital Metropolitan Transportation Authority; and

WHEREAS, Section 451.5021 further stipulates that the Transportation Policy Board is charged with appointing three members to the Board of Directors of the Capital Metropolitan Transportation Authority; and

WHEREAS, Section 451.5021 (b)(1) specifies that one appointee must be an elected official; (b)(6) specifies that one appointee must have at least 10 years of experience as a financial or accounting professional; and (b)(7) specifies that one appointee must have at least 10 years of experience in an executive level position in a public or private organization; and

WHEREAS, on February 13, 2023 the CAMPO Transportation Policy Board appointed Ms. Diane Bangle to the Capital Metro Board of Directors as the member with at least 10 years of experience in an executive level position in a public or private organization; and

WHEREAS, it is in the best interest of the region to reappoint Ms. Bangle to another term;

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to reappoint Wade Cooper; 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, the CAMPO Transportation Policy Board made a motion to appoint Ms. Diane Bangle to the Capital Metropolitan Transportation Board of Directors. The motion was made on June 12, 2023 by _____, duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of June 2023.

Chair, CAMPO Board

Attest:

Director, CAMPO



Date: June 12, 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 Take Appropriate Action on Funding Adjustments for 183A Frontage Roads

RECOMMENDATION

Staff recommends the Transportation Policy Board approve funding adjustments for the 183A Frontage Roads as provided in Resolution 2023-6-9.

PURPOSE AND EXECUTIVE SUMMARY

The Texas Department of Transportation (TxDOT) – Austin District has made significant progress refunding previously deferred projects through the annual Unified Transportation Program (UTP) development process. As part of the development of the upcoming 2024 UTP, the Austin District has proposed funding adjustments between two projects, 183A Frontage Roads and RM 620 at Anderson Mill.

These projects were awarded \$100 million Surface Transportation Block Grant (STBG/Category 7) funding on May 6, 2019, as part of the funding commitment for congestion relief projects that included IH-35 North and South. That funding commitment allocated \$75 million to the 183A Frontage Road project and \$25 million to RM 620 at Anderson Mill.

The Austin District is proposing to move the \$25 million from RM 620 at Anderson Mill over to the 183A Frontage Road project to cover inflationary cost impacts. The RM 620 at Anderson Mill project will be refunded with Category 2 through the 2024 UTP process. Additional information regarding the projects and UTP process is available in the attachments.

Funding Adjustment Summary		
Project	Current Funding	Proposed Adjustment
RM 620 at Anderson Mill	\$25 Million (STBG/Category 7)	\$25 Million (Category 2)
183A Frontage Roads	\$75 Million (STBG/Category 7)	\$100 Million (STBG/Category 7)

FINANCIAL IMPACT

All STBG/Category 7 funding allocations must be approved by the Transportation Policy Board. The proposed funding adjustment regarding RM 620 at Anderson Mill and the 183A Frontage Roads does not alter the original STBG/Category 7 funding commitment of \$100 Million to these two projects by the Transportation Policy Board per Resolution 2019-5-8. (Please note that the funding authorization amounts provided in this item include the required match provided by TxDOT).

BACKGROUND AND DISCUSSION

The UTP is TxDOT’s annually updated 10-year transportation plan that schedules major projects for development and construction as funding is available. This process reflects the priorities of the Austin District and is the state’s mechanism that is used to adjust certain funding sources for current projects, schedule previously deferred projects for future funding, and initiate development on new projects.

SUPPORTING DOCUMENTS

Attachment A – *Additional Information*

Attachment B – *Resolution 2023-6-9*



Resolution 2019-5-8

Acknowledging the Transportation Policy Board's Conditional Approval of Allocation of Funding for Congestion Relief Projects

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 mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, every two years, CAMPO allocates Category 2, 7 and 9 funding to implement transportation improvements in the six-county region; and

WHEREAS, the Texas Department of Transportation maintains and operates the most travelled corridors in the CAMPO region including IH 35, US 183-A and RM 620; and

WHEREAS, US 183-A lacks frontage roads from RM 1431 to Avery Ranch Boulevard and is one of the most congested corridors in the CAMPO region; and

WHEREAS, RM 620 from RM 2222 to SH 45 is one of the most congested corridors in the CAMPO region; and

WHEREAS, IH 35 is the central artery of Texas, carries goods and people from Mexico to Canada, is the third most congested roadway in Texas, and the top mobility priority for the CAMPO region; and

WHEREAS, approximately \$500 million in Category 2 and 7 funding remains unallocated;

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to commit the allocation of \$500 million in Category 2 and 7 funding to the Texas Department of Transportation to construct congestion relief projects and deployed in the following manner: \$400 million to construct non-tolled managed lanes on IH 35, \$75 million to construct frontage roads on US 183-A from RM 1431 to Avery Ranch Boulevard, and \$25 million to construct a grade separation at the intersection of RM 620 and Anderson Mill Road; 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 conditionally approve the Allocation of Funding for Congestion Relief Projects as reflected was made on May 6, 2019 by Commissioner Cynthia Long duly seconded by Judge Sarah Eckhardt.

Ayes: Mayor Steve Adler, Commissioner Cynthia Long, Council Member Alison Alter, Commissioner Clara Beckett, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Jimmy Flannigan, Council Member Rudy Metayer (Proxy for Mayor Victor Gonzales), Mayor Jane Hughson, Commissioner Mark Jones (Proxy for Commissioner Edward Theriot), Council Member Ann Kitchen, Mr. Terry McCoy, Mr. Terry Mitchell, Mayor Craig Morgan, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: None

SIGNED this 6th day of May 2019.



Chair, CAMPO Board

Attest:



Executive Director, CAMPO

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 18-026

SUPPORT FOR 183A FRONTAGE ROADS SOUTH OF RM 1431 IN CEDAR PARK

WHEREAS, in 2002, the Central Texas Regional Mobility Authority (the "Mobility Authority") was created at the request of Williamson and Travis counties and under the authority of newly passed state legislation with a mission to implement innovative, multi-modal transportation solutions that reduce congestion and create transportation choices that enhance quality of life and economic vitality in the Central Texas Region; and

WHEREAS, the Mobility Authority Board of Directors has been committed to implementing a regional approach to developing transportation infrastructure, together with the Texas Department of Transportation ("TxDOT"), the Capital Area Metropolitan Organization ("CAMPO"), Williamson and Travis Counties, and the growing cities of the region; and

WHEREAS, the Mobility Authority has developed over \$1.8 billion in new roadway infrastructure for Central Texas; and

WHEREAS, in the petition to create the Mobility Authority both Williamson County and the City of Cedar Park endorsed the proposed 183A Project; and

WHEREAS, the Mobility Authority moved forward with the 183A Project as the first Mobility Authority project in 2003, and began construction of the \$234 million segment from Avery Ranch Road to the South San Gabriel River in 2005; and

WHEREAS, the Mobility Authority, given the severe financial constraints it faced as a startup agency, prioritized building out the non-tolled frontage roads from north of RM 1431 in Cedar Park to the South San Gabriel River in the City of Leander; and

WHEREAS, due to initial funding constraints the 183A Project did not include non-tolled frontage roads south of RM 1431; and

WHEREAS, Cedar Park has been collaboratively working with CTRMA, TxDOT and CAMPO to identify options for the construction of frontage roads south of RM 1431 to mitigate congestion on existing US 183 (Bell Boulevard) and to allow for renovation of the existing 183 corridor; and

WHEREAS, as a result of the success of the 183A Project and the significant growth along the corridor, the Mobility Authority made the decision to accelerate the building of the second phase of the project, costing \$95 million, by seven years in order to respond to, and enhance the

economic growth of the City of Cedar Park and the corridor and provide additional relief of congestion that resulted from the growth; and

WHEREAS, with unprecedented growth in Williamson County, mostly notably in Leander, Cedar Park and Liberty Hill, traffic volumes along US 183 and 183A are expected to increase 166% over the next 25 years, driving an even greater need for proactive measures to provide for congestion relief; and

WHEREAS, the Mobility Authority remains committed to providing that relief and creating transportation choices that enhance quality of life through projects such as 183A Phase III and 183 North; and

WHEREAS, the Mobility Authority supports the City of Cedar Park's efforts to mitigate congestion along US 183 (Bell Boulevard) and redirection of a portion of that demand to the 183A corridor given its ability to absorb that demand while preserving a high level of service; and

WHEREAS, the Mobility Authority looks forward to working with the City of Cedar Park in the scoping of the proposed frontage roads along the southern portion of 183A and endorses the City's important efforts in pursuing the construction of the aforementioned frontage roads; and

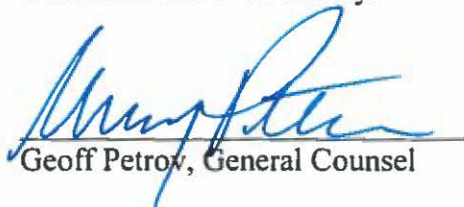
WHEREAS, the Mobility Authority will continue to work with stakeholders and the community in a collaborative effort to develop inventive and effective solutions that reduce congestion and preserve and improve the quality of life for the residents of Cedar Park;

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the Mobility Authority fully understands the importance of non-tolled frontage roads along the portion of 183A south of RM 1431 and fully endorses and supports the efforts of the City of Cedar Park in pursuing construction of these frontage roads; and

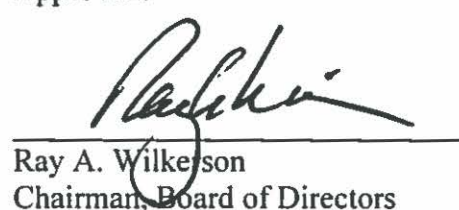
BE IT FURTHER RESOLVED, that while the Mobility Authority is precluded by existing bond covenants from financially contributing to construction of the 183A frontage roads south of RM 1431, the Board looks forward to working with the City of Cedar Park in the planning process and to integrating the frontage roads with the 183A Project.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of July 2018.

