



TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, October 2, 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.

REVISED 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, September 28, 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](#) Mr. Chad McKeown, CAMPO
Mr. McKeown will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.

PUBLIC HEARING:

The public is invited to comment on agenda item 5. Speakers must adhere to the three (3) minute time limit. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, September 28, 2023.

- 5. [Public Hearing and Presentation of Amendments to the 2023-2026 Transportation Improvement Program \(TIP\) and 2045 Regional Transportation Plan \(RTP\)](#) Mr. Ryan Collins, CAMPO
Mr. Collins will present the public hearing opportunity on the proposed out-of-cycle amendments to the 2023-2026 TIP and 2045 RTP to be processed through the Quick Action Option.

The public is invited to comment on agenda items 6-12. 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, September 28, 2023.

- 6. [Discussion and Take Appropriate Action on September 11, 2023 Meeting Minutes](#)Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the September 11, 2023 meeting minutes.
- 7. [Discussion and Take Appropriate Action on Amendments to the 2023-2026 Transportation Improvement Program \(TIP\) and 2045 Regional Transportation Plan \(RTP\)](#) Mr. Ryan Collins, CAMPO
Mr. Collins will present the proposed out-of-cycle amendments to the 2023-2026 TIP and 2045 RTP to be processed through the Quick Action Option and request Transportation Policy Board approval with accompanying Resolution 2023-10-7.
- 8. [Discussion and Take Appropriate Action on Amendment #1 to FY 2024 & 2025 Unified Planning Work Program \(UPWP\)](#).....Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will present UPWP Amendment #1 and request Transportation Policy Board approval with accompanying Resolution 2023-10-8.
- 9. [Discussion on Project Funding Activities](#)..... Mr. Ryan Collins, CAMPO
Mr. Collins will discuss the current review of deferred projects, project tracking, and potential funding opportunities for new projects.
- 10. [Discussion on Category 7 Federal Funding Utilization](#)..... Mr. Ryan Collins, CAMPO
Mr. Collins will discuss the utilization of Category 7 federal funding.
- 11. [Discussion on Regional Transportation Demand Management \(TDM\) Program Implementation](#) Mr. Nirav Ved, CAMPO
Mr. Ved will provide an overview on implementation of the Regional TDM Program.

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.

12. [Presentation on National Environmental Policy Act \(NEPA\) and Transportation Planning and Project Development in Texas](#)..... Ms. Susan Chavez, Garver
Ms. Chavez will present information on NEPA and the transportation planning and project development processes.
13. Executive Director’s Report on Transportation Planning Activities
 - A. [2024 Technical Advisory Committee Appointments](#)
 - B. 2024 Transportation Planning Activities Calendar
14. Announcements
 - a. Transportation Policy Board Chair Announcements
 - b. Next Technical Advisory Committee Meeting, October 16, 2023 – 2:00 p.m.
 - c. Next Transportation Policy Board Meeting, November 13, 2023 – 2:00 p.m.
15. 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.



Date: October 2, 2023
Continued From: N/A
Requested Action: N/A

To: Transportation Policy Board
From: Mr. Chad McKeown, Deputy Executive Director
Agenda Item: 4
Subject: Report from the Technical Advisory Committee (TAC) Chair

The Technical Advisory Committee did not convene in September.



Date: October 2, 2023
Continued From: N/A
Requested Action: N/A

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 5
Subject: Public Hearing and Presentation on Amendments to the 2023-2026 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

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**Capital Area Metropolitan Planning Organization
Transportation Policy Board Meeting**

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane Austin, TX 78759
Monday, September 11, 2023 – 2:00 p.m.
Livestream at: www.campotexas.org

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

.....Commissioner Cynthia Long, Chair

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

The roll was taken and a quorum was announced present.

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

15	Travis Mitchell	Mayor, City of Kyle	Y	
16	Craig Morgan	Mayor, City of Round Rock	N	Council Member Kristin Stevens
17	James Oakley	Judge, Burnet County	Y	
18	Amy Pattillo	Travis County	Y	
19	Jim Penniman-Morin	City of Cedar Park	Y	
20	Josh Schroeder	Mayor, City of Georgetown	N	
21	Edward Theriot	Commissioner, Caldwell County	Y	
22	Jeffrey Travillion	Commissioner, Travis County	N	Commissioner Ann Howard

The CAMPO Transportation Policy Board joined in a moment of silence to remember victims of the terrorist attacks on September 11, 2001.

Video of this item can be viewed [here](#). Start Video at 00:00:14

2. Public Comments

There were no public comments.

Video of this item can be viewed [here](#). Start Video at 00:00:52

3. Report from Technical Advisory Committee (TAC) Chair

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who informed the Board that the TAC did not convene for the month of August. Mr. McKeown reported that a memorandum was sent to the Committee in place of the meeting. The memorandum was also included in the meeting materials.

Video of this item can be viewed [here](#). Start Video at 00:01:30

4. Discussion and Take Appropriate Action on August 14, 2023 Meeting Minutes

The Chair entertained a motion for approval of the August 14, 2023 meeting minutes, as presented.

Commissioner Debbie Ingalsbe moved for approval of the August 14, 2023 meeting minutes, as presented.

Mayor Jane Hughson seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Council Member Natasha Harper-Madison and Mayor Josh Schroeder

Video of this item can be viewed [here](#). Start Video at 00:01:55

5. Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiations on 2050 Regional Transportation Plan (RTP) Assistance Contract

The Chair recognized Mr. William Lisska, CAMPO Regional Planning Manager who informed the Board that CAMPO issued a Request for Proposals on July 5, 2023 for support services to assist in the development of the 2050 RTP. Mr. Lisska provided an overview of the procurement process for the 2050 RTP Assistance contract and identified the top ranked firm as Kimley-Horn and Associates.

The presentation was concluded with a request for approval to authorize the CAMPO Executive Director to begin negotiations on the 2050 Regional Transportation Plan Assistance contract.

The Chair entertained a motion for approval to authorize the CAMPO Executive Director to begin negotiations on the 2050 Regional Transportation Plan Assistance contract.

Judge James Oakley moved for approval to authorize the CAMPO Executive Director to begin negotiations on the 2050 Regional Transportation Plan Assistance contract.

Vice Chair Rudy Metayer seconded the motion.

The motion prevailed.

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

Nays: None

Abstain: Commissioner Clara Beckett

Absent and Not Voting: Council Member Natasha Harper-Madison and Mayor Josh Schroeder

Video of this item can be viewed [here](#). Start Video at 00:02:17

6. Discussion and Take Appropriate Action to Advise the CAMPO Executive Director on CAMPO's Transportation Improvement Program (TIP) Administrative Amendment Policy

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who provided a brief overview of the TIP Administrative Amendment Policy. Mr. Collins also discussed the qualifying amendment actions and the administrative amendment process.

The presentation was concluded with a request for approval to reaffirm the CAMPO Transportation Improvement Program Administrative Amendment Policy.

The Chair entertained a motion for approval to reaffirm the CAMPO Transportation Improvement Program Administrative Amendment Policy.

Mayor Travis Mitchell moved for approval to reaffirm the CAMPO Transportation Improvement Program Administrative Amendment Policy.

Mayor Jim Penniman-Morin seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Council Member Natasha Harper-Madison and Mayor Josh Schroeder

Video of this item can be viewed [here](#). Start Video at 00:04:29

7. Executive Session

An Executive Session was not convened.

The Chair provided a report of the Executive Committee's review and discussion of the CAMPO Executive Director's annual performance appraisal and related compensation adjustment recommendation at its meeting on September 7, 2023. A brief overview of the evaluation process was provided to the Board.

The Chair reported that a total of 16 performance evaluations were received for Mr. Ashby Johnson, CAMPO Executive Director and briefly summarized the comments included in each evaluation. The Chair also noted that Mr. Johnson continues to elevate the reputation of CAMPO statewide and nationally.

The Chair reported that Mr. Johnson received a ranked score of 4.77 out of a possible score of (5) five for his FY 2023 performance evaluation. The Chair further reported a 7% merit increase for FY 2023 as the recommendation of the Executive Committee.

Mr. Johnson provided comments of appreciation to the Chair and Transportation Policy Board.

The Chair entertained a motion for approval of a 7% merit adjustment and related payroll actions regarding the CAMPO Executive Director's annual performance appraisal for FY 2023.

Vice Chair Rudy Metayer moved for approval of the compensation adjustment as recommended.

Mayor Jim Penniman-Morin seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Council Member Natasha Harper-Madison and Mayor Josh Schroeder

Video of this item can be viewed [here](#). Start Video at 00:22:44

8. Executive Director's Report on Transportation Planning Activities

A. Federal Highway Administration Shared Mobility Equity Lens Peer Exchange

Mr. Johnson introduced Ms. Doise Miers, CAMPO Community Outreach Manager who reported that CAMPO accepted an invitation from the Federal Highway Administration (FHWA) to participate in a peer exchange to discuss CAMPO's public involvement practices used for transit and mobility. Ms. Miers summarized CAMPO's participation and informed the Board that a final report will be available for review early next year.

B. TxDOT 2024 Long Range Revenue Forecast Committee

Mr. Johnson reported that he has served on the TxDOT 2024 Long Range Revenue Forecast Committee for a number of years. Mr. Johnson also reported that the Committee meets every summer prior to the TxDOT Transportation Commission's action on revenue forecasts.

Mr. Johnson provided a summary of the Committee's discussion from its most recent meeting and identified the following revenue forecast estimates:

1. Proposition 1 (Category 2) for FYs 2022-2043 - \$23.6 Billion increase
2. Proposition 7 for FYs 2023-2042 - \$44.8 Billion increase
3. Texas Mobility Fund for FYs 2024-2046 - \$787 Million increase

Mr. Johnson noted that the full report will be provided to the Transportation Policy Board for review upon its release.

C. I-35 Capital Express Central Record of Decision

Mr. Tucker Ferguson, P.E. of the TxDOT-Austin District reported that the Record of Decision (ROD) on I-35 Capital Express Central was signed on August 18, 2023 and published on August 21, 2023. Mr. Ferguson added that the ROD sets the path forward to continue to the design phase of the project, obtain final construction documents, and ensure mitigation implementations included in the ROD.

D. CAMPO Corridors Program Update

Mr. Johnson provided a brief overview of the CAMPO Corridors Program and introduced Mr. Wes Jasek of BGE, Inc. and Project Manager for CAMPO's General Engineering Consultant as presenter for the CAMPO Corridors Program update. Mr. Jasek identified and discussed (8) eight projects that are scheduled to move forward.

Mr. Jasek also summarized discussions with stakeholders and entities along the corridors and identified upcoming proposed meetings with the City of Manor, City of Pflugerville, City of Taylor, Travis County, and Williamson County.

E. Transportation Research Board Equity Committee

Mr. Johnson continued with an update on the Transportation Research Board's Equity Committee of which he presides as Chair. Mr. Johnson reported that the Committee is reviewing the final draft of the report which will be released early next year. Mr. Johnson added that the report will be useful for the practices of local jurisdictions.

F. TxDOT Statewide Public Transportation Plan Advisory Committee

Mr. Johnson also reported that TxDOT created a new committee on statewide public transportation and asked that he serve on the committee. Mr. Johnson discussed the committee's objective in developing a statewide public transportation plan.

Video of this item can be viewed [here](#). Start Video at 00:28:11

9. 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 September 25, 2023 at 2:00 p.m.
- c. The next Transportation Policy Board Meeting will be held on October 2, 2023 at 2:00 p.m.

Video of this item can be viewed [here](#). Start Video at 00:52:37

10. Adjournment

The September 11, 2023 meeting of the CAMPO Transportation Policy Board was adjourned at 2:56 p.m. by unanimous consent.

Video of this item can be viewed [here](#). Start Video at 00:52:52



Date: October 2, 2023
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 7
Subject: Discussion and Take Appropriate Action on Amendments to the 2023-2026 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

RECOMMENDATION

Staff recommends the Transportation Policy Board (TPB) approve the Quick Action Option process for the out-of-cycle amendments and the requested amendments as provided in Resolution 2023-10-7 and the accompanying amendment list.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) is requesting out-of-cycle amendments to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). As defined in the Transportation Policy Board’s [Administrative Policy and Procedures](#), out-of-cycle amendments are any requested non-administrative amendments that require immediate action outside of the regular amendment cycles. These amendments are subject to the process outlined in the Quick Action Option detailed in the [Public Participation Plan](#) and final approval by the TPB.

FINANCIAL IMPACT

The amendment cycle does not directly select or allocate funding from federal transportation programs including those administered directly by the TPB. However, any projects selected for funding through federal surface transportation programs including all formula and discretionary programs, must be authorized directly by the TPB through inclusion in the TIP for the federal funding to be obligated to the project.