Submitted and reviewed by:


Geoff Petrov, General Counsel

Approved:

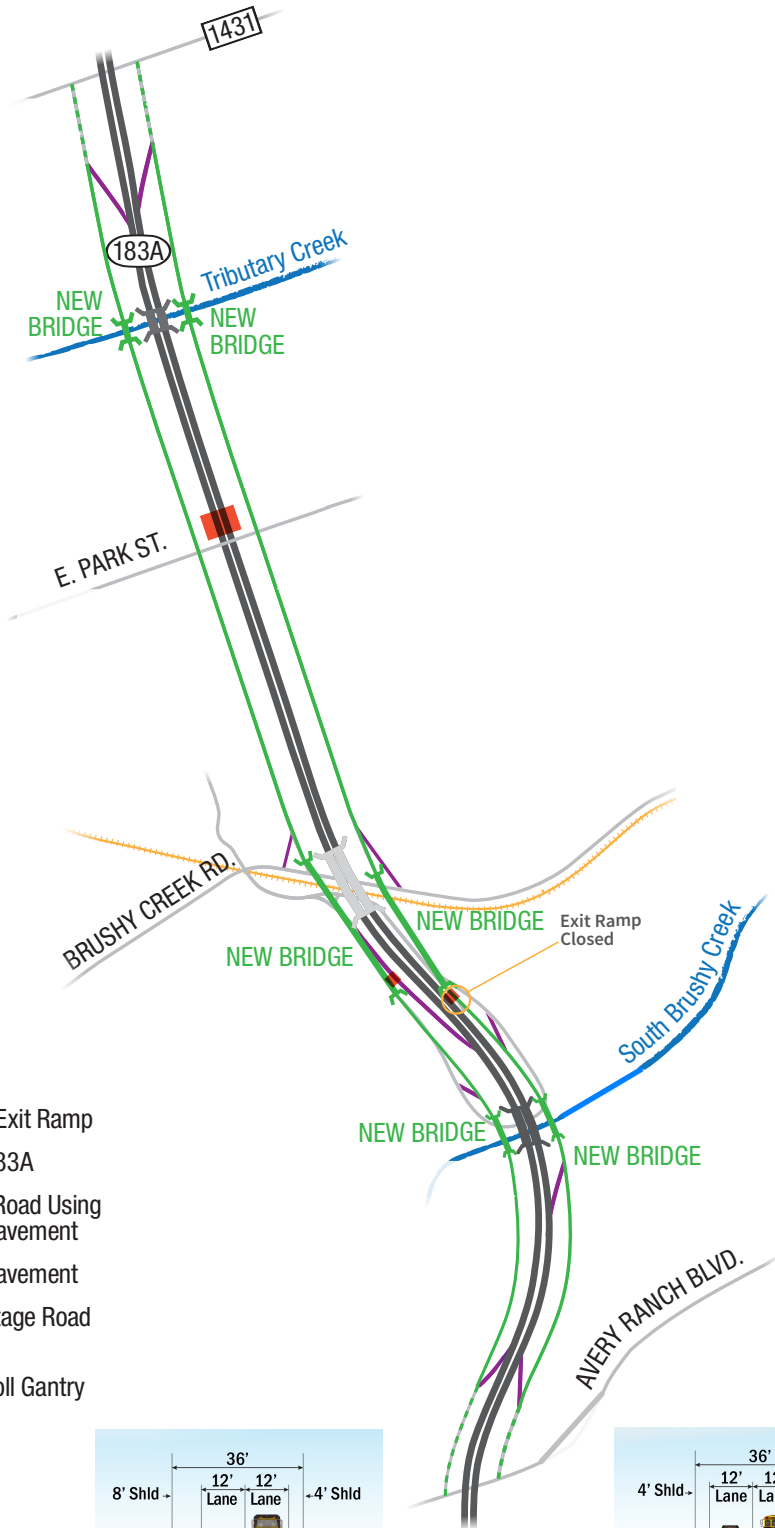

Ray A. Wilkerson
Chairman, Board of Directors

PROPOSED 183A FRONTAGE ROAD CONCEPT



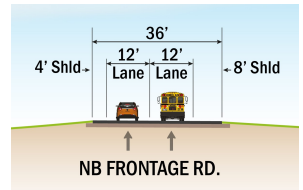
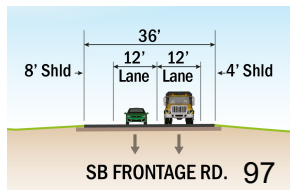
Grade separated parallel two-lane frontage road

Project Limits: Approx. 3 miles from RM 1431 to Avery Ranch Blvd.



LEGEND

- Entrance/Exit Ramp
- Existing 183A
- - - Frontage Road Using Existing Pavement
- Existing Pavement
- New Frontage Road Pavement
- Existing Toll Gantry





US 183 FRONTAGE ROAD

From RM 1431 to Avery Ranch Boulevard

JUNE 2023

OVERVIEW

Population growth and development in central Texas continues to increase. In an effort to address congestion and improve mobility along US 183 in Williamson County, TxDOT is constructing frontage roads parallel to the Central Texas Regional Mobility Authority's 183A toll road between RM 1431 and Avery Ranch Boulevard. The frontage roads will also serve as a relief route when the toll road is closed for maintenance or incidents.

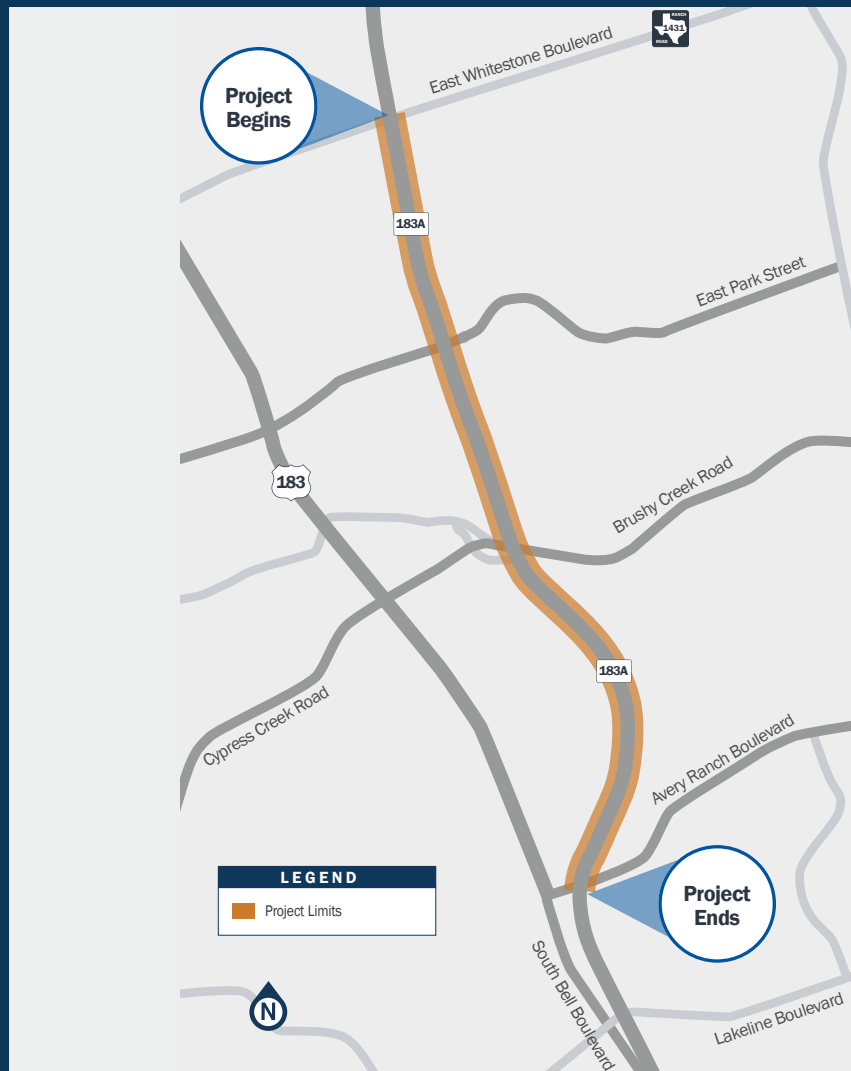
The approximate 3-mile US 183 frontage road project includes two grade-separated lanes on each side of the 183A toll road, as well as a shared-use path on the northbound side of the roadway.

CONTACT

TxDOT Austin District
Public Information Office

 (512) 832-7060

 ausinfo@txdot.gov



BENEFITS

The US 183 frontage road project will improve mobility and safety by constructing frontage roads parallel to the 183A toll road.

Other benefits include:



MOBILITY

Improving travel times and mobility by closing the frontage road gap between RM 1431 and Avery Ranch Boulevard.



SAFETY

Improving safety by reducing the number of driveways and intersections along the realigned US 183 frontage roads.



ENVIRONMENTAL

Reducing emissions with fewer idling vehicles queued at the existing seven signalized intersections.



FUTURE PLANNING

Allowing the city of Cedar Park more flexibility to align future development and improvements with city transportation and master plans.

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Williamson	0151-10-001	US183	C	City of Cedar Park	TxDOT	2023	\$75,000,000

Limits (From): RM1431

MPO ID: 61-00135-00

Limits (To): Avery Ranch Blvd.

Revision: 7/1/2022

Description: Construct 2-lane grade separated northbound and southbound frontage roads

History:

Remarks:

Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$3,591,149							
Right-of-Way:	\$0	1	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$75,000,000	2	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$3,591,149	3	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$916,109	4	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$0	5	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0	6	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Orders:	\$0	7	\$60,000,000	\$15,000,000	\$0	\$0	\$0	\$75,000,000
Total Cost:	\$83,098,407	8	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Approved Phases:	\$75,000,000	9	\$0	\$0	\$0	\$0	\$0	\$0
Performance Measures		10	\$0	\$0	\$0	\$0	\$0	\$0
PM 1: Safety	<input type="checkbox"/>	11	\$0	\$0	\$0	\$0	\$0	\$0
PM 2: Pavement Condition	<input type="checkbox"/>	12	\$0	\$0	\$0	\$0	\$0	\$0
PM 3: System Performance	<input checked="" type="checkbox"/>	Total	\$60,000,000	\$15,000,000	\$0	\$0	\$0	\$75,000,000

Funding Programs			
Category 1	Preventative Maintenance and Rehabilitation	Category 5	Congestion Mitigation and Air Quality
Category 2	Metropolitan and Urban Corridors	Category 6	Structures Replacement and Rehabilitation
Category 3	Non-Traditional and Local Funding	Category 7	Metropolitan Mobility and Rehabilitation
Category 4	Statewide Connectivity	Category 8	Safety
Category 9	Transportation Alternatives Set Aside	Category 10	Supplemental Transportation Programs
Category 11	District Discretionary	Category 12	Strategic Priority



WELCOME!