BACKGROUND AND DISCUSSION

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

SUPPORTING DOCUMENTS

- Attachment A** – *Amendment Request List*
- Attachment B** – *Resolution 2023-10-7*

2023 Out-of-Cycle Amendment – Requested Amendments

MPO ID/CSJ	County	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Fiscal Year	Cost (YOE)	Amendment Request
51-00207-01/ 0265-03-043	Bastrop	TxDOT	SH-71	Travis/Bastrop County Line	.065 Miles East of Tucker Hill Lane	Construct overpass and add 2-lane one-way eastbound and westbound frontage roads.	Construction	2024	\$35,280,000	Add Listing – Add new individually listed roadway project. Project was previously listed and approved in the 2019-2020 Transportation Improvement Program (TIP) and subsequently deferred in May 2020. Project is included in the 2024 Unified Transportation Program (UTP). Amendment is contingent on pending statewide project acceleration program selection.
51-00207-00/ 0265-02-042	Travis	TxDOT	SH-71	.85 Miles West of Tucker Hill Lane	Travis/Bastrop County Line	Construct overpass and add 2-lane one-way eastbound and westbound frontage roads.	Construction	2024	\$20,720,000	Add Listing – Add new individually listed roadway project. Project was previously listed and approved in the 2019-2020 Transportation Improvement Program (TIP) and subsequently deferred in May 2020. Project is included in the 2024 Unified Transportation Program (UTP). Amendment is contingent on pending statewide project acceleration program selection.
11-00010-00/ 0265-03-042	Bastrop	TxDOT	SH-71	At Pope Bend Road		Construct 4-lane overpass and add 2-lane eastbound and westbound frontage roads.	Construction	2024	\$49,280,000	Add Listing – Add new individually listed roadway project. Project was previously listed and approved in the 2019-2020 Transportation Improvement Program (TIP) and subsequently deferred in May 2020. Project is included in the 2024 Unified Transportation Program (UTP). Amendment is contingent on pending statewide project acceleration program selection.
51-00189-11/ 0015-13-451	Travis	TxDOT/City of Austin	IH-35	At Woodland Avenue		Construct bike and pedestrian bridge (stitch).	Construction	2024	\$9,556,250	Add Listing – Add new individually listed roadway project. Local Funding Only. Associated with CSJ 0015-13-428 and overall CSJ 0015-13-388.
73-00093-00	Travis	CapMetro	Red Line Double- Tracking	Onion Street	East Timbes	Design, engineering, and construction of double tracks along the existing Red Line, second station platform at Plaza Saltillo, signalization, positive train control modifications, safer railroad crossings at five locations, construction of new active transportation infrastructure between Chicon and Pedernales, and the reconfiguration of 5th Street.	Engineering, Construction	2024	\$32,184,000	Add Listing – Add new individually listed transit project. Project was selected for funding through the RAISE discretionary grant.
73-00094-00	Hays	City of San Marcos	Bus Purchase	N/A	N/A	Revenue Rolling Stock for Texas State University	Capital	2024	\$12,343,784	Add Listing – Add new individually listed transit project. Project is a partnership between Texas State University and the City of San Marcos utilizing 5307 funding.
73-00087-00	Hays	City of San Marcos	Transit Service	N/A	N/A	City of San Marcos Public Transit Operations	Operating	2023	\$4,567,010	Adjust Funding – Funding adjustments related to rolling over funding from FY 2022 into current FY 2023. Increase FTA 5307 funding from \$1,390,671 to \$2,283,505. Increase Other funding from \$654,283 to \$1,995,145. Increase state funding from \$221,000 to \$288,360.

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

Regional Transportation Plan (RTP) Amendment (No amendments were requested specifically for the Regional Transportation Plan)



Resolution 2023-10-7

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

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

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

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

WHEREAS, CAMPO adopted the 2023-2026 Transportation Improvement Program on May 9, 2022 and the 2045 Regional Transportation Plan on May 4, 2020; and

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

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

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

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

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

The above resolution being read, a motion to amend the 2023-2026 Transportation Improvement Program and 2045 Regional Transportation Plan as reflected was made on October 2, 2023 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 2nd day of October 2023.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: October 2, 2023
Continued From: June 12, 2023
Action Requested: Approval

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item: 8
Subject: Discussion and Take Appropriate Action on FY 2024 & 2025 Unified Planning Work Program (UPWP) Amendment #1

RECOMMENDATION

CAMPO staff recommends the Transportation Policy Board approve FY 2024 & 2025 Unified Planning Work Program (UPWP) Amendment One and accompanying Resolutions 2023-10-8 (**Attachment A**).

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to add the City of Austin’s Connecting Austin Equitably Mobility Study and funding of \$1,120,000 USDOT funds and \$280,000 local funds.

FINANCIAL IMPACT

Amendment One will increase the FY 2024 & 2025 UPWP (**Attachment B**) by the amount of \$1,400,000.00.

BACKGROUND AND DISCUSSION

The UPWP is the federally-required document that identifies work tasks to be completed in the CAMPO region. The proposed Amendment One to the FY 2024 & 2025 UPWP is detailed as follows:

2024 & 2025 Unified Planning Work Program: Amendment One	
Subtask 4.4.29	Add City of Austin’s Connecting Austin Equitably Mobility Study, \$1,120,000 USDOT funds and \$280,000 local funds.

SUPPORTING DOCUMENTS

Attachment A – Resolution 2023-10-8

Attachment B – FY 2024 & 2025 Unified Planning Work Program with Proposed Amendment #1



Resolution 2023-10-8

Acknowledging the Transportation Policy Board's Adoption of Amendment One to the CAMPO FY 2024 & 2025 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 2024 & 2025 Unified Planning Work Program (UPWP)* on June 12, 2023); and

NOW, THEREFORE BE IT RESOLVED staff is proposing Amendment One to add the City of Austin's Connecting Austin Equitably Mobility Study and funding of \$1,120,000 USDOT funds and \$280,000 local funds. This revision is depicted in the background material accompanying this proposed 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 amend the *CAMPO FY 2024 & 2025 Unified Planning Work Program* as reflected was made on October 2, 2023, by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 2nd day of October 2023.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DRAFT

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

Approved by the Transportation Policy Board: October 2, 2023

Federal Approval:

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I. INTRODUCTION

The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis.

- A. PURPOSE** – The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Area Metropolitan Planning Organization (CAMPO) planning process for FYs 2024 and 2025. This activity is required under federal law defining the responsibilities of Metropolitan Planning Organizations (MPO). The UPWP serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process in the six-county Capital Area in Central Texas. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, CAMPO prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the CAMPO region.
- B. DEFINITION OF AREA** - The CAMPO planning area includes all of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties (**Appendix B**) and the cities and villages in each of the six counties (a comprehensive list of these jurisdictions can be found at www.campotexas.org). By federal definition, CAMPO’s planning area must at least include the urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years.

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

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

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

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

Functional Responsibilities of Planning Agencies

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

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

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

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

MPO staff has the following general responsibilities:

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

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

Texas Department of Transportation

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

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

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

Capital Area Rural Transportation System (CARTS)

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

Capital Metropolitan Transportation Authority (Capital Metro)

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

Counties

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

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

Cities

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

Public/Public and Public/Private Partnerships

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

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

E. PLANNING ISSUES AND EMPHASIS – The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks for FY 2024 and 2025. The Planning Emphasis Areas are:

1. **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future:** CAMPO is developing a Carbon Reduction Program as outlined in the Infrastructure Investment and Jobs Act (IIJA). This program will seek to reduce transportation emissions through the development of carbon reduction strategies and by providing funding for projects designed to reduce transportation emissions. The CAMPO plan will provide emission reduction strategies, guide the selection of projects for the program funding, and set the foundation for a regional air quality program for the six-county region. Additionally, CAMPO is developing a Transportation Demand Management (TDM) Program to implement the agency’s 2019 Regional Transportation Demand Management Plan. The TDM Program focuses on commuter behavior choices, technology, and options provided by employers and government entities, rather than focusing on infrastructure solutions to transportation congestion. Stewardship of environmental resources through measures that reduce, minimize, or avoid negative impacts to the environment are also included in project selection criteria for CAMPO’s Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) and will continue to be used in the amendments and updates to those documents.
2. **Equity and Justice 40 in Transportation Planning -** CAMPO’s Public Participation Plan (PPP) was developed to ensure that all citizens have an equal opportunity to participate in the CAMPO decision-making process. CAMPO deliberately plans inclusive, diverse public participation programs as part of its transportation planning process. CAMPO’s program engages with public and private transportation employees and stakeholders, freight interests, bicycle and pedestrian stakeholders, and stakeholders with and representing those with disabilities. These public participation programs also include communication and outreach methods specifically tailored to audiences and stakeholders. The PPP’s strategies include, but are not limited to: using visualizations and clear, concise, non-technical language to describe proposed changes; seeking out low-income and minority environmental justice households and vulnerable populations who may face challenges accessing employment and other services; and holding public open houses at convenient times and locations while also offering virtual opportunities for input. Additionally, project selection criteria for CAMPO’s TIP and RTP include equity considerations, with performance measures focusing on traditionally underserved populations, including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
3. **Complete Streets -** CAMPO conducts studies in cooperation with local cities to develop transportation plans incorporating the concepts of complete street designs. These studies aim to create safe, convenient, and connected transportation networks that provide walkable and bikeable neighborhoods with access to jobs, homes, and amenities. CAMPO studies identify local concerns including, but not limited to: speed management, sidewalk connectivity, perceived lack of safety, access management, and limited transit access or coordination. Depending on the scope of the study, future land use may also be a consideration including the identification of catalytic redevelopment sites and compatible uses. The outcomes of these studies include implementation strategies that can be used by local governments, the Texas Department of Transportation, local transit agencies, and private developers. Another aim of these studies is to identify potential projects for inclusion in the long-range Regional Transportation Plan. CAMPO will continue

conducting these studies, partnering with local agencies to develop tailored projects including complete street recommendations.

4. Public Involvement - The CAMPO Public Participation Plan, adopted in 2019, includes provisions for virtual public involvement. This includes the development of an online open house for public involvement opportunities, created specifically for individual studies or routine activities including TIP and RTP updates. The online open houses include all of the information that would be found at an in-person meeting as well as ways for the public to submit comments. Additionally, online surveys are included for projects and online maps allow the public to see information related to proposed transportation project corridors. The meetings of CAMPO's Technical Advisory Committee (TAC) and Transportation Policy Board (TPB) are also streamed live and archived both on CAMPO's website and the agency's YouTube channel. The experience of public involvement through the Covid pandemic showed the utility of all of these virtual involvement methods and CAMPO will continue to expand the use of these methods while ensuring that those in the region who do not have high-speed internet or cell phones are still able to provide feedback.
5. Strategic Highway Network (STRANET)/U.S. Department of Defense (DOD) Coordination – CAMPO will coordinate with the U.S. Department of Defense on the eight STRANET corridors within the region in the development of recommendations for the long-range Regional Transportation Plan and for corridor and area studies. Although there are no U.S. Department of Defense installations within the CAMPO region apart from the Army Futures Command, there are significant bases in the MPO regions immediately to the north and south of this region, with transportation through the CAMPO area. This includes Fort Cavazos in the Killeen-Temple Metropolitan Planning Organization area and Randolph Air Force Base, Fort Sam Houston, and Lackland Air Force Base in the Alamo Area Metropolitan Planning Organization area. We will continue our coordination with these partner MPO organizations and include outreach to the Department of Defense.
6. Federal Land Management Agency (FMLA) Coordination – CAMPO will coordinate with federal resource agencies in the development of transportation plans and recommendations in the region. The preservation of the natural environment is a priority in the CAMPO region, which is reflected in the local and state agency coordination with federal land management areas including the San Marcos Aquatic Resources Center and the Balcones Canyonlands National Wildlife Refuge. This coordination supports the stewardship element of CAMPO's project selection process, which awards points to projects that demonstrate designs which avoid, minimize, and mitigate negative impacts to water quality, air quality, and natural habitat.
7. Planning and Environment Linkage (PEL) – CAMPO will continue to conduct Planning and Environmental Linkages (PEL) studies across the region. Primarily this will be conducted under the Project Readiness Program. This CAMPO-led program has identified 10 corridors for study across all six MPO counties. These corridors were identified based on the connectivity they provide between activity centers in the region, higher-than average crash rates, and their identification in transit studies, freight routes, and active transportation plans. All corridors are on the TxDOT system, and CAMPO is working closely with TxDOT to advance these studies. The Project Readiness Program will range from feasibility analyses to NEPA studies depending on the identified needs of each corridor. CAMPO is also working closely with the cities, counties, and transit agencies along the corridors and will conduct full public involvement efforts as well. This partnership will allow the results of the Project Readiness Program to seamlessly move into further environmental, design, and implementation stages.

8. Data in Transportation Planning – CAMPOCAMPO has established a Data and Operations program area in order to coordinate the MPO’s role in data sharing and management. CAMPO has developed a series of data dashboards now available on the agency’s website to serve as analysis tools and community resources for the MPO region. Currently there are five data dashboards on CAMPO’s website including: American Community Survey (ACS) 2017-2019, ACS 2020 and Beyond, Performance Metrics, TxDOT Crash Records Information System, and Roadway Inventory. These dashboards are customizable and present a tremendous amount of data in comprehensible, graphical ways. CAMPO will continue making presentations on the availability of these dashboards and continue working with our partner agencies to provide more data on the dashboards which may be useful in regional transportation planning efforts

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, TEMPO, Planning Conference, Planning Forum, 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

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.

III. TASK 2–0 - DATA DEVELOPMENT AND MAINTENANCE

- **OBJECTIVE**

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

- **EXPECTED PRODUCTS**

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

2045 Plan related performance measures

Demographic forecasts and travel demand model for the 2050 Plan updates

Interactive Web Viewer updates

UrbanSim (Demographic Allocation Tool)

Development 2050 Travel Demand Model

- **PREVIOUS WORK**

Updated demographic forecasts and travel demand model for the 2045 Plan

2045 Plan related performance measures

Development 2050 Travel Demand Model

UrbanSim (Demographic Allocation Tool)

- **SUBTASKS**

Subtask 2.1 – MPO Staff Support for Task 2

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

2.1.1 General Administration:

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

2.1.2 General GIS:

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

2.1.3 Demographic Forecasting:

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

2.1.4 Travel Demand Modeling:

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

2.1.5 Environmental Analysis:

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

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

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

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

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

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

- FUNDING SUMMARY**

Task 2-0 - 2-Year Funding Summary Table
FY 2024 and FY 2025

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

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.

IV. TASK 3–0 - SHORT RANGE PLANNING

- **OBJECTIVE**

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

- **EXPECTED PRODUCTS**

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

- **PREVIOUS WORK**

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

- **SUBTASKS**

Subtask 3.1 – MPO Staff Work for Task 3.0

3.1.1 General Administration:

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

3.1.2 General Activities:

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

3.1.3 Public Participation:

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

3.1.4 Congestion Management Process (CMP), Intelligent Transportation Systems (ITS) and Operations Planning:

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

3.1.5 Transportation Improvement Program:

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

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

Subtask 3.2 – Congestion Management – Consultant Work

3.2.1 Congestion Management Process Data Collection and Analysis:

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

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

Subtask 3.3 – Regional Transportation Demand Management Program– Consultant Work

3.3.1 Regional Transportation Demand Management Program:

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

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

- FUNDING SUMMARY**

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

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

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

V. TASK 4–0 - METROPOLITAN TRANSPORTATION PLAN

- **OBJECTIVE**

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

- **EXPECTED PRODUCTS**

Development of the 2050 Regional Transportation Plan

Maintenance of the 2045 Regional Transportation Plan

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

Maintenance of Regional Active Transportation Plan

Updated Regional Bicycle and Pedestrian Facility Inventory

Regional State of Safety Report

- **PREVIOUS WORK**

2045 Regional Transportation Plan

2045 Regional Transportation Plan Amendments

Regional Active Transportation Plan

Regional Bicycle and Pedestrian Facility Inventory

Coordinated Public Transit – Health and Human Services Transportation Plan Update

Regional Traffic Safety Plan

Regional State of Safety Report

- **SUBTASKS**

Subtask 4.1 – MPO Staff Work for Task 4.0

4.1.1 General Administration:

This subtask allows for MPO staff support for administrative activities related to long range planning including procurement, development, management of consultant contracts for projects in Tasks 4.1, 4.2, and 4.3, review and processing of monthly billings for work related to Tasks 4.1, 4.2, and 4.3, conduct access management, safety, sub-regional traffic management, and other related corridor studies, participation in study oversight committee meetings, amending and maintaining the CAMPO 2045 Regional Transportation Plan, developing the CAMPO 2050 Regional Transportation Plan and supporting materials and cooperatively developing related performance measures.