RM 620 at Anderson Mill Road Intersection Project Draft Environmental Assessment Notice of Availability and Virtual Public Hearing with In-Person Option

Thursday, May 18, 2023

Noel Grisham Middle School Cafeteria
10805 School House Lane, Austin, Texas 78750



Scan with QR Code!

- Please sign in
- View exhibits and interact with team members and TxDOT staff
- Ask questions
- Submit comments



Proposed Project Location & Overview

RM 620 at Anderson Mill Road from south of Foundation Road to Little Elm Trail, Travis and Williamson counties

Total length: 1.2 miles

Estimated construction cost: \$45 million



RM 620 at Anderson Mill Road Intersection Project



Anticipated Project Development Schedule

We are here!



*The environmental decision is contingent on USFWS consultation for endangered species.

**Construction is anticipated to take 2 years and is subject to change based on final design and construction methods used.

Timeline is contingent on funding, right of way acquisition, and utility relocation and, as such, dates are subject to change.



Resolution 2023-6-9

Acknowledging the Transportation Policy Board's Allocation of STBG Funding to 183A Frontage Roads

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 Transportation Policy Board is responsible for administration of the Surface Transportation Block Grant (STBG) funding in the six-county region including project selection and funding distribution to individual projects; and

WHEREAS, the Transportation Policy Board awarded TxDOT a total of \$100,000,000 in STBG funding for RM 620 at Anderson Mill (\$25,000,000) and 183A Frontage Roads (\$75,000,000) on May 6, 2019 as part of the Congestion Relief action; and

WHEREAS, the Texas Department of Transportation (TxDOT) Austin District has requested for \$25,000,000 in STBG funding previously allocated to RM 620 at Anderson Mill be re-allocated to 183A Frontage Roads; and

WHEREAS, the Transportation Policy Board has approved the allocation of \$25,000,000 in STBG funding to TxDOT for the 183A Frontage Roads; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the allocation of the requested \$25,000,000 in STBG funding to TxDOT for the 183A Frontage Road project 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 \$25,000,000 in STBG funding to TxDOT for the 183A Frontage Road project to TxDOT as reflected was made on June 12, 2023, by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of June 2023.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: June 12, 2023
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 10
Subject: Discussion and Take Appropriate Action on Functional Classification Designation for 183A Frontage Roads.

RECOMMENDATION

Staff recommends the Transportation Policy Board approve the functional classification of 183A Frontage Roads as provided in Resolution 2023-6-10.

PURPOSE AND EXECUTIVE SUMMARY

Staff is requesting functional classification assignment of the 183A Frontage Roads from RM 1431 in Cedar Park to Avery Ranch Blvd in the City of Austin. This project was awarded Surface Transportation Block Grant (STBG) funding by the Transportation Policy Board in 2019. This project will connect the existing frontage road facilities along new location, closing the gap in the frontage road system and enhancing a non-tolled alternative in keeping with state law. With the existing frontage roads on either side of the project are classified as major collectors, staff is recommending that the new section also be functionally classified as a major collector.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

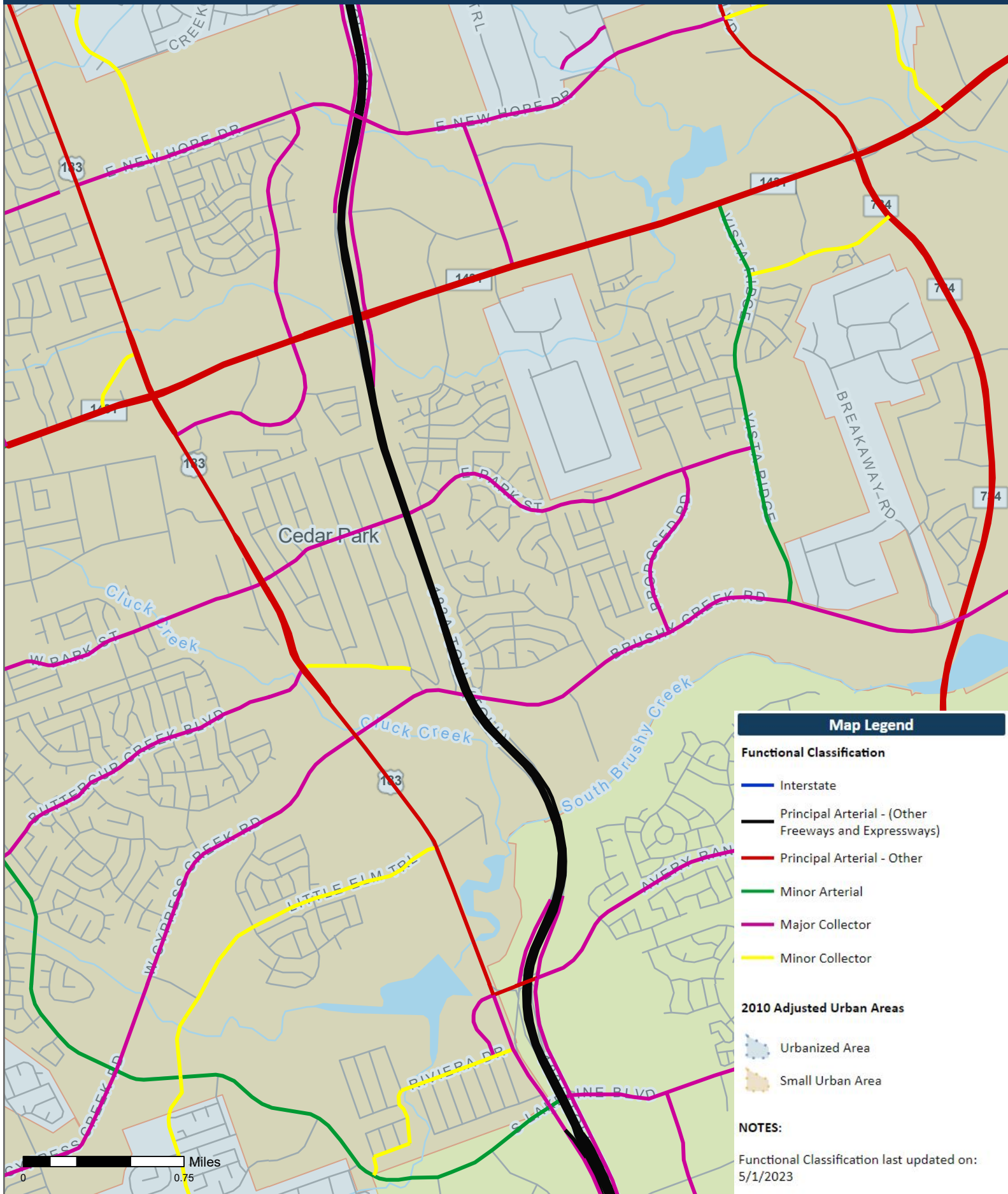
Functional classification changes reflect changes to the roadway network including connectivity, traffic, and capacity changes, often the result of transportation projects. The final determination of roadway functional classification is made by the Federal Highway Administration (FHWA) for federal funding eligibility; however, any functional classification change requests must have concurrence from CAMPO prior to FHWA's determination.

SUPPORTING DOCUMENTS

Attachment A – *Project Location Map*

Attachment B – *Resolution 2023-6-10*

183A Frontage Road Functional Classification





Resolution 2023-6-10

Approval of the Functional Classification for 183A Frontage Roads from Avery Ranch Blvd. to RM 1431

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 authorized by Federal and State law to conduct planning activities as required to develop regional plans and programs and to assist local entities as necessary to implement their plans and programs; and

WHEREAS, the Texas Department of Transportation (TxDOT), in coordination with the Federal Highway Administration (FHWA), periodically reviews the functional classifications of the federal and state roadway network and recommends changes based on current information and project development; and

WHEREAS, all functional classification change recommendations must be approved by the Transportation Policy Board; and

WHEREAS, TxDOT has submitted a roadway functional classification request to the Transportation Policy Board for the 183A Frontage Roads from Avery Ranch Blvd to RM 1431; and

WHEREAS, 183A Frontage Roads from Avery Ranch Blvd to RM 1431 are along new location and will connect with existing frontage roads at the project limits; and

WHEREAS, the functional classification of the existing 183A frontage roads is major collector; and

WHEREAS, the functional classification request for the 183A Frontage Roads from Avery Ranch Blvd to RM 1431 as a major collector; and

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Board hereby votes to approve the functional classification of 183A Frontage Roads from Avery Ranch Blvd to RM 1431 as a major collector; 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 functional classification request for 183A Frontage Roads from Avery Ranch Blvd to RM 1431 as reflected was made on June 12, 2023 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

DRAFT

SIGNED this 12th day of June 2023.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DRAFT



Date: June 12, 2023
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. William Lisska
Agenda Item: 11
Subject: Discussion and Take Appropriate Action on CAMPO Executive Director to Begin Negotiation on FM 1626 and RM 967 Intersection Study

RECOMMENDATION

Staff requests the Transportation Policy Board authorize the CAMPO Executive Director to negotiate and execute a contract with the top ranked consultant firm to develop the FM 1626 and RM 967 Intersection Study.

PURPOSE AND EXECUTIVE SUMMARY

On March 30, 2023, CAMPO issued a Request for Proposals (RFP) to solicit planning services to develop the FM 1626 and RM 967 Intersection Study, with proposals due on April 21, 2023. CAMPO seeks to assist the City of Buda with the development of a multimodal study at the subject intersection.