4.1.2 Public Participation:

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

4.1.3 Regional Public Transportation Coordination:

This subtask allows for MPO staff support for regional public transportation coordination including coordinating the Regional Transit Coordination Committee (RTCC) and associated activities, and implementing, maintaining and updating the Capital Area Coordinated Transit – Health and Human Services Transportation Plan.

4.1.4 Bicycle and Pedestrian Planning:

This subtask includes coordinating the Active Transportation Advisory Committee, conducting planning activities related to bicycle and pedestrian facilities, updating the regional active transportation plan, updating the regional bicycle and pedestrian facility inventory.

4.1.5 Safety Planning:

This subtask includes access management and corridor studies for the region, crash data hot spot analyses for regional and local governments, coordinating the regional safety coalition and its safety emphasis area team’s associated activities, including, but not limited to, regional workshops, Safety Summits, data analyses, and updating and maintaining the safety analysis tool.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$1,153,529 PL
Product(s): Planning documents, data sets, contract procurement materials and billing packages, and networks

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

4.2.1 2050 Metropolitan Transportation Plan

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

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$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 973 - 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 35 - 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 35 - 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 35 - 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 35 - SH 123 to Posey Rd

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$4,029,098 State Funds

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

Feasibility study.

Responsible Agency: TxDOT District

Funding Requirement: \$5,000,000 State Funds

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

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$2,852,910 State Funds

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

Feasibility study.

Responsible Agency: TxDOT District

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

4.4.15 SH 21 - SH 80 to SH 130

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$5,000,000 State Funds

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

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$3,955,863 State Funds

4.4.17 US 183 - SH 29 to FM 963

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$7,000,000 State Funds

4.4.18 US 183 - SH 71 to SH 130

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$3,651,596 State Funds

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

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$4,634,819 State Funds

4.4.20 US 281 - SH 71 Interchange

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$2,391,901 State Funds

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

Environmental study and schematic design.

Responsible Agency: TxDOT District

Funding Requirement: \$5,021,449 State Funds

4.4.22 US 290 - US 281 to RM 12

Feasibility study.

Responsible Agency: TxDOT District

Funding Requirement: \$3,000,000 State Funds

4.4.23 FM 969 Feasibility Study

Identify future safety and mobility improvements to FM 969, from SH 130 to SH 21, in Travis and Bastrop Counties.

Responsible Agency: TxDOT District

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

4.4.24 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

4.4.25 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

4.4.26 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

4.4.27 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

4.4.28 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

4.4.29 Connecting Austin Equitably Mobility Study

The study, Our Future 35: Connecting Austin Equitably Mobility Study, focuses on 8 miles of the I-35 corridor from US 290 (north) to SH 71 (south). The study will identify affordable housing, anti-displacement and business support strategies for neighborhoods surrounding new freeway caps, identify transportation equity-focused action items, develop a placemaking plan, and evaluate transportation-related health and environmental justice concerns, and recommend mitigation for impacted neighborhoods.

Responsible Agency: City of Austin
Funding Requirement: \$ 1,120,000 USDOT Funds and \$280,000 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	500,000	-													500,000	-	500,000
4.3	CAMPO			35,000	35,000											35,000	35,000	70,000
4.4	OTHER AGENCIES	-	-	-	-	91,104,688	-	3,080,000	-	2,430,100	-	350,000	-	87,500	-	97,052,288	-	97,052,288
		-	-					-	-	-	-					-	-	-
TOTAL		1,061,842	591,687	35,000	35,000	91,104,688	-	3,080,000	-	2,430,100	-	350,000	-	87,500	-	98,149,130	626,687	98,775,817

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		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	-	-	-	-	91,104,688	-	3,360,000	-	2,430,100	-	1,470,000	-	87,500	-	98,452,288	-	98,452,288
		-	-					-	-	-	-					-	-	-
TOTAL		1,061,842	591,687	35,000	35,000	91,104,688	-	3,360,000	-	2,430,100	-	1,470,000	-	87,500	-	99,549,130	626,687	100,175,817

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 Work for Task 5.0

5.1.1 General Activities:

This subtask allows for MPO staff support for activities related to special transportation planning studies in Subtask 5.1 and 5.2. Specific activities will include participating in special studies. MOU/MOA or other similar documents will be developed to address specific written provision for cooperatively developing and sharing information related to transportation performance data; selection of performance targets; reporting performance targets; reporting and tracking progress.

Responsible Agency:	CAMPO
Funding Requirement:	\$253,474 PL
Product(s):	Contract procurement materials and billing packages, meeting packages and materials, technical memos

Subtask 5.2 Special Studies (undertaken by CAMPO and/or Consultant(s))

5.2.1 FM 1626/RM 967 Intersection

Lane use and transportation nodal analysis. Contract ongoing.

Responsible Agency: CAMPO and City of Buda
Funding Requirement: \$160,000 STBG and \$40,000 Local Funds

5.2.2 Garlic Creek Parkway

Corridor and connectivity analysis. Contract TBD.

Responsible Agency: CAMPO and City of Buda
Funding Requirement: \$280,000 STBG and \$70,000 Local Funds

5.2.3 Freight Study

The Freight Study will evaluate freight and shipping needs throughout CAMPO's six-county region. The study will build on the work TxDOT completed in its 2018 Freight Mobility Plan and evaluate how the needs for freight policies and projects are shifting in Central Texas as the economy is changing. With the development of new industrial, warehousing, and distribution facilities being constructed throughout the region, along with the continuing growth of e-commerce, the changing nature of freight planning must be better understood to encourage efficient freight transportation and enhance economic development. Contract ongoing.

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

5.2.4 Bottleneck Study

The Bottleneck Study will evaluate major interchanges throughout CAMPO's six-county region. Currently, most freeway-to-freeway interchanges in the CAMPO region lack full connectivity through direct-connect ramps and drivers must use frontage road intersections to make connections between many highways. The Bottleneck Study will evaluate these interchanges to identify where improvements between highways may be needed, including additional direct-connect ramps. The Study will also evaluate connections between high-volume principle arterial roadways to identify bottlenecks where intersection or interchange improvements may be needed. Contract TBD.

Responsible Agency: CAMPO
Funding Requirement: \$225,000 STBG and 56,250 TDCs

5.2.5 Project Readiness for Regional Corridor Improvement Projects

Multimodal corridor studies to advance recommendations for inclusion in CAMPO's long-range Regional Transportation Plan (RTP) and for future funding consideration in CAMPO's Transportation Improvement Program (TIP). Contract ongoing.

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

5.2.6 SL 150/Chestnut Street Corridor Study

The SL 150/Chestnut Street Corridor Study will assess multimodal mobility and safety needs for the 3-mile section of SL 150/Chestnut Street between SH 71/Childers Drive and SH 71/Tahitian Drive in the City of Bastrop. Building upon community visioning work completed in 2019 as part of the Bastrop Building Block (B3) Code, the study will include public/stakeholder engagement, needs assessment, a corridor concept plan, and an implementation plan. Contract ongoing.

Responsible Agency: CAMPO and City of Bastrop

Funding Requirement: \$250,000 PL and \$50,000 Local Funds

5.2.7 Austin Avenue Corridor Study

The Austin Avenue Corridor Study will assess multimodal mobility/safety needs and catalytic land use opportunities for the 5-mile section of Austin Avenue between SE Inner Loop and NE Inner Loop in the City of Georgetown. The study will run concurrently with and inform several local planning efforts including the Downtown Master Plan Update, Downtown Parking Study, and Overall Transportation Plan Update. The study will include public/stakeholder engagement, needs assessment, a corridor concept plan, and an implementation plan. Contract ongoing.

Responsible Agency: CAMPO and City of Georgetown

Funding Requirement: \$200,000 PL and \$60,000 Local Funds

5.2.8 Regional Safety Action Plan

The Regional Safety Action plan will analyze, identify, and prioritize projects, programs, and strategies to improve transportation safety throughout the six-county CAMPO region. The plan is funded by the Safe Streets 4 All (SS4A) discretionary grant program and will follow the program requirements for safety action plan development. Upon completion, the Regional Safety Action Plan will provide local sponsors with eligibility to pursue SS4A implementation grants for the projects, programs, and strategies contained within. Contract TBD.

Responsible Agency: CAMPO

Funding Requirement: \$2,320,000 SS4A (USDOT) and \$580,000 In-Kind Donation of Services (non-federal)

5.2.9 Regional Mobile Emission Reduction Plan

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

Responsible Agency: CAMPO

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

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	600,000	-	865,000	-	220,000	-	4,600,000	-	1,000,000	-	2,320,000	-	9,605,000	-	9,605,000
TOTAL		706,712	146,762	865,000	-	220,000	-	4,600,000	-	1,000,000	-	2,320,000	-	9,711,712	146,762	9,858,474

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

VII. BUDGET SUMMARY

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	1,653,529	70,000				-			-	-	1,723,529
4.4	MTP (other agencies)		-		2,430,100		3,080,000	91,104,688		350,000	87,500	97,052,288
5.0	Special Studies	853,474				865,000	220,000	4,600,000	1,000,000	2,320,000	-	9,858,474
TOTAL		8,077,514	70,000	-	2,430,100	1,025,000	3,300,000	95,704,688	1,000,000	2,670,000	87,500	114,364,802

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.

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	1,653,529	70,000				-			-	-	1,723,529
4.4	MTP (other agencies)		-		2,430,100		3,360,000	91,104,688		1,470,000	87,500	98,452,288
5.0	Special Studies	853,474				865,000	220,000	4,600,000	1,000,000	2,320,000	-	9,858,474
TOTAL		8,077,514	70,000	-	2,430,100	1,025,000	3,580,000	95,704,688	1,000,000	3,790,000	87,500	115,764,802

Combined Transportation Planning Funds ²

\$6,420,172

Estimated Unexpended Carryover

\$1,657,342

TOTAL TPF:

\$8,077,514

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 Capital Area 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*

*Commissioner Cynthia Long, Williamson County
Transportation Policy Board – Chair
Capital Area 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.

*Commissioner Cynthia Long, Williamson County
Transportation Policy Board – Chair
Capital Area MPO*

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

I, Commissioner Cynthia Long, Chair, a duly authorized officer/representative of the Capital Area Metropolitan Planning Organization, 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.

*Commissioner Cynthia Long, Williamson County
Transportation Policy Board – Chair
Capital Area MPO*

Date

Attest:

Name

Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Commissioner Cynthia Long, Chair, a duly authorized officer/representative of the Capital Metropolitan Planning Organization, 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.

*Commissioner Cynthia Long, Williamson County
Transportation Policy Board – Chair
Capital Area MPO*

Date

Attest:

Name

Title



Date: October 2, 2023
Continued From: N/A
Action Requested: None

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 9
Subject: Discussion on Project Funding Activities

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) is undergoing several important interrelated activities related to project funding that will be brought to the Transportation Policy Board (TPB) for consideration early next year. These items are summarized below.

Deferred Project Refunding

CAMPO, in coordination with TxDOT, is working with sponsors of the four remaining deferred Surface Transportation Block Grant (STBG) projects listed below to conduct a full project readiness assessment. This process will develop a refunding and scheduling recommendation to the TPB to conclude the deferral of STBG projects (see Attachment A for additional information).

CSJ	Sponsor	Project Name	Original STBG Award
0914-04-314	City of Austin	West Rundberg Lane	\$8,800,000
0914-05-194	City of Austin	Lakeline Blvd	\$11,540,000
0914-04-326	Travis County	Pearce Lane	\$22,000,000
0914-04-316	Travis County	Braker Lane North	\$11,737,000

Project Tracking

CAMPO is moving to a new project tracking platform in October. This platform, MyProjects, is a custom cloud-based project management software that will provide a robust, transparent, and efficient platform for project management including progress reporting, project milestone management, and dashboard views of project information including progress and funding utilization. This system will increase accountability and provide the TPB with real time information for decision-making purposes.

Future Funding Opportunities

CAMPO is preparing to initiate a project call in the upcoming calendar year to schedule projects for future funding availability. This funding opportunity will be impacted by the several outstanding factors including the refunding of the deferred projects, currently funded projects not demonstrating progress, project readiness, potential funding availability from other sources, and statewide administrative code changes.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The TPB is responsible for allocating certain federal and state funds for transportation projects in the six-county capital region. To administer these funding programs effectively, the TPB has adopted a regional approach to project selection that includes a comprehensive extensive readiness assessment, planning factor review, and cost-benefit analysis. In addition to selection, the TPB also monitors selected projects to ensure continual progress.

SUPPORTING DOCUMENTS

Attachment A – *STBG Refunding Process Information*

Surface Transportation Block Grant (STBG)

Scheduling and Refunding of Remaining Deferred STBG Projects



Background

On April 30th, 2020, the Texas Transportation Commission (TTC) updated the Unified Transportation Plan (UTP) to facilitate the development and implementation of the central portion of the IH-35 Capital Express Project, which has an estimated \$4.9 billion construction cost. The TTC action reduced the unfunded portion of the project from \$4.34 billion to \$934 million. To address the \$934 million funding gap, the Texas Department of Transportation (TxDOT) requested the reprioritization of more than \$633 million in currently funded projects in the Capital Area Metropolitan Planning Organization's (CAMPO) six-county region and the TxDOT-Austin District.

To accommodate the \$633 million reprioritization, CAMPO staff worked closely with the TxDOT-Austin District to develop a process to identify currently funded projects to be deferred until additional funding becomes available from state and federal sources. CAMPO was responsible for developing the process and approval of projects with Category 7 – Surface Transportation Block Grant (STBG) funding. The TxDOT-Austin District was responsible for the process and approval of projects with Category 2 – Metropolitan and Urban Area Corridor Projects, Category 4 – Statewide Connectivity Corridor Projects, and Category 12 – Strategic Priority funding.