CAMPO received four responses to the RFP. These proposals were ranked and scored by the evaluation committee as detailed in the RFP, and the top two firms after proposal review were selected for interviews. The top-ranked firm after the interview process has been selected as the preferred contract recipient. A summary of the ranks is provided in the table below:

Rank	Firm Name	Proposals	Interviews	Total
1	RPS Infrastructure, Inc.	81	20	101
2	T J K M, Inc.	73	18	91
3	Ardurra Group, Inc.	56	n/a	56
4	Colliers Engineering & Design	39	n/a	39

FINANCIAL IMPACT

This contract will approve the use of up to \$160,000 in Surface Transportation Block Grant (STBG) funds, as described in the Unified Planning Work Program. The City of Buda will provide an additional \$40,000 in local contributions for a total project budget amount not to exceed \$200,000.

BACKGROUND AND DISCUSSION

This study will be led by CAMPO in partnership with the City of Buda (City). The purpose of this initiative is to assist the City with a multimodal study for the intersection of FM 1626 and RM 967. The study will identify needs and develop a context-sensitive transportation vision for the intersection. The study will build upon previous local and regional plans and will guide recommendations for CAMPO’s long-range Regional Transportation Plan (RTP), the City’s Comprehensive Plan update, and other planning efforts.

SUPPORTING DOCUMENTS

Attachment A – *Request for Proposals (RFP) – WL-002*

Attachment B – *FM 1626 and RM 967 Intersection Study – Interlocal Agreement*

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

GENERAL INFORMATION

Solicitation No: WL-002

Service description: FM 1626 and RM 967 Intersection Study

Date Issued: 5:00 PM (Central), Thursday, March 30, 2023

Submission Deadline: 5:00 PM (Central), Friday, April 21, 2023

Submission Format: Electronic (PDF) document, file size less than 10 MB, 40 pages maximum (inclusive of everything), 8.5"x11" page size, font size 11 or larger for body text

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

Interview Date Range: May 15, 2023 – May 19, 2023

PRE-PROPOSAL MEETING

Date: 10:00 AM (Central), Thursday, April 6, 2023

Location Address: Buda Municipal Complex, 405 E Loop Street, Building 100, Buda, TX 78610

Room Number: Multi-Purpose Room 1034

Online Option: Microsoft Teams

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

Meeting ID: 285 798 870 487

Passcode: ANnjFH

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

INQUIRIES

Submission Deadline: 12:00 PM (Central), Friday, April 7, 2023

Submission Format: campo.procurement@campotexas.org

Response Posting: www.campotexas.org

Response Posting Date: 5:00 PM (Central), Monday, April 10, 2023

CONTACT

Name: Will Lisska

Title: Regional 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:

A. 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.

B. 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.

C. 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.

D. 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 18 months of contract execution, although CAMPO may extend the contract due to extenuating circumstances.

E. 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.

F. 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.

G. 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.

H. Other Requirements and Disclosures

a. 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.

b. 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 thereunder (49 C.F.R. part 21), and the assurances by CAMPO thereto.

c. 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.

d. 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.

e. 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

Service Description: FM 1626 and RM 967 Intersection Study

1. PURPOSE

The Capital Area Metropolitan Planning Organization (CAMPO) seeks offers in response to this Solicitation from firms qualified and experienced in developing multimodal intersection studies. Qualified firms must demonstrate an understanding of transportation planning practices and requirements in the Central Texas region; urban street design and its relationship to mobility, safety, and placemaking; land use and economic development concepts; traffic operational analysis methods for multimodal streets; and effective and inclusive public outreach.

The purpose of this initiative is to assist CAMPO and the City of Buda (City) with a multimodal study of the intersection of RM 967 and FM 1626 in Buda, TX. The study will identify needs and develop a context-sensitive transportation vision for the intersection that addresses both the City and CAMPO's goals. The plan will focus on strategies to develop mixed-use environments with the density, services, and amenities to support a mix of transportation options - specifically transit, bicycling and walking. The study will build upon previous local and regional plans and will guide recommendations for CAMPO's long-range Regional Transportation Plan (RTP), the City's Comprehensive Plan update, and other planning efforts.

2. BACKGROUND

According to the US Census Bureau, Hays County grew by 53% between 2010 and 2020, the highest growth percentage of any county in the US with a population over 100,000. The City of Buda was the fastest growing City in Hays County during this time period, with its population increasing by 107% (7,295 residents in 2010 to 15,108 in 2020). This significant growth has resulted in increased demand for facilities and services, particularly transportation infrastructure. As the City, surrounding cities, such as Austin and Kyle, Hays County, and the region continue to grow, the local and regional transportation systems are becoming more interrelated and dependent on each other. Only a few major roadways connect the City with communities to the north and south, and even fewer routes connect the City west to the Hill Country.

FM 1626 is a critical north-south arterial corridor for traffic traveling from Hays County and other communities to employment and activity centers in Travis County, Austin, and surrounding areas. FM 1626 also serves as an important commuter route and as an alternative route to IH-35. Just north of the City, FM 1626 is also the beginning and end point of the SH 45 SW toll road, which connects to Loop 1/MoPac Expressway. Improvements to FM 1626 were completed in 2020, expanding the roadway to 5 lanes with sidewalk improvements.

RM 967 is an east-west arterial through Hays County, providing access to FM 1626, IH-35, Downtown Buda, Driftwood, Dripping Springs, and other locations north and west in Hays County.

3. STUDY AREA

The limits of study extend along RM 967 from Canyon Wren Drive to Buda Sportsplex Drive and along FM 1626 from Maybrook Drive to Oyster Creek Drive. As shown in the map below, the project area includes three signalized intersections (FM 1626 and RM 967; Buda Sportsplex Drive and RM 967; and FM 1626 and Oyster Creek Drive) and adjacent land uses to the roadway limits.

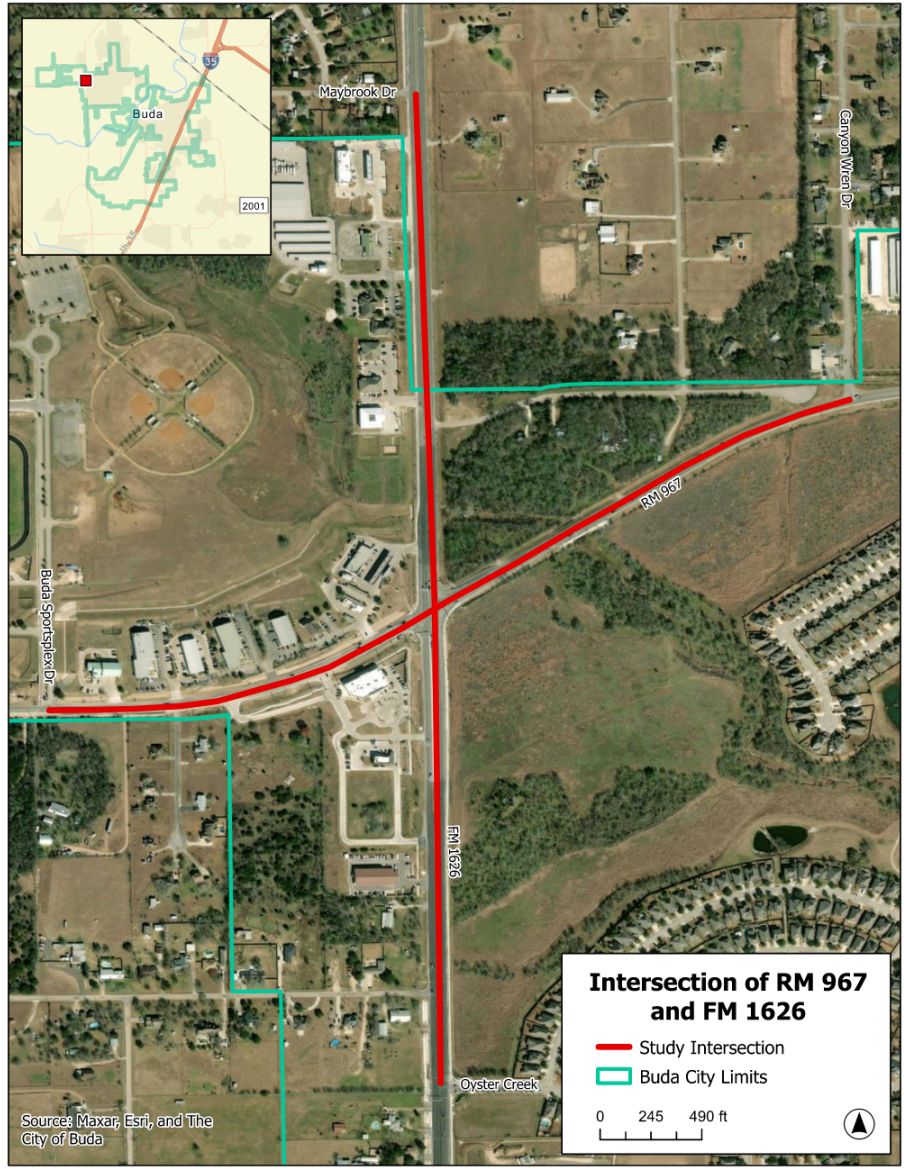


Figure 1. Study Area Map

4. STUDY GOALS

This Study will help analyze the intersection and identify other improvements needed to complement the recent improvements to FM 1626 and RM 967, keeping FM 1626 a viable alternative for IH-35 by removing a potential bottleneck along a regional arterial. The Study will identify and analyze conceptual alternatives to improve the intersection to provide multimodal connectivity, define right-of-way needs, determine approximate costs, develop a project scope for design of the preferred alternative, and recommend a timeline for implementing the improvements. The Study will be guided by the following goals:

- **System Preservation, Access Management, and Operations** - The study will determine additional improvements needed at this intersection to maintain efficient operations and create a more redundant transportation system for the region. The Buda 2030 Comprehensive Plan designated this intersection as part of a Community Node in the Green Growth District. This plan calls for Community Nodes to contain more intense development with a greater mix of uses. Mixed-use areas create a more walkable community where residents can live, work, and play in close proximity, lessening dependence on automobiles for transportation. The Study will determine how to integrate alternative transportation uses and identify appropriate safety measures.
- **Improve Environmental Quality and Public Health** - The Green Growth District was established to provide protective environmental measures and protect the environmentally sensitive Edwards Aquifer recharge zones which is a drinking water source for the region. The restrictions in this district were intended to promote environmentally sensitive policies. These requirements will need to be considered during the study to ensure that any proposed improvements protect the sensitive environment.
- **Promote Economic Development** - The proposed Study will facilitate the efficient use of existing infrastructure. With the recent expanded capacity of FM 1626, additional improvements at FM 1626/RM 967 will need to be made to prevent a network bottleneck. This study will identify the appropriate improvements and the timeframe and phasing for implementation, allowing congestion to be addressed before it profoundly impacts roadway operations. These transportation improvements should promote mixed-use development, creating a positive economic impact to the City, Hays County, and other surrounding communities.