On June 8, 2020, the Transportation Policy Board approved the final selection of STBG projects to be deferred in support of the IH-35 Capital Express project. Upon approval, the TPB also formally endorsed the prioritization of these deferred projects for refunding. To facilitate this directive, a process was developed and approved to evaluate and select projects from the deferral list to be refunded as additional funding becomes available.

Overview

With only four projects previously funded with Surface Transportation Block Grant (STBG) funding remaining deferred, the Capital Area Metropolitan Planning Organization (CAMPO) is currently requesting updated project readiness information for these projects to definitively reschedule these projects and program these projects for future STBG funding in the upcoming 2025-2028 Transportation Improvement Program.

This evaluation process will be a collaborative effort between CAMPO, the project sponsors, and the TxDOT-Austin District and will evaluate the status of the project through the Texas Department of Transportation's (TxDOT) local government project development process and will include a comparison of the original application, development progress, sponsor responsibilities, and other elements that will provide a comprehensive understanding of the project.

Additional considerations of this process include:

- This process will evaluate the potential for funding adjustments to the original funding award amounts with consideration of the originally approved scope, current project development status, updated estimate amounts, schedule, and funding availability.
- Sponsors are assumed to have continued the appropriate level of project development during the deferral and have taken efforts to complete earlier phases in preparation for construction refunding at the earliest availability.
- Projects that have not demonstrated reasonable progress, or otherwise cannot be confidently rescheduled for construction funding through this process, may need to be considered for submission in a future project call.
- The final determination of this process and funding action by the Transportation Policy Board will impact the availability of funding for projects in the next funding opportunity schedule to take place in 2024.

Schedule

Milestone	Date
Initial Refunding Process Meeting	July 13, 2023
Information Packet (Draft)	July 18, 2023
Refunding Process Check- In	August 10, 2023
Information Packet (Final) – Application Folder	August 11, 2023
Project Materials Due	September 1, 2023
Technical Review	September – October
Individual Project Team Meetings	October
Recommendation Development	October
Technical Advisory Committee – Information	October 16, 2023
Transportation Policy Board – Information	November 13, 2023
Technical Advisory Committee – Recommendation	December 18, 2023
Transportation Policy Board – Action	January 8, 2024
2025-2028 Transportation Improvement Program	May 13, 2024

Please note that the schedule for Technical Advisory Committee and Transportation Policy Board information and action items may shift out by a month to ensure adequate time for the review process and recommendation development as determined through the process. Should more time be needed all items will move a month with final action by the Transportation Policy Board on February 12, 2024, meeting to ensure time for the recommendation to be incorporated into the 2025-2028 Transportation Improvement Program outreach process.

Readiness Assessment

Readiness will assess the deferred projects based on the project development process and the resulting schedule for utilizing the federal funding as it is critical to ensure that projects have completed the necessary steps for the federal funding to be obligated in a timely manner as programmed. The end goal of the readiness assessment is to ensure, to the highest degree practicable, that the deferred projects can be reprogrammed and scheduled accurately and that appropriate refunding scenarios can be developed for Transportation Policy Board consideration.

A summary of the major areas to be reevaluated are provided below. For detailed information please refer to the Local Government Project Management Guide and Project Delivery Checklist which provides extensive information on the project development milestones being evaluated through this process.

Project Management Information

Please provide information on the project manager and responsible person in charge (RPIC). The RPIC must have a current Local Government Project Procedures (LGPP) certification. Sponsors should also provide the assigned TxDOT project manager information as applicable. Please provide basic contact information, position title, and project role.

Advanced Funding Agreement

Please provide the most recent Advanced Funding Agreement (AFA) as applicable. If the project does not have an executed AFA, please provide a draft version if available, and any other additional information regarding the execution of the AFA from the original application. Please refer to Chapter 2 of the Local Government Project Management Guide for more information on this process.

Project Scope

Please verify the scope as detailed in the original application or provide an updated project scope and accompanying information for any significant changes to the scope. For significant changes, please provide justification and detail any resulting impacts these changes have on the development process including schedule and costs changes.

Project Schedule

Sponsors must provide detailed information on the updated project schedule including the current phasing schedule and anticipated fiscal year of project funding utilization for the phases approved for federal funding.

Cost Estimate and Budget

Sponsors must provide an updated professionally developed project cost estimate and budget. This updated estimate must reflect the current estimated cost of implementation and include updated information such as engineering refinements, inflation adjustments, updated labor, and material costs etc. For projects with significant estimate changes to the previously awarded estimate please explain these changes and any potentially impacts as a result.

Financial Commitment

Please provide current information on the local government financial commitment to the project and indicate if the original commitment remains valid. Please detail any other changes to the project sponsors financial commitment and ability to not only provide the local match for the original award but meet the additional funding requirements detailed in the updated cost estimate.

Coordination and Agreements

Please provide any updates and current information regarding coordination and agreements related to the project as detailed in the original application. Please indicate if there has been any additional coordination, newly executed agreements, changes to previously executed interlocal agreements, or if the previous agreements remain valid for this effort and provide updated supporting documentation as appropriate.

Public Involvement

Please provide information on any public involvement activities that have been conducted for the project that were not detailed in the original assessment. This process should ensure that the public is aware of the project, has had sufficient opportunity for input on the current design, and that comments received have been resolved appropriately. This public involvement should include opportunities required by the environmental process including public hearings and MAPOs, and any other opportunities deemed appropriate.

Engineering and Design

Please provide the most recent and complete engineering and design schematics for the project and any other associated documentation regarding project design. If not detailed in the overall schedule, please provide a detailed calendar for the remaining engineering tasks required. This includes the most recent schematics (30%, 60%, 90%, or PS&E) including typical sections, geometric schematic, utility and right-of-way determinations, and environmental commitments (EPICS) determined by the environmental process. Please refer to Chapter 4 of the Local Government Project Management Guide for more information on the Preliminary Engineering and Design Process and Chapter 7 for the Plans, Specification, Estimates (PS&E) Development

Environmental Compliance

Please provide updated information regarding environmental compliance activities and NEPA process that the project has undergone. This includes the environmental classification, executed environmental approvals, and detailed calendar of remaining environmental tasks required for clearance. Please refer to Chapter 5 of the Local Government Project Management Guide and TxDOT Environmental Toolkit for more information on this process.

Right-of-Way and Utility Relocation

Please provide current information regarding right-of-way acquisitions and utility relocation activities that need to be completed prior to construction including the status of acquisition and utility relocation and anticipated schedule for completion. Please refer to Chapter 6 of the Local Government Project Management Guide for more information on this process.

Additional Information

Please provide any additional information and appropriate documentation relevant to the readiness assessment.

Submittal

Project sponsors will be provided access to their specific project files through the ShareFile service to submit materials for the readiness assessment by the due date. The folder contains an excel summary form with which to provide a high-level summary of the development process and corresponding subfolders for the required supporting documentation. For access needs, concerns, or questions please contact ryan.collins@campotexas.org.

Deferred Project List

Deferred Project List Summary

CSJ	Sponsor	County	Project Name	Limits (From)	Limits (To)	Description	Phase	Cost	Federal Award	Local Match	Local Contribution	TDC
0914-04-314	City of Austin	Travis	West Rundberg Lane	Metric Blvd.	Burnet Road	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection	Construction	\$11,000,000	\$8,800,000	\$2,200,000		
0914-05-194	City of Austin	Williamson	Lakeline Blvd	Parmer Lane	Lyndhurst Blvd	Add two additional travel lanes and upgrade bicycle facilities and sidewalks	Construction	\$14,425,000	\$11,540,000	\$2,885,000		
0914-04-326	Travis County	Travis	Pearce Lane	Travis/Bastrop County Line	Kellam Road	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	Construction	\$22,000,000	\$22,000,000			5,500,000
0914-04-316	Travis County	Travis	Braker Lane North	Harris Branch Parkway	Samsung Blvd.	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	Right-of-Way, Construction	\$22,715,790	\$11,737,000	\$2,934,250	\$8,044,540	

Resources

[Local Government Projects Toolkit](#)

The Local Government Projects Toolkit provides organized access to rules, regulations and procedures for projects managed by local governments.

[Local Government Project Procedures Manual](#)

TxDOT's Local Government Project Procedures Manual that outlines the project development process for locally sponsored projects.

[Local Government Project Development and Delivery Checklist](#)

Local Government Checklist that provides items required throughout the development process that will help determine the project development status.



Date: October 2, 2023
Continued From: N /A
Action Requested: None

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 10
Subject: Discussion on Category 7 Federal Funding Utilization

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Texas Department of Transportation (TxDOT) periodically reviews Metropolitan Planning Organization (MPO) federal funding utilization rates as part of its larger financial strategy. As part of the most recent review, TxDOT is proposing revisions to the Texas Administrative Code regarding utilization rates to help optimize the use of federal funds by MPOs. These changes include an annual review of Category 5 (CMAQ) and Category 7 (STBG) carryover and incentives to encourage utilization and increased funding flexibility. This flexibility includes a provision to redistribute Category 2 (Mobility) and Category 5 (CMAQ) should an MPO accrue a carryover amount over 200% of the annual apportionment without sufficient cause.

Over the 4-year period (2024-2027), CAMPO has a 99.2% utilization rate for federal funding and would not be negatively affected by this rule change in the near and mid-term future. These changes provide additional flexibility for TxDOT and MPOs regarding funding distribution. This change also emphasizes the importance of project readiness and could potentially represent additional funding resources for regional projects.

FINANCIAL IMPACT

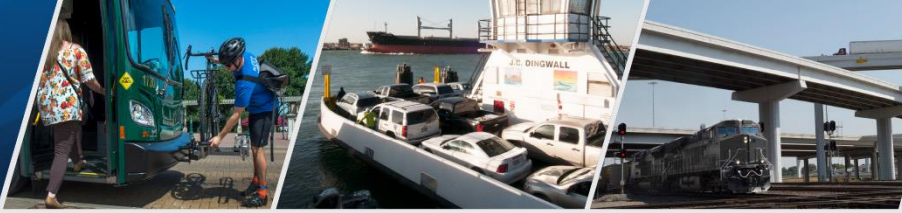
None.

BACKGROUND AND DISCUSSION

TxDOT is responsible for managing the surface transportation funding portfolio and maximizing funding utilization and obligation on a statewide level. Because Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs) are directly responsible for certain funding sources included in the statewide portfolio, TxDOT regularly coordinates with MPOs to ensure these funds are being utilized appropriately.

SUPPORTING DOCUMENTS

Attachment A – TxDOT Category 7 Presentation



Federal Fund Utilization: Category 7



1	Federal Funding & August Redistribution Overview	3-10
2	Category 7 Utilization & Carryover	11-13
3	Opportunities to Incentivize Use of Fund: Ch. 16 Texas Administrative Code	14-27
4	Resources	28-29
5	Questions	30



Federal Funding Overview

Federal Apportionment vs. Obligation Limitation



Apportionment

- Federal-aid highway funding; annually distributed to programs by a **statutory formula**
- Usually **available for four years** (current FY funds were apportioned + 3 years)
- Subject to **carryover, lapses** and **expirations**

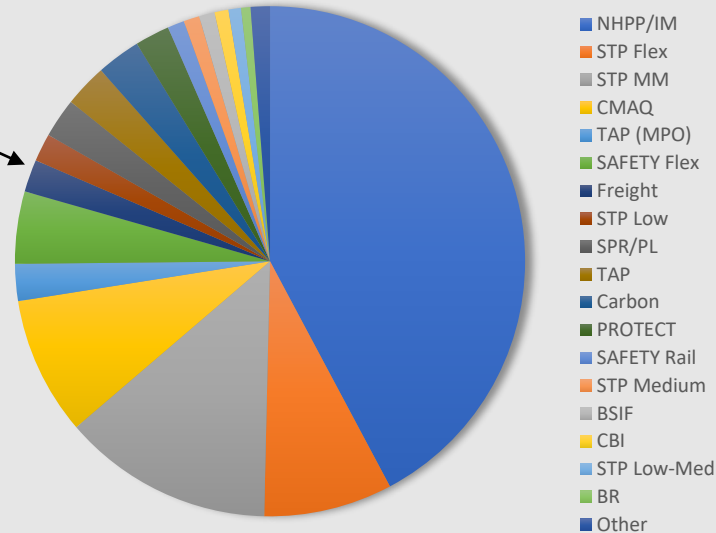
Obligation Limitation

- **Maximum** amount of federal a state can obligate during a fiscal year, **expires annually**
- **Not** program specific; single amount
- Allows FHWA to be more responsive to budget policies

FY23 Available Apportionment
\$6.6B

\$5.2B FY23 Apportionment &
\$1.4B Carryover

FY23 Obligation Limit \$4.5B
on average ≈90%





Obligation: Federal government's legal commitment to pay or reimburse entities for the Federal share of a project's eligible cost, via submission of Federal Project Authorization and Agreement (FPAA).

Advance Construction (AC): FHWA financial tool that allows TxDOT to request federal authorization present day, for future obligation when apportionment or Obligation Limitation is available.

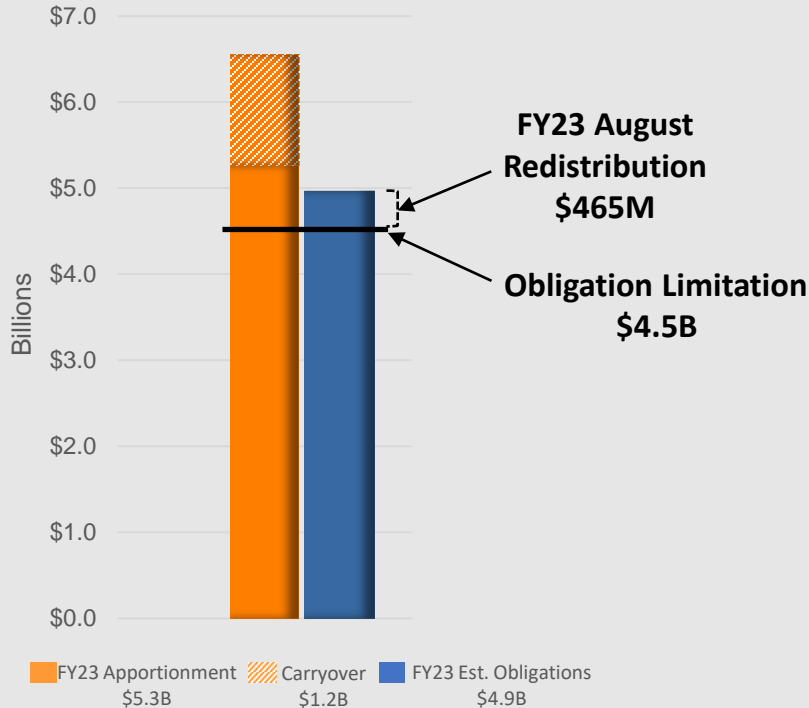
Lapse: Most federal-aid funds must be obligated within four years (of being apportioned to the state); any unobligated apportionment will lapse and is no longer available for future projects.