5. TIMELINE AND BUDGET

The FM 1626 and RM 967 Intersection Study shall be completed within 12 to 18 months of Notice to Proceed. The budget for this work shall not exceed **\$200,000**.

6. DETAILED SCOPE OF WORK

TASK 1 – PROGRAM ADMINISTRATION AND MANAGEMENT

This task shall include the management of all project activities and work. This task will involve continuous project coordination and administration; preparation of monthly progress reports, invoices, and billings; meetings and coordination activities; preparation of meeting summaries; quality assurance/quality control (QA/QC); and other project management activities specified by CAMPO.

Project Management Plan

Outlines project team organization, roles, and responsibilities; program schedule; coordination and communication procedures; document and graphics formatting protocols; QA/QC plan; filing protocols; contract close-out procedures, and other operational information.

Quality Assurance/Quality Control Plan

Documents the quality control program to be implemented by the consultant team. It will outline review processes for all work to ensure that the work is conducted and completed in accordance with CAMPO requirements and applicable standards. The Quality Assurance/Quality Control (QA/QC) plan will acknowledge that thorough QA/QC is the responsibility of the consultant and not CAMPO staff.

Management of Work Activities

Management of all project activities and work to ensure they are conducted and completed in accordance with applicable CAMPO requirements and applicable Federal and State statutes, regulations, rules, and guidelines.

Program Schedule

A study schedule will be developed, maintained, and actively monitored for major work programs or tasks. Progress will be reviewed during coordination meetings. The FM 1626 and RM 967 Intersection Study shall be completed within 12 to 18 months of Notice to Proceed.

Invoice Preparation and Submittal

Monthly invoices prepared in accordance with current CAMPO invoicing procedures.

Progress Report Preparation and Submittal

Unless otherwise directed in the work authorization, progress reports shall be submitted no later than the tenth day of the month following the month to which they apply. Each invoice shall include a copy of the progress report or reports for the period covered by the invoice. Each progress report shall specify, for each type of work that has been assigned under a work authorization, any deliverables that were completed during that month or other backup documentation as requested; physical and financial percent complete for that work; the precise nature of work that was done that did not result in a deliverable; whether the work is on schedule or not; any issues that may delay the work in the future; any actions by CAMPO or other remedial actions that are required; and, for the following month, the anticipated work to be performed and the deliverables that will be submitted.

Kick-off and Coordination Meetings

A kick-off meeting is to be held immediately after the work authorization is approved. Coordination meetings are to be held at regular intervals as established in the work authorization.

Action Tracking Log

The Consultant shall develop and maintain a log of action items. The log shall identify the action item, its status, responsible party, date assigned, and date completed. The log shall be a tool for managing assignments and shall be reviewed with CAMPO staff during coordination meetings.

Document Control

The Consultant shall develop, implement, and maintain an electronic document control and filing system that shall govern the distribution and file copies of all program-related correspondence, reports, plans and technical data.

Project Files

Project files (electronic and hard copy) shall be assembled, maintained, and delivered to CAMPO with a complete index at project closeout or as directed by CAMPO.

Information Technology

Establishment and/or maintenance of an online electronic management tool (EMT) for internal and external transfer of program and planning data, document management, scheduling, and coordination.

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 (draft and final)
- Quality assurance and quality control plan (draft and final)
- Program schedule
- Monthly invoices
- Monthly progress reports
- Meeting summaries
- Action tracking log
- Indexed project file (electronic and hard copy)

TASK 2 - STAKEHOLDER OUTREACH AND ENGAGEMENT

The consultant will work with CAMPO staff and coordinate with the City of Buda to develop and execute a comprehensive and inclusive public involvement strategy that will lead to thorough and meaningful participation of various stakeholders in the visioning and evaluation of the study corridor.

Steering Committee

The consultant, in coordination with CAMPO and City staff, will develop a steering committee to help guide the study, review the study's recommendations, and provide a forum for interagency coordination. Members of the steering committee shall include staff from CAMPO, the City, TxDOT, CARTS, Hays County, and other agencies, as needed. The consultant will provide updates on the planning and design processes and incorporate feedback from the steering committee. With input from the steering committee, the consultant shall develop and confirm a set of principles/goals to guide the development of the Study concept plan and recommendations.

Stakeholder Identification and Outreach

The consultant shall be responsible for researching, identifying, and conducting outreach to all relevant stakeholders. This targeted outreach will concentrate on stakeholders, through focus groups and interviews, including but not limited to:

- business leaders,
- community leaders,
- key homeowner associations and property owners,
- staff from other City departments (e.g., Parks & Recreation, Fire Department)
- Hays Consolidated Independent School District,
- and other entities or specific groups recommended by the Steering Committee.

The consultant will engage and solicit feedback from stakeholders throughout the process and specifically during development of the existing conditions, concept plan, and the recommendations/prioritization analyses. At least three rounds of stakeholder interviews and three public meetings shall be held at various study milestones during the planning process.

Public Meetings/Open Houses (Virtual and In-Person)

The consultant shall hold public meetings/open houses both online and in-person in the project vicinity at milestone points during the study to gain the perspective of residents, advocacy groups, homeowner associations, business and community leaders, school boards, as well as other stakeholders. To the extent possible, public commenting opportunities and open houses shall be coordinated and held in conjunction with those for related City planning processes.

Online Engagement

The consultant shall coordinate with CAMPO on the development of online engagement tools, including but not limited to a project website, social media, and public preference surveys to be administered at key points during the process. The consultant shall be responsible for producing all outreach materials and online engagement tools to be utilized throughout the study.

Environmental Justice Outreach

The consultant shall provide a robust and coordinated effort to engage individuals and populations that are traditionally underserved and under-represented in the planning process. Efforts may include strategies such as meeting underserved populations where they are already receiving services and providing telephone, mail, and other non-technical information and participation methods. Many underserved and under-represented populations are often less likely to have access to high-speed internet to be able to engage online. Thus, outreach efforts will need to be flexible and be able to reach public spaces and resources that these groups commonly engage with.

Outreach Database

The consultant shall develop an outreach stakeholder database that includes all relevant information, such as a list of all outreach participants, contact information, method of engagement, and engagement results.

Additional Engagement

The consultant shall coordinate and execute any additional outreach and engagement as deemed necessary by the study process, including with local governments, transportation authorities, TxDOT, and other state and federal agencies.

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:

- Public engagement plan (draft and final)
- Stakeholder outreach database
- Public involvement summary report (draft and final)
- Public meeting/open house coordination and materials
- Stakeholder outreach meeting coordination and materials
- Environmental Justice meeting coordination and materials
- Online outreach materials
- Additional outreach materials

TASK 3 - EXISTING AND FUTURE CONDITIONS ASSESSMENT

The consultant shall develop an existing and future conditions assessment within the FM 1626 and RM 967 Intersection Study limits that includes review of previous plans and studies; data compilation and summary; and identification of issues and needs. The results of this assessment will inform the development of the concept plan and recommendations list.

Comprehension Review of Existing Studies, Plans, and Reports

Recently completed land use, transportation and economic development studies and plans should guide and inform the Study. The consultant shall review, evaluate, and summarize current local, state, and regional documents and policies relevant to transportation and supportive land use planning, particularly in the vicinity of the study area. At a minimum, the Study will analyze the following:

- Buda 2030 Comprehensive Plan
- Transportation Mobility Master Plan (2020)
- Parks Master Plan (2021)
- Unified Development Code (2017)
- Strategic Plan (2021)
- Draft FM 1626 Corridor Study as part of the Our Buda, Our Future Comprehensive Plan update
- Draft Trails Plan as part of the Our Buda, Our Future Comprehensive Plan update
- Capital Improvement Programs (City, Hays County, TxDOT)
- Transit Development Plan (2016)
- 2045 Regional Transportation Plan (2020)
- Regional Arterials Concept Inventory (2019)
- 2021 Hays County Transportation Plan Update

Data Compilation and Summary

The consultant will collect and analyze relevant available data to characterize existing and potential future conditions for the FM 1626 and RM 967 Intersection study area. The data collection will pay particular attention to the use of various multimodal transportation related items such as pedestrian and bicycle facilities, streetscapes, and street sections; traffic operations and safety; land use related items such as market trends, existing built form and building types, infill development, public spaces, the opportunities for economic development, and housing. Specific data items that shall be examined as part of components of this study include, but shall not be limited to:

- Existing and planned multimodal network connectivity (walk, bike, transit, freight, and auto)
- Street cross-sections
- Daily traffic volumes (existing and future estimated)
- Peak hour turning movements at key intersections
- Existing and no build traffic operations
- Traffic speeds

- Vehicle, pedestrian, and bicycle safety analysis
- Active transportation activity levels, as available
- Driveways and other access management considerations
- Available right of way and utility locations
- Origin-destination activity
- Existing and future land use, land suitability analysis, and land use susceptibility to change analysis
- Environmental concerns such as floodplains, watersheds, and drainage

Upon review of the data, the consultant will work with CAMPO and City staff to determine if additional, independent data collection is warranted. In order to communicate data findings to CAMPO and City staff, stakeholders, and the public, the consultant will develop a series of maps, exhibits, and/or tables illustrating the key takeaways from each data item included in the process.

Needs Assessment

The data collected and analyzed by the consultant, combined with input from stakeholders as described in Task 2, will be used to inform a needs assessment for the FM 1626 and RM 967 Intersection Study area. The needs assessment will identify issues related to multimodal safety, roadway operations/capacity, network connectivity, infrastructure design deficiencies, quality of life, placemaking, design barriers, land use compatibility, and any other goals/priorities established during the outreach and engagement process. The consultant will prepare a comprehensive list of identified issues with accompanying location maps and figures.