Allocated Federal Funds: An administrative distribution of funds for programs that are not distributed to States by statutory formula. (ex. Earmark and Emergency Relief)

2023 August Redistribution Estimate - \$465M



August Redistribution allows states to return unused FY 2023 Obligation Limitation, so that others (such as Texas) may request the available Obligation Limitation and maximize federal obligations.



Benefits

- Ability to maximize federal obligations by requesting additional obligation limitation
- Enables Texas to access apportionment current year and carryover balances.

Challenges

- Obligation Limitation does not carryover
- Redistributed amounts must be obligated by the end of fiscal year; need ready to let projects

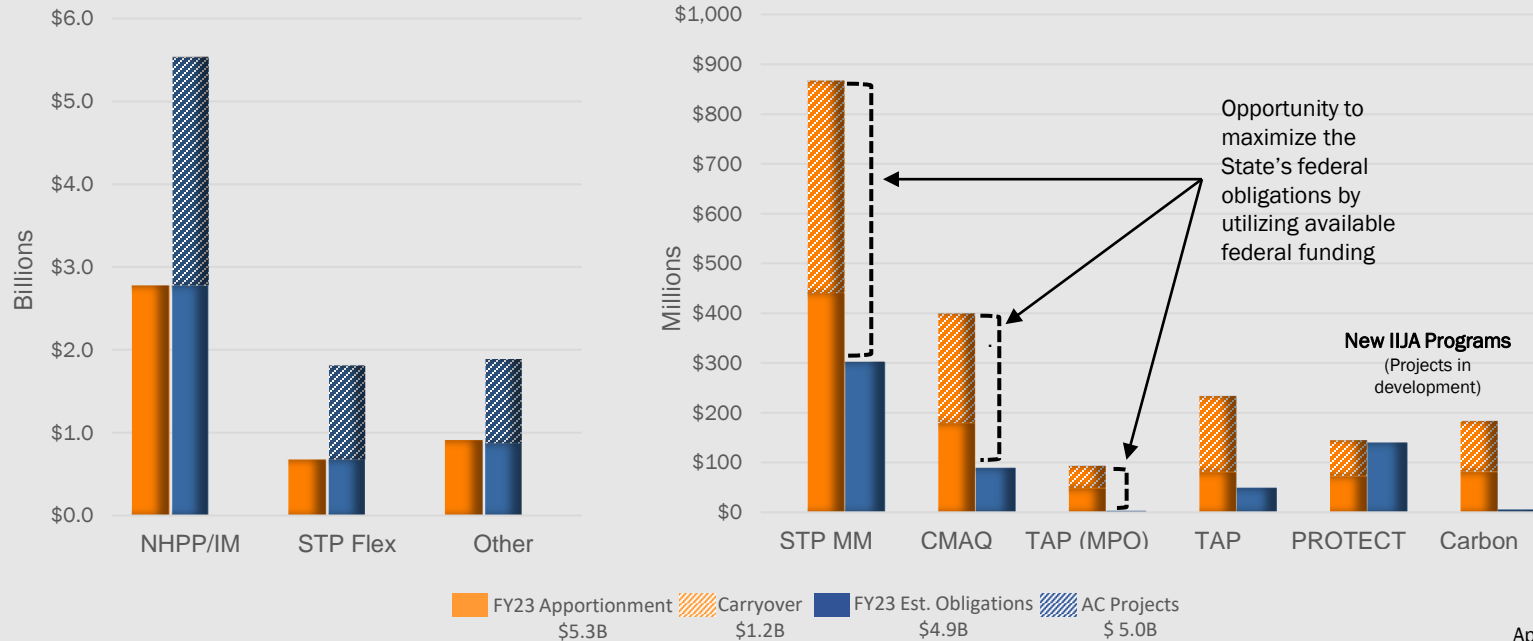
Apportionment as of 9/6/2023

2023 August Redistribution (by Federal Program)



August Redistribution enables Texas to request additional Obligation Limitation and obligate more federal funds.

- TxDOT can only **leverage** federal programs with **available apportionment** such as **STP MM, CMAQ & TAP**



Apportionment as of 9/6/2023

FY 2023 MPO Federal Program Balances



	CMAQ	STP MM
FY23 Apportionment	\$190.1	\$440.4
Prior FY Apportionment Carryover	\$304.4	\$427.0
Total Apportionment	\$494.5	\$867.4
Less Est. Obligations	(\$81.6)	(\$302.1)
Remaining Appn Balance	\$412.9	\$565.3
Remaining as % of FY23 Appn	217%	128%

CMAQ

- FY23 estimated obligations are currently
- Estimated carryover is approximately 2.17 years of apportionment

STP MM

- STP MM swaps & MPO project lettings have increased obligations
- Estimated carryover is approximately 1.25 years of apportionment
- IJA increased annual apportionment levels by ~\$50M

Apportionment as 9/6/2023

FY 2023 MPO Allocation Utilization



CMAQ

	FY23 Revised Allocation	FY23 Scheduled	Allocation Remaining	% Scheduled to Allocation
AAMPO	\$37.32	(\$4.37)	\$32.95	11.7%
EL Paso MPO	\$16.27	(\$2.53)	\$13.74	15.6%
HGAC MPO	\$330.93	(\$61.01)	\$269.92	18.4%
NCTCOG MPO	\$132.06	(\$121.45)	\$10.60	92.3%
Total	\$516.58	(\$189.36)	\$327.21	36.7%

STP MM

	FY23 Revised Allocation	FY23 Scheduled	Allocation Remaining	% Scheduled to Allocation
AAMPO	\$152.95	(\$25.16)	\$127.79	16.4%
CAMPO	\$125.08	(\$15.01)	\$110.07	12.0%
Corpus Christi MPO	\$24.77	\$0.01	\$24.78	0.0%
El Paso MPO	\$62.24	(\$20.45)	\$41.79	32.9%
HGAC	\$577.96	(\$158.41)	\$419.55	27.4%
KTUTS	\$24.75	(\$11.08)	\$13.67	44.8%
Laredo MPO	\$55.42	\$0.00	\$55.42	0.0%
Lubbock MPO	\$17.10	(\$21.62)	-\$4.52	126.4%
NCTCOG	\$227.07	(\$172.83)	\$54.24	76.1%
RGV MPO	\$109.44	\$0.58	\$110.02	-5.0%
Total	\$1,376.78	(\$423.97)	\$952.81	30.8%

- Allocations include federal plus state/local match
- Revised Allocations include prior fiscal year carryover
- Cat 7 allocations are higher than STP MM apportionments due to timing of STP MM swaps
- Negative % are due to credits from PE/ROW and Federal Adjustments

Allocation as of 9/6/2023



Awarded Projects

- MPO awarded projects are not automatically included in TxDOT's letting schedule.
- Work in coordination with TxDOT District office to get the projects on TxDOT's letting schedule

Scheduled Projects

All construction projects must be progressing towards being **Ready-to-Let**.

A Ready-to-Let project **must meet all federal and state requirements**, which may include:

- All NEPA and Environmental Clearances/Documentation are secured
- STIP Approval and STIP federal funding fiscal constraint is met
- ROW Clearance (*if required*)
- Utility Agreements in place (*if required*)
- 100% PS&E completed and approved schematics
- Project agreements in place and fully executed, including local funding agreements, Memorandums of Understanding and inter-state agreements
- Railroad coordination is complete and agreements in place (*if required*)

This will ensure projects are included in TxDOT's letting schedule and federal funds are obligated prior to letting.



Category 7 Utilization and Carryover

Category 7: Implementing Cat 2 Carryover Provisions



Cat 7 (STP MM)

MPO	a			b		c	d = b - c
	FY23 Allocation	FY22 Carryover	FTR adjs	FY23 Revised Allocation	Total Used	Remaining Allocation	
Alamo Area	59.63	93.32	0.00	152.95	25.16	127.79	
CAMPO	46.21	78.87	0.00	125.08	15.01	110.07	
Corpus Christi	10.86	13.92	0.00	24.78	(0.01)	24.79	
El Paso	26.20	36.05	0.00	62.24	20.45	41.79	
HGAC	175.83	402.14	0.00	577.97	158.41	419.56	
Killeen-Temple	7.38	17.37	0.00	24.75	11.08	13.67	
Laredo	7.99	47.42	0.00	55.41	0.00	55.41	
Lubbock	8.05	9.05	0.00	17.10	21.62	(4.52)	
NCTCOG	186.13	40.94	0.00	227.07	172.83	54.24	
RGVMPO	32.10	77.35	0.00	109.45	(0.58)	110.03	
Total	560.38	816.43	0.00	1,376.80	423.97	952.83	



Projected FY23 Carryover

Data as of 9/6/2023



Fund Management and Incentivizing Use of Funds: Chapter 16 (UTP) TAC Proposed Revisions



- **Objective:** Help optimize the use of federal funds.

- **Proposed Revisions to:**
 - Unified Transportation Program (UTP) funding categories 2 and 5 formula allocations to provide additional flexibility and allow the department to redistribute if there is a significant carryover associated with categories 5 and 7.
 - The definition of a “major change” to enable the redistribution to be performed administratively with TxDOT Executive Leadership approval.



- **Late Aug/early Sept:** 2 separate meetings with districts
 - Aug. 30th: One meeting with districts where their MPOs have both Cat 5 and 7
 - Sept. 5th: One meeting with districts where their MPOs have just Cat 7
 - Sept. 8th: Updated data pull and reports for districts and MPOs

- **Early/mid Sept:** meeting with MPOs & districts
 - Sept. 11th: One meeting with MPOs/districts that have both Cat 5 and 7
 - Sept. 13th: One meeting with MPOs/districts that have just Cat 7

- **September 28th:** Propose TAC Revisions to Commission

Detailed Schedule for TAC Rules: 2023-2024

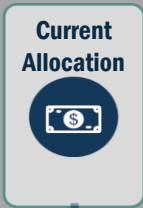


Required public involvement	
Thurs., September 28th	Commission meeting present/propose Draft rules
Thurs., September 28th	Coordinate Texas Register Notice Posting
Fri., October 13th	Texas Register Notice Posts & Open Public Comment
Thurs., October 26th	Commission meeting
Friday, November 3rd	Public Hearing
Thurs., November 16th	Commission meeting
Mon., November 13th	Close Public Comment
Tues., December 12th	Commission meeting
Tues., Nov. 14th - Fri, Dec 22nd	Public comment consolidation & rule revision review
Mon., Dec 25 - Mon., Jan 1st	Holidays
Tues., Jan 2nd - Fri., Jan 5th	Final review of public comments & rule changes
Mon., Jan 8th - Fri., Jan 12th	TxDOT Administration/Chairman briefing of comments/changes
Mon., Jan 15th - Wed. Jan 24th	Commission review of comments
Thurs., January 25th	Commission meeting Final Rule adoption

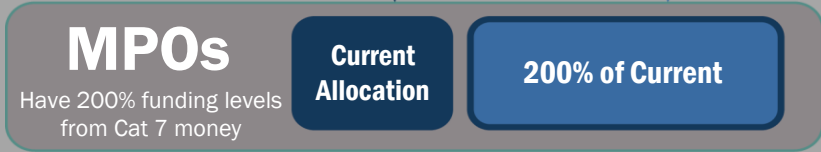


Carryover management/transfer visualization

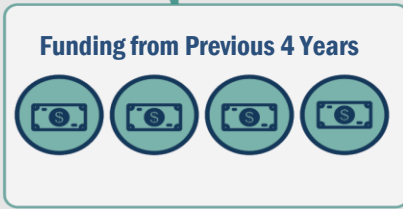
CAT. 7 (MPO)



Category 7 funding **MUST** go to the MPOs



CAT. 2 (MPO)



Cat. 2 funding equivalent to the amount of Cat. 7 that is in excess of 200% can be transferred to District Cat 11 Safety subprogram

Category 2 funding CAN go to the Districts



- Fall:
 - FIN finalize carryover (late October)
 - FIN/TPP run report of carryover
 - Assess programming / planned use for funds
 - Provide and discuss report to districts/MPOs
- Winter:
 - FIN/TPP rerun report and assess programming / planned use for funds
 - Present UTP Distribution to Commission (January)
 - TxDOT leadership consider implementing TAC 200% threshold

Category 7: Implementing Cat 2 Carryover Provisions



Cat 7 (STP MM)

MPO	a FY23 Allocation	FY22 Carryover	FTR adjs	b FY23 Revised Allocation	c Total Used	d = b - c Remaining Allocation
Alamo Area	59.63	93.32	0.00	152.95	25.16	127.79
CAMPO	46.21	78.87	0.00	125.08	15.01	110.07
Corpus Christi	10.86	13.92	0.00	24.78	(0.01)	24.79
El Paso	26.20	36.05	0.00	62.24	20.45	41.79
HGAC	175.83	402.14	0.00	577.97	158.41	419.56
Killeen-Temple	7.38	17.37	0.00	24.75	11.08	13.67
Laredo	7.99	47.42	0.00	55.41	0.00	55.41
Lubbock	8.05	9.05	0.00	17.10	21.62	(4.52)
NCTCOG	186.13	40.94	0.00	227.07	172.83	54.24
RGVMPO	32.10	77.35	0.00	109.45	(0.58)	110.03
Total	560.38	816.43	0.00	1,376.80	423.97	952.83

% Remaining 200%

d/a Remaining Allocation as % of FY23 Allocation	Amount Subject to TAC Rule*
214%	8.53
238%	17.65
228%	3.07
160%	0.00
239%	67.90
185%	0.00
693%	39.43
-56%	0.00
29%	0.00
343%	45.83
	182.41

* Estimated impact of proposed TAC Rule change based on FY2023 projected allocation usage as of 9/6/2023

- Based on the 200% proposed TAC rule change, AAMPO, CAMPO, CRPMPO, HGAC, LWCMPPO, LRDMPO and RGVMPO would be considered to potentially shift Category 2 funds to Category 11 Safety

Data as of 9/6/2023

Category 7: Programming



MPO	Balance Remaining					Estimated Utilization (%)				
	2024	2025	2026	2027	4-Year Total	2024	2025	2026	2027	4-Year Total
Alamo Area	73,576,772	54,934,635	(69,788,102)	(28,898,144)	29,825,160	61.0%	11.5%	210.3%	147.5%	92.0%
CAMPO	(97,256,819)	39,161,099	14,297,590	46,274,405	2,476,276	161.9%	18.5%	70.8%	1.9%	99.2%
Corpus Christi	35,862,350	3,073,811	6,509,582	(59,282,508)	(13,836,765)	0.0%	72.8%	43.5%	635.2%	119.8%
El Paso	36,074,203	1,712,668	(9,761,913)	(3,270,297)	24,754,660	47.3%	93.7%	135.1%	112.2%	83.5%
HGAC	520,014,033	11,010,008	32,740,437	138,033,076	701,797,554	13.2%	94.0%	82.5%	23.1%	38.9%
Killeen-Temple	14,687,550	7,679,194	(5,047,212)	(2,170,237)	15,149,296	30.7%	0.0%	164.4%	128.8%	65.8%
Laredo	(36,435,243)	1,287,576	8,484,231	8,157,956	(18,505,480)	157.3%	84.5%	0.0%	0.0%	120.9%
Lubbock	(3,308,994)	1,225,237	4,992,753	(11,285,773)	(8,376,777)	189.7%	85.4%	41.6%	237.4%	129.1%
NCTCOG	127,660,782	69,622,095	(71,687,341)	130,197,823	255,793,358	47.7%	64.0%	136.3%	31.4%	69.0%
RGVMPO	105,027,178	(4,584,832)	(68,557,835)	(17,981,845)	13,902,665	26.4%	113.7%	301.3%	154.9%	94.3%
	775,901,812	185,121,492	(157,817,811)	199,774,454	1,002,979,948	49.1%	68.2%	126.5%	65.1%	69.4%

Data as of 9/6/2023

Category 7: Proposed TAC Rule Change Impacts



MPO	Balance Remaining					Estimated Utilization (%)				
	2024	2025	2026	2027	4-Year Total	2024	2025	2026	2027	4-Year Total
HGAC	520,014,033	11,010,008	32,740,437	138,033,076	701,797,554	13.2%	94.0%	82.5%	23.1%	38.9%

- Based on programming and an assessment of remaining balances:
 - HGAC: Transfer \$67.90M from Cat 2 to Cat 11 Safety

Data as of 9/6/2023



Resources



MPO Reports and Federal Funds Transactions

- <https://www.txdot.gov/inside-txdot/division/transportation-planning/orgs-committees/mpo-fed-funds.html>

Category Analysis

- [FY23 Category Analysis](#)
- [FY24 - FY25 Category Analysis](#)

2023 and 2024 UTP Dashboards

- <https://txdot4awdashp01/#/projects/428>



QUESTIONS



Date: October 2, 2023
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Nirav Ved, Data and Operations Manager
Agenda Item: 11
Subject: Discussion on Regional Transportation Demand Management (TDM) Program Implementation

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

At its May 2023 meeting, the TPB allocated \$4,000,000 in Carbon Reduction Program funds to CAMPO staff to continue and expand its implementation of the Regional TDM Program.

Once CAMPO executes an amendment of its existing Advanced Funding Agreement with TxDOT it can utilize the awarded funds to expand upon the strategies selected by the TAC TDM Subcommittee at its March 2023 meeting. CAMPO will also initiate a procurement process to identify a consultant to carry out the implementation of the Regional TDM Program.

FINANCIAL IMPACT

N/A

BACKGROUND AND DISCUSSION

At its March 2023 meeting, the TAC TDM Subcommittee, in partnership with CAMPO staff, identified TDM strategies that are effective for the region in the wake of the COVID-19 Pandemic. These strategies are:

- SchoolPool – A tool that utilizes the Commute Solutions website where parents can find potential carpools for their kids while addressing privacy and security concerns.
- Essential Worker Outreach – Provide TDM solutions for employees who cannot work from home.
- Congested Corridors – Develop TDM solutions for corridors in conjunction with CAMPO’s Corridor Readiness Program.
- Major Transportation Project Construction Mitigation – Develop TDM solutions to mitigate congestion resulting from upcoming large construction projects such as Capital Express and Project Connect.
- Guaranteed Ride Home – Provides a backup plan for transit riders and carpool users who need to make an unscheduled trip.
- Park-and-Ride Campaigns – Promote greater usage of existing park-and-rides to facilitate the decrease in single-occupied vehicles.
- Large-event Carpools – Adapts the SchoolPool tool towards large events such as Austin City Limits and South by Southwest.

CAMPO staff initiated outreach with a number of schools and school districts to identify potential partners for Schoolpool and BASIS Pflugerville immediately volunteered itself to participate in the program. Enrollment opened on August 4, 2023 and, as of September 21, 2023, almost 130 families have signed up for the program.

Once CAMPO executes an amendment of its existing Advanced Funding Agreement with TxDOT, it can utilize the Carbon Reduction Program funds awarded by the TPB at its May 2023 meeting to expand Schoolpool services to additional schools and implement the other strategies.

SUPPORTING DOCUMENTS

Attachment A – CAMPO Regional TDM Program Launch Plan



CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

Regional Implementation Strategy



June 2023 - DRAFT

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Executive Summary

The Capital Area is home to over two million people and boasts the second-fastest-growing economy in the country; by 2045 the population is expected to more than double to 4.7 million. The region needs innovative solutions to address this growth, ensure it remains economically competitive, and ensure that community members can get to the places they need to go.

The Capital Area Metropolitan Planning Organization (CAMPO) is the planning organization for the six county Central Texas region. CAMPO is committed to improving mobility, economic success, and livability through the implementation of a diverse set of transportation strategies and investments. One of those strategies is transportation demand management (TDM), which is a group of tactics designed to reduce automobile trips, roadway congestion, air pollution, and parking demand by redirecting travel towards other modes, times, and routes. TDM programs, plans, and policies help improve safety, mobility, and travel time reliability.

CAMPO's 2019 Regional Transportation Demand Management Plan identified high level TDM strategies and investments for the region. CAMPO subsequently created this implementation strategy to guide TDM efforts. Creation of the implementation strategy involved a review of existing TDM efforts in the region, a regional survey of travel challenges, discussion groups and interviews, and analysis of travel and demographic data. The effort was guided by members of CAMPO's Transportation Advisory Committee Transportation Demand Management Subcommittee. The subcommittee included representatives from local, county, and state government along with representatives from transit agencies.

The 2019 Regional Transportation Demand Management Plan established five goals for TDM in the region. The recommendations included in this implementation plan are designed to advance those goals.

- Ensure TDM efforts are collaborative and contribute to developing and maintaining a regional TDM system that benefits the entire region.
- Incorporate TDM in the transportation planning process.
- Expand education and outreach to travelers.
- Enhance performance of the region's multimodal transportation system.
- Increase mobility choices for travelers.



Strategy Recommendations

The implementation plan identifies seven priority TDM efforts that should be implemented in the region.

Launch a SchoolPool program to encourage families to carpool, walk, bike, or take transit to school by connecting parents or guardians of same-school students within the same neighborhoods or areas. The program will launch with a focus on helping families form carpools.

Improve job access for essential workers by targeting employees in sectors like warehousing, manufacturing, and transportation. Educational campaigns, incentives, and tools specific to the travel needs of essential workers will be developed to promote sustainable transportation options and improve job access.

Target congested corridors, starting with Parmer Lane, to reduce vehicle trips and congestion while improving mobility. Incentives, marketing materials, and outreach strategies will be used to encourage residents and employees to reduce vehicle trips along Parmer during peak travel hours. In addition, employers will be targeted to participate in the program. Lessons learned from Parmer will be used to create a toolkit for outreach along other corridors.

Implement a regional guaranteed ride home (GRH) program to address the fear of being stuck at work for transit riders, carpools, vanpoolers, and bikers. This program will provide a free ride home in case of unexpected events to workers who do not drive alone. It will expand the reach of existing GRH programs operated by Capital Metro and Movability, a non-profit that provides TDM services to employers in the region.

Conduct campaigns around park-and-rides to promote available mobility options and increase transit ridership. Unique marketing materials, events, and incentives will be developed to raise awareness and establish the park and rides as community centers. The program will target employees at their workplaces and travelers at their homes.

Mitigate the impacts of major transportation construction projects. Coordinate with employers and regional and state partners to encourage transportation behavior change during major construction projects. This effort will build on successes from the congested corridor work.

Increase carpooling to large events by utilizing CAMPO's ride-matching tool. Outreach efforts will involve partnering with event operators to distribute information on carpool matching opportunities and potentially offering incentives like preferred parking or discounts.

Implementation of these strategies will begin with an update to the current Commute Solutions branding to acknowledge the expansion of services beyond commuting. An associated marketing and communications plan will also be created that includes tactics that achieve meaningful engagement with key audiences. In addition, a program evaluation strategy will be implemented to track the success of the TDM program and the individual strategies. Findings will be used to refine program delivery and included in regular reports that will be shared with the CAMPO Transportation Policy Board.

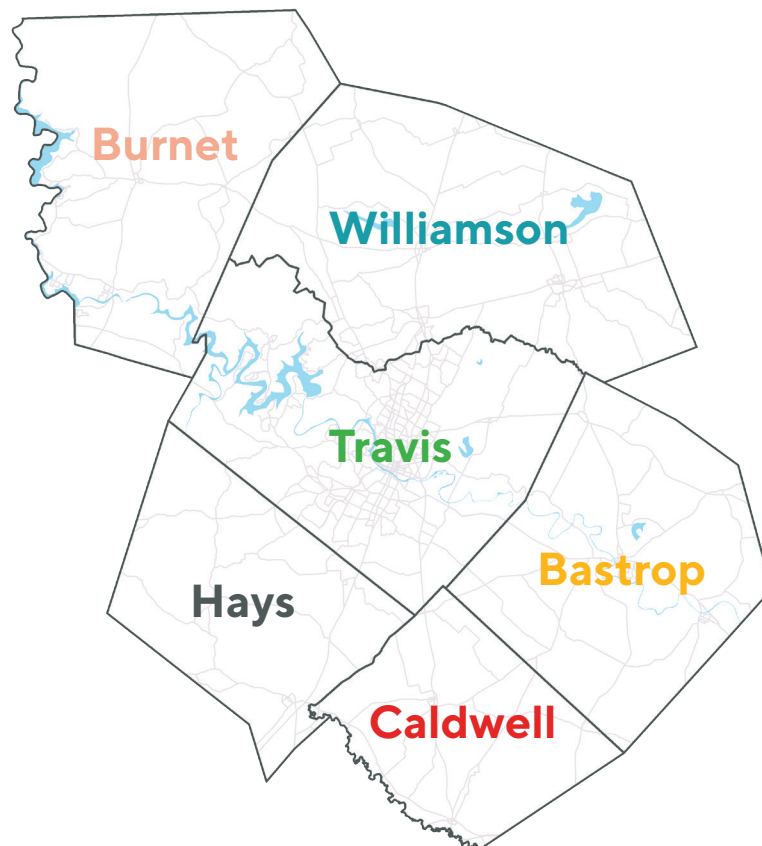
Introduction

The Capital Area is home to over two million people and boasts the second-fastest-growing economy in the country.³ The Capital Area’s forecasted 2045 population estimate of around 4.7 million people is roughly the size of current-day metropolitan Phoenix.

As corporate and regional headquarters relocated to the area, it placed a strain on both housing prices and congestion. The COVID pandemic, which compelled new work-from-home options, played a major part in creating new commute patterns (temporarily alleviating some congestion) and impacting home location decision making.

Projections show that by 2045, Hays and Williamson Counties will be home to 38% of the region’s residents, an increase of 14% since 1990. Bastrop County is also expected to grow to 6% of the regional population, while Travis County will continue growing but see its share of the region’s population decrease by 2045.

As the metropolitan planning organization encompassing these six counties, the Capital Area Metropolitan Planning Organization (CAMPO) is committed to improving mobility—and ultimately, quality of life—within the entire region. According to the CAMPO 2045 Regional Transportation Plan “This maturing population distribution will impact the function of transportation in the region, which indicates the need for innovative solutions to handle area-wide growth and related mobility challenges.”⁴



3 <https://www.statesman.com/story/news/local/2022/10/20/austin-economy-second-fastest-growing-after-san-francisco/69571728007/>

2 chrome-extension://efaidnbnmnibpcjpcglclefindmkaj/https://www.campotexas.org/wp-content/uploads/2023/01/2045RTP_12.1.2022_.pdf

A contributing document to the RTP was the 2019 Regional Transportation Demand Management (TDM) Plan. It looks at alleviating congestion during peak travel times using a variety of strategies. The strategies focus on commuter behavior choices, technology, and options provided by employers or government entities, rather than solely focusing on infrastructure changes to relieve congested transportation networks.

This Regional TDM Program Implementation Strategy builds from both the RTP and the Regional TDM Plan and factors in current conditions. The pandemic showcased firsthand the critical nature of essential jobs and workers. This in turn has elevated equity as a critical topic to address. As well, there is an opportunity to maintain a level of congestion relief through work-from-home support and a need to address non-urban mobility needs.

As the regional planning agency and coordinator of government agencies, CAMPO created a framework to further analyze and determine the future of the regional TDM program. The following document outlines the additional analysis and feedback on mobility and the commute. It offers key strategies to build a foundational regional program, with detailed actions to take over the next five years.

What is TDM:

Definitions of TDM vary, but the 2019 Regional TDM Plan used the following: a collection of strategies designed to reduce automobile trips, roadway congestion, and parking demand by redirecting travel towards other modes, times, and routes. TDM programs, plans, and policies address traffic congestion, safety, mobility, and travel time reliability issues by considering operational strategies, implementing mobility solutions, air quality maintenance, and providing choices for travelers.” TDM strategies have traditionally targeted activity-center-based commuters (those driving to work) with the goal of reducing congestion and air pollution. Today, TDM strategies are being more widely applied to all types of trips and a wider group of audiences with the goal of also improving mobility.