Revision of Goals and Objectives

CAMPO staff will work with the City of Buda and the Steering Committee to revise the study goals and objectives, as needed, based on the findings of the Existing and Future Conditions Assessment.

Deliverables

The consultant shall produce the following materials related to the existing and future conditions assessment:

- Compendium of maps, exhibits, and/or tables illustrating the key takeaways from each data item included in the Data Compilation and Summary process
- Issues list and maps
- Existing and Future Conditions Assessment Memorandum (draft and final) summarizing analysis and findings from the Review of Existing Studies, Plans, and Reports; Data Compilation and Summary; and Needs Assessment

TASK 4 - CONCEPT PLAN DEVELOPMENT

The Consultant will develop a draft conceptual plan based on the Study guiding principles/goals, public and stakeholder input (Task 2), and the needs assessment (Task 3).

Concept Plan

This concept plan shall identify relevant projects and policies to improve the transportation network and supportive land uses that, if implemented, will enhance mobility, connectivity, safety, and various multimodal travel options; support economic development with catalytic land use opportunities; and enhance a sense of place. Several build alternatives shall be considered during the concept plan development task, including various human scale innovative intersection designs.

Traffic Operations Analysis

The consultant shall develop and apply a traffic operations and simulation model to analyze improvements for FM 1626 and RM 967 Intersection Study area. The purpose of this effort will be to determine the ability of proposed multimodal improvements to accommodate expected traffic flow

at the intersection(s). Additionally, the model will be used as a visual communications tool to illustrate the overall functionality of the intersection for staff, decision-makers, and the public.

The consultant shall work with City staff to determine the two weekday peak periods with the highest traffic demand (e.g., AM and PM) and shall develop peak period models for existing, no-build, and up to two (2) build alternatives. Future year traffic demand shall be determined using available data and tools such as historical counts and the CAMPO 2045 Transportation Plan Travel Demand Model. The consultant shall develop operational performance measures to compare the analysis scenarios including but not limited to level of service (LOS), travel time, and network delay. Based on model results and input from City staff and stakeholders, the consultant shall update the model and summarize results for the recommended concept (Task 5).

The consultant shall also develop a test scenario with the travel demand model and traffic operations model to determine potential impacts and changes to the identified conceptual improvements if a north-south arterial is constructed to the east of the FM 1626 and RM967 intersection, roughly connecting between RM 967 at Haleys Way Drive and FM 1626 at SH 45 SW. Based on the results of this test scenario, the consultant shall develop a summary of recommended modifications to the improvement concept.

Deliverables

The consultant shall produce the following materials related to the concept plan:

- Concept Plan Memorandum (draft and final) including a narrative describing the concept development process; descriptive catalog/toolbox of treatments and strategies considered; visualizations of potential urban character and placemaking elements; and maps, cross-sections, and planning-level concept layouts.
- Traffic Operations Analysis Memorandum (draft and final) summarizing the development and results of the operational model scenario analysis.
- Video of the peak period traffic simulation for existing, no-build, build alternatives, and recommended conditions that can be used for stakeholder communication.

TASK 5 - DRAFT RECOMMENDATIONS AND PROJECT PRIORITIZATION

From the concept plan, the consultant shall create quick win, near-term, medium-term, and long-term projects and policy recommendations that are tailored to the needs of the stakeholder/implementing entities in the study area. Timeframes for the recommendations and implementation strategies are defined as:

- Quick Win: 1 Year or Less
- Near-Term: 2-4 years
- Medium-Term: 5-10 years
- Long-Term: 11 years or more

Evaluation Categories and Criteria

The consultant shall develop a set of qualitative and quantitative criteria to assist in evaluating each improvement concept. The broad categories of multimodal mobility, access, safety, urban design and placemaking, land use/environmental compatibility, cost effectiveness, and other project guiding principles/goals (Task 2) will be further defined into evaluation criteria. If desired by the City, these criteria could be developed to reflect the current CAMPO Transportation Improvement Program and Regional Transportation Plan project selection criteria.

Cost Estimates and Cost-Effectiveness

The consultant shall develop planning-level cost estimates for each of the recommended transportation improvements. Additionally, the consultant shall evaluate cost-effectiveness for the combined package of improvements. Monetary benefits associated with the improvements could

include reduction in travel delay, reduction in crash events/severity, increase in land values, economic development potential, and other factors.

Prioritization

The consultant shall create a matrix tool for scoring and prioritizing the individual project recommendations as well as determining preferred implementation timeframes (Quick Win, Near-Term, Medium-Term, or Long-Term). The matrix tool shall score projects based on the evaluation criteria and stakeholder input. Potential criteria for prioritization include cost effectiveness, connectivity, congestion relief, safety, and multi-modal enhancements. The consultant shall develop a methodology for calculating composite prioritization scores using the established criteria and category weights, if needed. Based on the outcomes of the evaluation, the consultant shall develop a prioritized list of projects and policies by timeframe.

Deliverables

The consultant shall produce the following materials related to the recommendations and prioritization analysis:

- Scoring/prioritization matrix (draft and final)
- Recommendations and Prioritization Memorandum (draft and final) including sections describing and summarizing the evaluation criteria, cost estimates, cost-effectiveness analysis, and project prioritization. A summary of current and planned transportation projects and quick wins, near, medium, and long-term project recommendations that will impact the study area.

TASK 6 - FINAL REPORT WITH IMPLEMENTATION PLAN

The consultant shall document and summarize the component tasks described in this scope into a final FM 1626 and RM 967 Intersection Study Report. This document will serve as a synthesis of the component memoranda and include an executive summary, chapters, appendices, and section summaries as needed. The document should use narrative, non-technical language where possible so that it is accessible to multiple potential readers including City staff, local decision-makers, and the general public.

The Report will include the development of three strategic implementation frameworks (Regulatory, Decision, and Plans/Programs/Partnerships) to organize the use of the Implementation Plan as a tool for development decisions, partnerships, and capital investment strategies. The development of the Report will include interviews with City staff to determine use of the Study and integration into the City's planning processes including annual budgeting, capital improvement planning, annual reporting, and related efforts.

The consultant shall develop materials and present Study results at a minimum of two (2) Buda City Council meetings, including as an action agenda item. As needed, the consultant shall also develop materials and present Study results at up to three (3) CAMPO Technical Advisory Committee (TAC) meetings. It is anticipated that presentations for the TAC will be for information-only agenda items.

The report will be reviewed first by CAMPO staff and the City of Buda project team, followed by the Steering Committee. The report shall include the following elements:

- Executive summary
- Outreach and engagement summary
- Existing and future conditions assessment
- Concept plan
- Recommendations and prioritization
- Implementation plan
- Appendices, as needed

Deliverables

- Presentation materials (slide decks, scripts, etc.) for at least two (2) Buda City Council meetings and up to three (3) TAC meetings.
- Final Report in electronic format (PDF) and Five (5) hard color copies of the Final Report (with Appendices). The Final Report should be in 8.5" X 11" format.
- All GIS, traffic model, Photoshop, InDesign, Illustrator, MS Word, MS Excel, photos, graphics, and other associated files.

**INTERLOCAL AGREEMENT BETWEEN
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)
AND
CITY OF BUDA
FOR
FM 1626 AND RM 967 INTERSECTION STUDY**

THIS INTERLOCAL AGREEMENT (“Agreement”) is made by and between the CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION, a **metropolitan planning organization**, (“CAMPO”) and the CITY OF BUDA, a **Texas Home Rule Municipal Corporation in Hays County**, (“the City”) pursuant to the authority granted and in compliance with the provisions of the Interlocal Cooperation Act, Chapter 791, *Texas Government Code*.

WHEREAS, the Texas Interlocal Cooperation Act, Texas Government Code Chapter 791 (the “Act”), provides that any one or more public agencies may contract with each other for the performance of governmental functions or services for the promotion and protection of the health and welfare of the inhabitants of this State and for the mutual benefit of the parties; and

WHEREAS, the Governor of the State of Texas has designated CAMPO (formerly the Austin Transportation Study), acting through its Transportation Policy Board, to be the Metropolitan Planning Organization (MPO) for the Austin urbanized area(s), and the lead agency for the region’s Metropolitan Planning process; and

WHEREAS, the Metropolitan Planning process addresses requirements under state and Federal law that promote efficient system management and operation; and

WHEREAS, CAMPO’s planning process is a multimodal approach to addressing congestion and transportation needs and uses comprehensive planning to ensure the regional nature of their planning work is locally driven; and

WHEREAS, CAMPO’s planning process translates federal and state transportation guidelines into actions that are consistent and appropriate for our region’s and local communities’ context; and

WHEREAS, FM 1626 is the primary north and south corridor for traffic in eastern Hays County other than IH 35, and congestion at the intersection with RM 967 is expected to grow as the City and region’s population increases; and

WHEREAS, the City’s 2030 Comprehensive Plan envisions the land surrounding the intersection of FM 1626 and RM 967 as a Green Growth District, with the goal of balancing land development growth and transportation pressures while protecting environmental assets and maintaining natural character; and

WHEREAS, the City wishes to partner with CAMPO to complete a study of the FM 1626 and RM 967 intersection, to address the historic and emerging mobility and economic development issues along this corridor, and recommend projects and implementation plans that

enhance multi-modal transportation, safety, mobility and connectivity; enhance economic development potential; and establishes the area as a premier gateway into Buda (“FM 1626 and RM 967 Intersection Study”).

NOW, THEREFORE, in consideration of the mutual covenants and promises made by the parties, CAMPO and the City hereby agree as follows:

I. PAYMENT

CAMPO’s and the City’s payment obligations are payable only and solely from funds appropriated by the City Council of the City of Buda and the CAMPO Transportation Policy Board, respectively (“Appropriated funds”) and available for the purpose of this purchase. The absence of appropriated funds or other lawfully available funds shall render this Agreement null and void to the extent funds are not appropriated or available. Within 45 days of the adoption of the City’s annual budget or CAMPO’s Unified Planning Work Program, the applicable party shall provide the other party written notice of the failure of the party’s governing body to make adequate appropriation for any fiscal year to pay for the amounts due under this Agreement, or the reduction of any appropriation to an amount insufficient to permit the applicable party to pay its obligation under this Agreement.