TDM Today

CAMPO operates the Commute Solutions program, this includes a website with travel information and a trip planning and ride matching tool that provides multimodal travel information and facilitates the creation of carpools. There is currently little marketing of this tool or outreach to the Central Texas population.

Other agencies implementing TDM strategies include the city of Austin, which targets travelers at their workplaces and homes; Movability, a non-profit organization that works with travelers and employers to encourage sustainable travel; the Capital Area Rural Transportation System (CARTS), which provides rural transit service; Central Texas Regional Mobility Authority (CTRMA), which provides managed lane access for transit vehicles; and Capital Metro, which funds a vanpool program and a guaranteed ride home program. The guaranteed ride home program helps bus riders get home in an emergency when riding transit is not an option. The city of Austin and Movability use CAMPO's ride-matching tool to support their programs.

The 2019 Regional Transportation Demand Management Plan established the following five goals for TDM in the region. The recommendations included in this implementation plan were designed to advance those goals.

- Ensure TDM efforts are collaborative and contribute to developing and maintaining a regional TDM system that benefits the entire region.
- Incorporate TDM in the transportation planning process.
- Expand education and outreach to travelers.
- Enhance performance of the region's multimodal transportation system.
- Increase mobility choices for travelers.

The plan also provided guidance for measuring TDM performance and integrating TDM into the TIP process. The plan did not recommend specific TDM strategies or a framework for delivering TDM services. Those items are addressed within this implementation strategy.



Advancing TDM Programing

In response to the TDM plan and the evolving nature of commute and regional mobility challenges, CAMPO developed an implementation strategy to expand education and outreach to travelers, enhance the performance of the region's multimodal transportation system, increase mobility choices, and improve collaboration. This involved input from numerous stakeholders and the analysis of data to understand travel needs and how different TDM strategies could affect those needs.

TAC TDM Subcommittee

Development of the TDM program recommendations was guided by the Technical Advisory Committee (TAC) Transportation Demand Management Subcommittee. Members were nominated by representatives of the TAC and included representatives from the Capital Area Rural Transportation System, the Capital Metropolitan Transportation Authority, the Texas Department of Transportation, Travis County, and the cities of Pflugerville, Round Rock, Austin, Buda, and Bastrop.

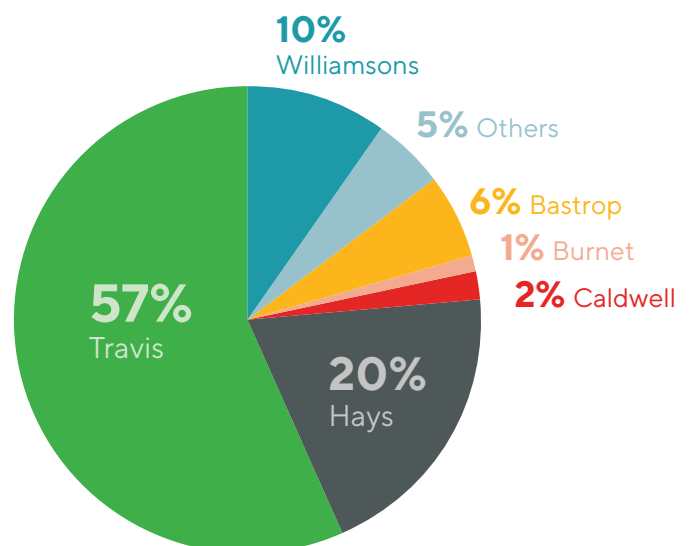
Meetings occurred every two to three months. Subcommittee members supported planning and outreach activities by providing data, helping to distribute a community survey, and identifying stakeholders to participate in interviews and discussion groups. Members guided the development of TDM strategy recommendations by:

- Helping to establish priorities for service delivery,
- Providing initial high-level input to focus potential TDM service options,
- Providing specific input to recommended TDM services,
- Providing input to how TDM strategies should be delivered, and
- Defining how success should be measured when analyzing TDM strategies.

The TAC TDM Subcommittee is a standing committee and will continue to guide TDM program delivery. Members will assist with the identification of stakeholders and partners, help secure participation in TDM services, help identify opportunities and improvements in service delivery, and monitor program success.

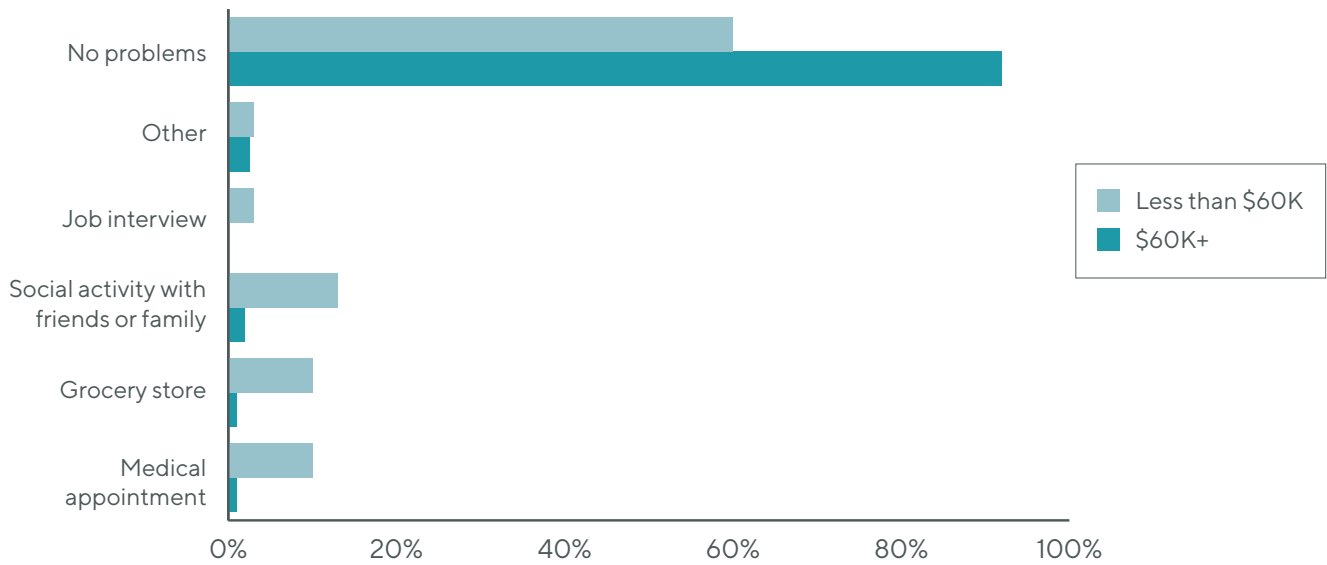
Community Survey

A survey was conducted of community members in the winter of 2021 to better understand the transportation challenges faced by travelers, what motivates travelers' mode choices when making travel decisions, what transportation challenges businesses experience, and what strategies may help address travel challenges. The survey was distributed at Blue and Brown Santa events in the region, through NextDoor posts, via paid advertisements on Facebook and Twitter, and through the efforts of TAC TDM Subcommittee members. Over 1,200 responses were received from residents throughout the region.

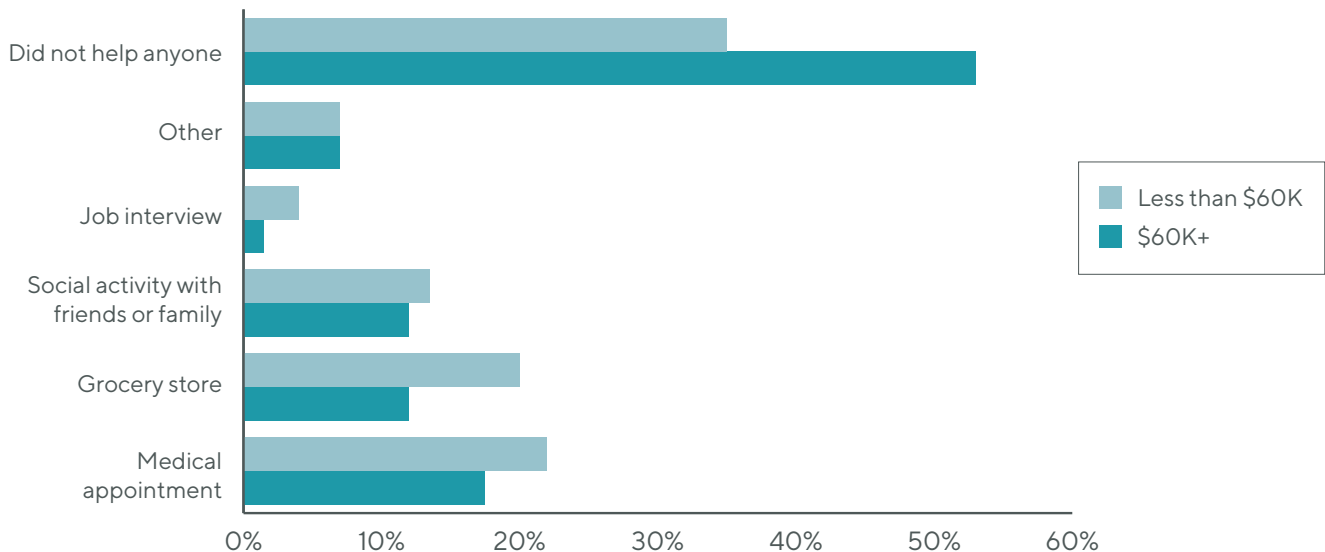


The survey identified that lower-income residents experience transportation challenges at a much higher rate than higher-income residents. The following figures show the rates at which survey respondents were unable to get to vital activities because they lacked reliable transportation or helped a family member or friend who lacked reliable transportation get to vital activities.

In the Last 12 Months Couldn't Get To...



In the Last 12 Months Helped Friend or Family Get To...

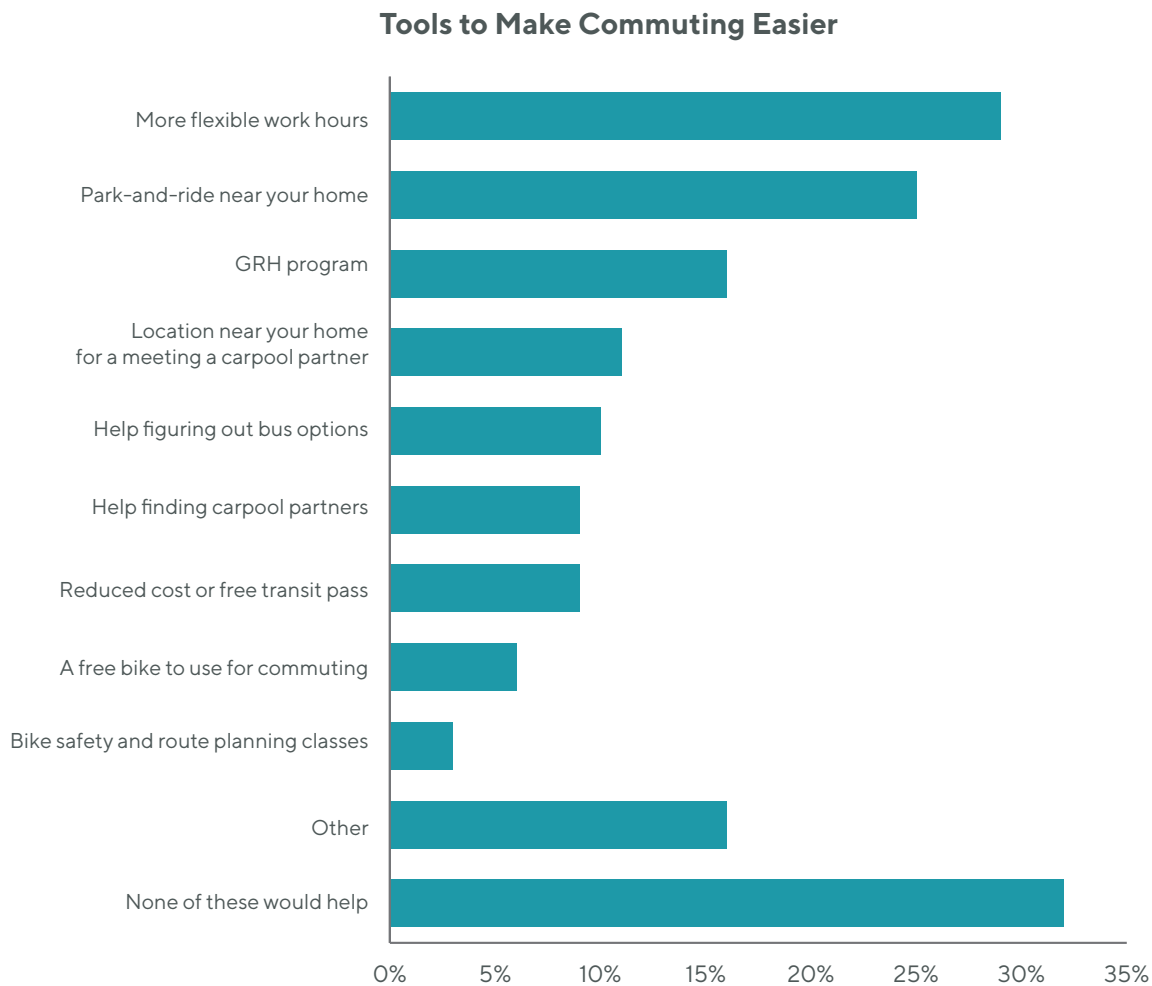


The results highlighted the importance of implementing TDM strategies that can help address the travel needs of lower-income residents.

Businesses also reported significant impacts associated with transportation issues. Twenty-seven percent of survey respondents who manage employees or serve in executive leadership positions said they experience difficulties recruiting employees because of transportation issues. These business and traveler related issues speak to the importance of creating programs that help employees and residents better access jobs and activities.

Survey respondents were presented with a list of programs and transportation system improvements and asked if any would make getting to and from their job easier. The results are summarized below. No one strategy scored highly. The top scoring option was more flexible work hours, which would allow travelers to ride transit or schedule carpools more easily. Over 20% of respondents were interested in park-and-ride facilities for catching a bus or meeting up with a carpool partner.