II. OBLIGATIONS OF CAMPO

- A. CAMPO shall support the inclusion of the City’s 2030 Comprehensive Plan, Our Buda, Our Future Comprehensive Plan update, Transportation Master Plan, Unified Development Code, Parks Master Plan, Transit Development Plan, and Capital Improvement Program, as part of the FM 1626 and RM 967 Intersection Study.
- B. CAMPO agrees to actively work with the City of Buda in the development of the FM 1626 and RM 967 Intersection Study.
- C. CAMPO will form a steering committee that includes the City, TXDOT and other stakeholders to guide the planning process of the FM 1626 and RM 967 Intersection Study.
- D. CAMPO will manage all phases of development and administration of a consultant contract, including, but not limited to, procurement, contract execution, review and approval of deliverables, enforcement of contract terms and conditions, payment of invoices, and contract close-out. CAMPO will actively engage and partner with the City throughout the process to ensure that the final plan meets the needs of the City and the goals of the City’s 2030 Comprehensive Plan.
- E. CAMPO will coordinate with the City of Buda on any proposed and/or necessary changes to the Project Schedule, Public Participation Plan, and other related documents, prior to approval.

- F. CAMPO will ensure significant community outreach is completed during the project and will ensure the City Council is presented information on the study during a minimum of two City Council Meetings.
- G. CAMPO will pay an amount not to exceed **\$160,000 or 80% of the total project costs of \$200,000** to cover planning services.

III. OBLIGATIONS OF THE CITY

- A. The City will actively work with CAMPO in the development of the FM 1626 and RM 967 Intersection Study.
- B. The City will actively work with CAMPO in the development of the FM 1626 and RM 967 Intersection Study consistent with Attachment A - Scope of Work.
- C. The City will remit to CAMPO **\$40,000, or 20% of the \$200,000** total project cost as the local match for this study, within thirty (30) days of the effective date of this Agreement or the date CAMPO executes the Advanced Funding Agreement with the Texas Department of Transportation for the FM 1626 and RM 967 Intersection Study.
- D. The City will participate in the consultant selection process and the planning process of the FM 1626 and RM 967 Intersection Study.
- E. Upon completion of the FM 1626 and RM 967 Intersection Study, the City will track and report to CAMPO on plan implementation activity such as transportation investments, new development projects, public and private dollars invested, new policies established or amended, etc.
- F. The City will present the FM 1626 and RM 967 Intersection Study to its local decision making bodies for review and possible adoption and implementation.

IV. TERM AND TERMINATION

- A. This Agreement is effective on the date of the last party to sign, provided that the obligations of the Parties shall be subject to CAMPO executing the Advanced Funding Agreement with the Texas Department of Transportation for the FM 1626 and RM 967 Intersection Study. The Agreement terminates on **April 30, 2025**, unless otherwise terminated pursuant to this Agreement.
- B. If either party defaults in the performance of any terms or conditions of this Agreement the defaulting party shall have 30 days after receipt of written notice of such default within which to cure such default. If such default is not cured within such period of time then the offended party shall have the right without further notice to terminate this Agreement.
- C. This Agreement may be terminated, in whole or in part, by either party whenever such termination is found to be in the best interest of either party. Either party shall provide

written notification to the other party at least thirty (30) days in advance of the effective date of the termination. All notices pursuant to this Agreement shall be deemed given when either delivered in person or deposited in the United States mail, postage prepaid, certified mail, return receipt requested, addressed to the appropriate party at the following address:

If to CAMPO: Ashby Johnson
Executive Director
CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

with a copy to: Will Lisska
Regional Planning Manager
CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

If to the City: Micah Grau
City Manager
City of Buda
405 E Loop Street, Building 100
Buda, Texas 78610

with a copy to: Angela Kennedy
City Engineer / Assistant Director of Development Services
City of Buda
405 E Loop Street, Building 100
Buda, Texas 78610

V. RESTRICTION ON LOBBYING

In accordance with 31 USC Section 1352, CAMPO and the City hereby certify that no Federal appropriated funds have been or will be paid by or on behalf of CAMPO and/or the City 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 in connection with the awarding of any Federal contract, the making of any Federal grant or loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of Federal contract, grant, loan or cooperative agreement. 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 in connection with this federal contract, grant, loan, or cooperative agreement, CAMPO and/or the City shall complete and submit standard form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions. CAMPO and/or the City shall require that the language of this certification be included in the award documents for all sub-awards at all tiers and that all subcontractors shall certify and disclose accordingly. CAMPO and its subcontractors shall

require that the language of this certification be included in any subcontract exceeding \$100,000 by any tier in that any such subcontractor shall certify and disclose accordingly.

VI. INSPECTION OF WORK AND RETENTION OF DOCUMENTS

- A. CAMPO when federal funds are involved, shall grant the U.S. Department of Transportation, the Texas Department of Transportation and any authorized representative thereof, the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed hereunder and the premises in which it is being performed.
- B. All records or materials required by or produced under this Agreement, including records produced by any subcontractor to CAMPO and/or the City, shall be maintained for at least four (4) years after CAMPO and/or the City payment under this Agreement or the termination or expiration of this Agreement.

VII. PROCUREMENT

In accordance with the Interlocal Cooperation Act, it is mutually agreed that all parties hereto shall conduct all procurements and award all contracts necessary to this Agreement in accordance with federal and state laws and regulations, including Federal Transit Administration Circular 4220.1D, if federal funds are used to execute procurement and award of services. No officer, employee, independent consultant, or elected official of either party who is involved in the development, evaluation, or decision-making process of the performance of any procurement related to this Agreement shall have a financial interest, direct or indirect, in the Agreement resulting from the procurement.

VIII. LEGAL CONSTRUCTION

If any of the provisions contained in this Agreement are for any reason held to be unconstitutional, void, or invalid, illegal or unenforceable in any respect, such unconstitutionality, invalidity, illegality or unenforceability shall not affect the remaining portions of the Agreement; and this Agreement shall be construed as if such unconstitutional, void, or invalid, illegal or unenforceable provision had never been contained herein.

IX. LAW AND VENUE

The laws of the State of Texas govern all matters arising out of this Agreement, and venue shall lie in the state courts of Travis County, Texas. The parties acknowledge and agree that each party shall be responsible for any attorney's fees incurred by that party relating to this Agreement.

X. NON-DISCRIMINATION

It is mutually agreed that all parties hereto are bound by the provisions of Title 49, Code of Federal Regulations, Part 21, which was promulgated to effectuate Title VI of the Civil Rights Act of 1964, Title 23, Code of Federal Regulations, Part 710.405(b), and Executive Order 11246

titled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR Part 60).

XI. INTERPRETATION OF LAWS AND AUTHORITIES

CAMPO is responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of the contract work.

XII. ALTERATION, AMENDMENT, OR MODIFICATION

- A. This Agreement may not be altered, amended, or modified except in writing and any alterations, amendments, or modifications must be approved by both parties.
- B. This Agreement constitutes the entire Agreement between CAMPO and the City. No other agreement, statement or promise relating to the subject matter of this Agreement that is not contained in the Agreement is valid or binding

CITY OF BUDA

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

By: _____
Micah Grau
City Manager

By: Ashby Johnson
Ashby Johnson,
Executive Director

Date: _____

Date: 04.13.2023

ATTEST:

By: _____

By: _____

Title: _____

Title: _____

Approved as to form only:



Date: June 12, 2023
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Ms. Heather Ashley-Nguyen, P.E., TxDOT
Agenda Item: 12
Subject: Discussion and Potential Action on Project Readiness (Corridors) Program

RECOMMENDATION

None. For informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

Ms. Heather Ashley-Nguyen, P.E., with the TxDOT-Austin District office, along with the General Engineering Consultant (GEC) team, will provide a report on the conclusion of the Corridor Readiness Ad-Hoc Subcommittee's work.

FINANCIAL IMPACT

None.

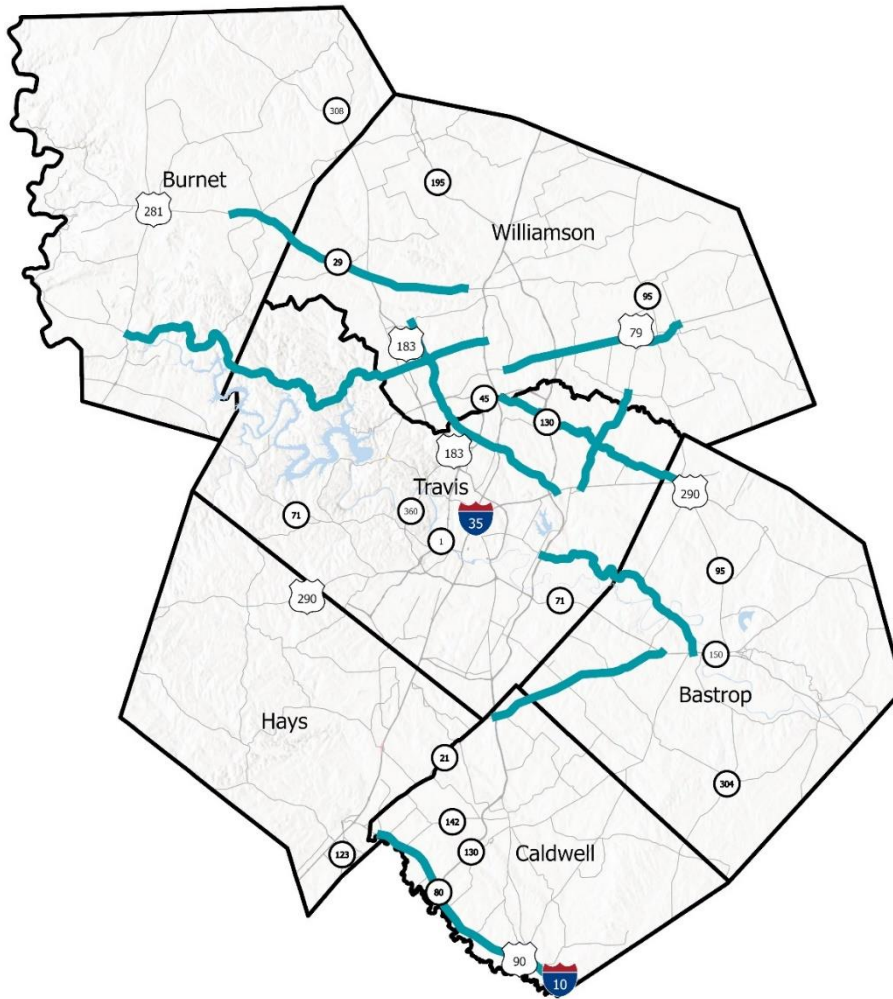
BACKGROUND AND DISCUSSION

CAMPO Transportation Policy Board (TPB) 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 TxDOT, CAMPO, and the GEC will report results and next steps to the TPB.

SUPPORTING DOCUMENTATION

Attachment A – Preliminary Project Development Plan

Attachment A – Preliminary Project Development Plan



Corridor	From	To	Approximate Start Date
FM 734	RM 1431	SL 1	2023
FM 973	US 290	FM 1660	2023
FM 969	SH 130	SH 21	2024
SH 21	SH 130	SH 71	2024
SH 29	CR 258	Southwest Bypass	2024
SH 80	FM 110	IH 10	2025
US 79	SH 130	FM 619	2025
FM 734	SL 1	US 290	2026
FM 734	RM 1431	RM 2243	TBD
FM 1100	Greenlawn Blvd	SH 95	TBD
US 79	FM 1460	SH 130	TBD
RM 1431	IH 35	US 281	TBD



Date: June 12, 2023
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 13
Subject: Discussion and Appropriate Action on Transportation Development Credits (TDCs) for Capital Area Rural Transportation System (CARTS)

RECOMMENDATION

Staff recommends the Transportation Policy Board approve the Transportation Development Credits for Capital Area Rural Transportation System (CARTS) as listed in Resolution 2023-6-13.

PURPOSE AND EXECUTIVE SUMMARY

The Transportation Policy Board awarded CARTS \$340,000 in Federal Transit Administration (FTA) Section 5310 funding on May 8, 2023, for the purchase of replacement vehicles for the Manor Pickup Service. CARTS has subsequently applied for TDCs to serve as the local match for this funding. Upon review of the application, it has been determined the request meets the policy, eligibility, and Maintenance of Effort (MOE) requirements as required by state and federal regulations.

FINANCIAL IMPACT

This item would award 85,000 TDCs to CARTS to provide the required match for the \$340,000 in FTA Section 5310 Traditional funding. The \$85,000 in non-federal local funding, provided through a contract with CapMetro, will be used to support the operational costs of the service, fulfilling the federally mandated MOE requirement.

BACKGROUND AND DISCUSSION

TDCs are a federal financing tool that permits the non-federal share of a project's cost to be met through the application of TDCs. TDCs do not provide additional federal funding. The TDCs only erase the requirement for the sponsor to provide a local match on the federally funded project. The project sponsor must meet the MOE requirement by utilizing the local funding on a separate transportation project or activity that also supports the program goals and requirements outlined in the TDC policy.

SUPPORTING DOCUMENTS

Attachment A – *Transportation Development Credit Application*

Attachment B – *Resolution 2023-6-13*

Form Name: Transportation Development Credit Application
Submission Time: May 14, 2023 6:07 pm
Browser: Chrome 105.0.0.0 / Windows
IP Address: 136.49.78.118
Unique ID: 1101681796
Location: 30.2423, -97.7672

General Information

Sponsor Information

Sponsor	Capital Area Rural Transportation System
Address	5300 Tucker Hill Lane Cedar Creek, TX 78612
Project Manager	Ed Collins
Phone	(512) 762-6301
Email	ed@ridecarts.com

General Information (Primary Project)

County	Travis
Project Name	Manor Pickup Service Replacement Vehicles
Limits (From)	Manor, Texas Pickup Service Area
Limits (To)	Manor, Texas Pickup Service Area

Project Description	<p>Purchase of two (2) replacement vehicles for the Manor Pickup microtransit service. These units will replace two units currently in service that are at the end of their useful life. This service is operated by CARTS under an interlocal agreement with CapMetro (the Regional Mobility Agreement or "RMA") under which along with our jointly operated Office of Mobility Management (OMM) are the mechanisms in we coordinate services and fill transit gaps in the region. Other capital grants available to CARTS are only for its rural (non-urbanized) services. These units are designed and equipped specific to the microtransit application, a service which streamlines access to all users and improves access to the elderly and disabled population.</p>
----------------------------	--

Funding Information (Primary Project)

Federal Funding Program	FTA 5310
Federal Funding Amount	340000
Local Match Requirement	85000

Transportation Development Credit Policy (Primary Project)

Policy Goals

The project meets the Texas Transportation Commission's TDC goal #3 "Support public transit" by providing capital for use in providing transit service in Manor, Texas. The project also meets CAMPO TDC goal #4 "Continue to support public transit in the region" also by providing capital for use in providing transit service in Manor, Texas and TDC goal #6 "Prioritize projects that are located in and positively impact traditionally disadvantaged communities" as the project service area is located with Vulnerable Environmental Justice areas as identified in the CAMPO 2045 Regional Transportation Plan.

Eligibility

Per CAMPO program eligibility, the project is eligible as it is a transit project as authorized by Chapter 53 of Title 49, U.S.C., and meets CAMPO eligible projects and activates as "Transit projects including rail."

Financial Need

The use of TDCs for the project will enable CARTS to maximize the use of local funds for operational costs in providing the Manor Pickup service.

Implementation

CARTS will be able to begin the vehicle procurement process within 10 working days after the appropriate FTA 5310 grant documents have been executed with Capital Metro. CARTS will order the vehicles through use of a cooperative purchasing mechanism.

CARTS will expedite the process in advance of final approval of the Capital Metro grant agreement to permit an expedited timeline to issue a purchase order for the vehicles within 10 days of the final approval of the grant documents .

Based on recent experience, it will take a manufacturer 6 months to have vehicles delivered to CARTS. After a short testing period (usually two weeks) the vehicles will be placed into service.

In summary it is estimated vehicle acquisition and placing the vehicles into service will occur within 7 months after approval of Capital Metro's grant documents.

Supporting Information (Primary Project)

Location Information

<https://www.formstack.com/admin/download/file/14628586668>

Funding and Cost Information

<https://www.formstack.com/admin/download/file/14628586669>

Additional Information

<https://www.formstack.com/admin/download/file/14628586670>

General Information (Secondary Project)

County	Travis
Project Name	Manor Pickup Service Operations
Limits (From)	Manor, Texas Pickup Service Area
Limits (To)	Manor, Texas Pickup Service Area
Project Description	Operating cost for Manor Pickup Service

Funding Information (Secondary Project)

Local Funding Amount	85000
Fiscal Year of Expenditure	2024

Transportation Development Credit Policy (Secondary Project)

Policy Goals	The project meets the Texas Transportation Commission's TDC goal #3 "Support public transit" by providing local funds for operational cost in providing transit service in Manor, Texas. The project also meets CAMPO TDC goal #4 "Continue to support public transit in the region" also by providing local funds for operational cost in providing transit service in Manor, Texas and TDC goal #6 "Prioritize projects that are located in and positively impact traditionally disadvantaged communities" as the project service area is located with Vulnerable Environmental Justice areas as identified in the CAMPO 2045 Regional Transportation Plan.
Eligibility	Per CAMPO program eligibility, the project is eligible as it is a transit project as authorized by Chapter 53 of Title 49, U.S.C., and meets CAMPO eligible projects and activates as "Transit projects including rail."
Financial Need	The use of TDCs for the project will enable CARTS to maximize the use of local funds for operational costs in providing the Manor Pickup service.
Implementation	Upon placement of the TDC-assisted vehicles into service in FY 2024, local funds which are part of the financial contributions for operational cost of the Manor Pickup service will be used in provision of the said service.

Supporting Information (Secondary Project)

Location Information	https://www.formstack.com/admin/download/file/14628586682
Funding and Cost Information	https://www.formstack.com/admin/download/file/14628586683

Certification and Submittal

Name Ed Collins

Email ed@ridecarts.com

Phone (512) 762-6301

Signature





Resolution 2023-6-13

Acknowledging the Transportation Policy Board's Award of Transportation Development Credits to the Capital Area Rural Transportation System (CARTS)

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 mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, on May 8, 2024, the Transportation Policy Board approved the award \$340,000 in Traditional FTA 5310 Funding to the Capital Area Rural Transportation System (CARTS); and

WHEREAS, CARTS has subsequently applied for 85,000 Transportation Development Credits (TDC) to serve as the local match for this funding; and

WHEREAS, it has been determined the request meets the policy, eligibility, and maintenance of effort (MOE) requirements as required by state and federal regulations; and

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Board hereby votes to award 85,000 Transportation Development Credits to CARTS 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 85,000 Transportation Development Credits to CARTS as reflected was made on June 12, 2023 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of June 2023.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: June 12, 2023
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 14
Subject: Discussion and Take Appropriate Action on 2024 Meeting Schedule for the Transportation Policy Board

RECOMMENDATION

CAMPO staff recommends Transportation Policy Board approve the 2021 meeting schedule as presented in Attachment A.

PURPOSE AND EXECUTIVE SUMMARY

None.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

None.

SUPPORTING DOCUMENTS

Attachment A – Draft 2024 Transportation Policy Board Meeting Schedule



Transportation Policy Board 2024 Meeting Schedule

All meetings will be held at The Junior League of Austin Community Impact Center located at 5330 Bluffstone Lane, Austin, TX 78759 and will begin promptly at 2:00 p.m.

January 8, 2024

February 12, 2024

March 11, 2024

April 15, 2024

May 13, 2024

June 10, 2024

July 8, 2024

August 12, 2024

September 9, 2024

October 7, 2024

November 4, 2024

December 9, 2024