A full summary of the survey results can be found in Appendix A.



Discussion Groups and Interviews

A series of interviews and small group discussions were conducted with transportation stakeholders in central Texas who have a stake in the funding, management, and provision of transportation programs. These stakeholders included local and state governments, transit agencies, and a transportation management association. The interviews also included community partners that focus on connecting travelers with transportation services and other support.

The interviews sought to identify transportation challenges, potential solutions to those challenges, and partnership opportunities for the TDM program. Interview participants were from the following agencies:

- City of Austin
- Movability
- Williamson County
- Bastrop County
- Hays County
- Texas Department of Transportation (TxDOT)
- Capital Metropolitan Transportation Authority
- Capital Area Rural Transportation System (CARTS)
- Family Eldercare
- Central Texas Interfaith
- Senior Access

Most participants felt that population growth is taxing the transportation system. New residents are creating more demand on the system while roadway and building construction reduce capacity. Many participants felt that the situation will worsen when construction begins for Project Connect and IH 35. The net effect is that many interviewees are concerned about access to jobs, healthcare, and other services. Participants from non-profit organizations felt that these issues are more severe in rural and suburban areas.

Interviewees said that addressing transportation challenges is hindered by a lack of coordination between agencies and governments, a car-focused population, insufficient funding for transportation investments, and land use that does not support travel modes other than driving.

Some interviewees felt that positive work is happening to integrate transportation modes, especially through park-and-ride facilities. Organizations that support the transportation needs of seniors said that new services are not needed, but more resources to raise awareness of available travel options and to secure volunteers are needed.

A complete summary of the interviews can be found in Appendix B.

Moving To Action

The information collected from stakeholders along with known transportation needs and established TDM goals were used to develop TDM themes. The themes were reviewed with the TAC TDM Subcommittee and subsequently developed into specific strategy recommendations. The TAC TDM Subcommittee helped identify opportunities and challenges for each recommendation and provided guidance on how the strategy should be prioritized when it comes to implementation.

In addition, an analysis was conducted of each strategy to determine what types of travelers would be most likely to benefit. The analysis considered income, race and ethnicity, and geographic location. The results influenced the recommendations that came from the TAC TDM Subcommittee. The results of the analysis can be found in Appendix C.

The selected strategies were then organized into an implementation action plan with a focus on ensuring the action plan would be implementable given available fiscal and staffing resources, knowledge, and tools.

Strategy Recommendations

The following strategies were selected by the TAC TDM Subcommittee as priority, foundational strategies for the Regional TDM Program. This section summarizes each strategy at a high level. The next section provides a detailed implementation plan for the strategies.

SchoolPool

Over the last half century, there has been a steady decline across the nation in students walking and biking to school and an increase in families driving their children.³ Texas is no exception to these trends. Additional passenger cars around schools add congestion during arrival and dismissal times, create unsafe conditions for students walking and busing, lead to increased air pollution from idling cars, and increase vehicle miles traveled. In addition, a recent shortage of bus drivers nationwide has placed further pressure on school transportation systems, with school districts increasingly turning to caregivers to transport kids to school, the vast majority of whom choose to drive.

SchoolPool is a ride-matching strategy to help families connect with other nearby families to commute to school together. Predominantly focused on carpooling, it also provides additional benefits for students who walk, bike, or bus, serving as a community-building platform outside of transportation. Using a secure online platform, parents or guardians of same-school students within the same neighborhoods or general areas connect and establish carpools (or walking or biking groups) to and from school. This matching strategy is designed to encourage shared rides for the daily school commute and for after-school activities.

The Austin region already has the main technology in place to enable a SchoolPool program; the Commute Solutions website used by CAMPO for its general ride matching program has a SchoolPool module. Initial steps to launch this program have already been taken and include activating the SchoolPool module on the website, developing marketing materials, and conducting targeted outreach to secure participation. An initial pilot will be conducted with a small number of schools. Lessons learned will be used to update outreach materials and the ridematching platform as needed prior to expanding the program to additional schools.



³ http://guide.saferoutesinfo.org/introduction/the_decline_of_walking_and_bicycling.cfm

Essential Workers Outreach

The COVID-19 pandemic increased awareness regarding the need to identify additional transportation options for essential workers who help maintain critical infrastructure and services. These individuals are unaffected by the rise in remote work and continue to commute daily via automobiles, transit, walking, and biking.

The strategy will target essential workers and their employers with educational campaigns, incentives, and tools to help increase the number of travel options available to essential workers while encouraging the use of sustainable transportation modes. In the initial phases of outreach, the focus will be on essential workers in the warehousing, manufacturing, and transportation sectors. These sectors often include large employment sites, shift workers, employees who are cost sensitive when making commute decisions, and employers with recruitment challenges. These factors are correlated with successful TDM programming and behavior change outcomes. The strategy can be expanded to essential workers in other sectors including healthcare, hospitality, and retail after materials are developed and initial success is achieved.

Implementation will involve selecting geographic areas with a high density of targeted essential workers based on employment data and stakeholder input. Employers will be recruited to participate in the TDM program and the areas will be analyzed to identify the best available transportation options to serve employee commute needs. Unique campaigns that include applicable incentives and tools will be developed and implemented with the participating employers. Results will be analyzed, lessons learned will be used to refine the program, and services will be expanded to additional employers and geographies.

Congested Corridors

Congestion can increase emissions, traffic incidents, and health risks while decreasing economic development by impacting the region's ability to retain, grow, and attract businesses. It also increases public infrastructure costs and can cause travelers to divert to facilities not intended to handle high traffic volumes.

This strategy will target TDM programs that match the corridors in CAMPO's Corridor Readiness Program. The initial effort will focus on Parmer Lane based on levels of congestion, available transportation services and infrastructure, and the presence of large employers. Incentives, marketing materials, and outreach strategies will be developed that are specific to the corridor. As appropriate, the strategy will also target geographies that may not be adjacent to the corridor but generate many of the trips that travel along the corridor. Travelers may be targeted at their places of work and residence. Results from the outreach along Parmer will be used to create a toolkit for outreach along other corridors. Future expansions may include US 79, the upcoming I-35 construction effort, or corridors impacted by Project Connect.

Regional GRH Program

A deterrent to using transit, carpooling, or biking can be a fear of not being able to get home if something unexpected comes up such a sick child who needs to be picked up or an unexpected schedule change.

This strategy implements a guaranteed ride home program to address the fear of being stuck at work. The program will provide transit riders, carpoolers, vanpoolers, and bikers in the Capital Area with a free ride home via taxi, Uber, or Lyft when an unexpected event changes their travel schedule. This would be an expansion of existing guaranteed ride home programs that are operated by Capital Metro and Movability.

The Capital Metro program serves only the Capital Metro service area and is only available to registered users of rideshare, express bus, and rail services. The Movability program is more broadly available but financially limited. This effort would expand guaranteed ride home throughout the region and make it available to more travelers.

The implementation of this strategy would be done in close coordination with Capital Metro and Movability to ensure services are not duplicated and full advantage is taken of opportunities to collaborate.

Park-and-Ride Campaigns

Park and rides are located throughout the region and typically bring multiple transportation options together that can include Capital Metro and Capital Area Rural Transportation System (CARTS) services, parking to facilitate carpooling and vanpooling, infrastructure that supports walking and biking, and shared-mobility services such as bikeshare, Uber, and Lyft.

This strategy markets the various mobility options available around park and rides to people who live and work near them. Unique marketing materials, events, and incentives will be created based on nearby land uses and available transportation services. The strategy will seek to establish the park and rides as community centers through events like move nights, food truck events, and other activities that raise awareness of the facilities.

The strategy will prioritize park-and-ride locations that are served by Capital Metro and CARTS. Population and employment density was analyzed around park and rides meeting this criterion. Lakeline and Tech Ridge stood out as the most likely to support an effective TDM effort. Tech Ridge has been prioritized and will likely be followed by Lakeline.

Construction Mitigation

In addition to targeting TDM interventions at prioritized congested corridors, large regional infrastructure projects provide both a timely need and an ideal opportunity for behavior change. The backbone of construction mitigation is communication, building on existing communications efforts by TxDOT and others for key construction projects. This is done by providing simple strategies for commuters and residents to navigate the friction of construction periods and by building service-focused relationships with employers that can lead to meaningful partnerships (akin to those in the Congested Corridors program). A successful construction mitigation program will generate further awareness of, and engagement with, the Commute Solutions website and affiliated regional TDM brand.

Large-event Carpools

The CAMPO region is home to numerous large events that require significant parking and generate congestion. This strategy will increase carpooling to large events by using CAMPO's existing ride-matching tool to help match event goers with carpool partners.

Outreach efforts will seek to secure participation from large-event operators, who would help distribute information on carpool matching opportunities to event attendees. Ideally, incentives will be offered such as preferred parking, parking discounts, or priority exit and entry. The carpool matching tool will also provide information on transit options and potential incentives for individuals who may not be interested in carpooling or who do not match to carpool partners.

Implementation Action Plan

The implementation action plan outlines the steps to implement the seven foundational strategies. It also details important efforts associated with rebranding the existing regional TDM program, Commute Solutions, to better reflect a scope of services beyond commute trips.

The action plan covers a period of five years. An implementation timeline, budget, and evaluation and monitoring plan are provided in subsequent sections.

Regional Program Re-launch

The program re-launch should start with a clear identification of resources. This includes formalizing the responsibilities of the TDM program manager at CAMPO, such as overseeing funding and implementation of the program, as well as coordination with the TAC TDM Subcommittee. The TDM program manager should, in collaboration with the TAC TDM Subcommittee and other regional stakeholders, identify and refine opportunities for collaboration, synergy, and specialization among the many agencies in the region that are or will be involved in TDM programs and services. The result of this should be clarity among regional partners on respective roles, geographies, and activities for TDM in the region and avoiding redundant activities. The TDM program manager will then select a process for staffing the TDM program, such as hiring or securing a consultant to implement the strategies outlined in this document. The TDM program manager should review the cost-benefit of the selected implementation option or vendors every three to four years.

CAMPO will also need to update the program's branding to address the following issues with the current Commute Solutions brand:

1. The current name and visual identity represent roadway infrastructure and commuting, and they restrict the potential reach and effectiveness of the program's expanded scope of services, which now address multimodal travel behaviors beyond commute trips.
2. The program's existing audience is modest compared to the region's scale and CAMPO's desired reach and impact for program delivery.

CAMPO should strategically rebrand the program to overcome these hurdles as it resumes responsibility for the success of the TDM program's delivery. This will require a long-term investment in a robust brand framework that positions the program for maximum reach and impact with target audiences. This framework should include the following:

- Brand identity development, including a new program name, tagline, and elevator pitch.
- Guidelines on brand voice and suggested audience messaging, including recommendations for ways to improve accessibility for speakers of varying languages and address audiences of varying abilities.
- A visual system, that includes key brand elements such as logo, imagery, color palettes, icons, patterns, and fonts.
- Visual and messaging updates to the TDM program's website and communications and marketing channels.
- An initial suite of communication materials for use with priority TDM program initiatives (e.g., SchoolPool, essential worker outreach, congested corridors, and Guaranteed Ride Home).

Additionally, to support the relaunch of the TDM program and establish the program's brand, CAMPO should develop a marketing and communications plan that includes tactics that reach and achieve meaningful engagement with key audiences throughout the year. These tactics should cover a broad mix of communications activities aligned with the other recommended strategies that will be implemented throughout the program's first year. Tactics identified in the marketing and communications plan should include but not be limited to public relations, media and influencer outreach, website, in-person outreach, direct mail, social media marketing, video, traditional and digital advertising, signage, and email marketing.

SchoolPool Implementation

CAMPO launched SchoolPool outreach in 2022 with a small number of pilot schools. Lessons learned from the pilot schools will lead to a formal launch for the 2023 to 2024 school year. Upon completion of the pilot, the following actions will need to be taken to formalize the program.

Step 1: Update Marketing Materials and Outreach Processes

Marketing materials were developed as part of the pilot phase. These materials, along with outreach methods used during the pilot phase, should be reviewed based on lessons learned and updated as needed.

Step 2: Launch the Formal Program in Fall 2023

Initial school programs will aim to launch in summer 2023 for the fall semester, with broader launches throughout the 2023-24 school year as additional partners are secured. This will include recruiting additional schools to participate in the program and subsequently working with those schools and parents to raise awareness and encourage ride matching.

Step 3: Review Lessons Learned

Work completed in the fall 2023 semester should result in multiple lessons learned regarding marketing materials, outreach methods, and use of the RideAmigos tool. Materials and process should be updated based on these lessons learned while continuing to secure additional school participation.

Step 4: Consider Expansion to Other Modes

The ride-matching tool that supports the SchoolPool program can also help parents find walk, bike, and transit partners for their children. While the initial phases of the program should focus on carpooling, spring 2024 offers an opportunity to review the success of the carpool program and determine whether work should be done to increase awareness of the walk, bike, and transit matching. Program marketing materials will need to be updated and partnerships sought with safe routes to school programs if such a decision is made.

Essential Worker Outreach

The essential worker strategy will initially target warehousing, transportation, and manufacturing workers. These industries are somewhat uniformly spread throughout the region, with some clustering in Travis County along SH 45, SH 71, SH 130, and US 290.

Step 1: Identify Employers and Property Managers

Identify, through CAMPO and local government partners, existing relationships in the community. This could include partnerships with Movability, workforce development agencies, chambers of commerce, and special interest groups. Request that these community groups help facilitate introductions to property managers and employers in the warehousing, transportation, and manufacturing sectors.

Step 2: Initiate Employer and Property Manager Partnerships

Meet with the employers and property managers to discuss the regional TDM program and its offerings. Showcase the need for such a program through data on employee recruitment and retention and the potential for success based on case studies from relevant peer employers. This will rely heavily on materials developed through the program launch and an outreach team that is well-versed in the specific needs of industrial workers.

Step 3: Develop an Incentive Structure

Determine what suite of incentives can be provided to employees both by the employer and CAMPO. These incentives could include preferential parking spaces for carpools, with CAMPO provided signage and hang tags. A partnership between the employer and CAMPO could provide free vanpooling for a limited time or cash incentives to form carpools.

Step 4: Recruit Employers

Recruit two to three employment sites to initiate the pilot. Additional employment sites can be recruited after success has been achieved at the initial sites.

Step 5: Create Tailored Materials

Based on employer needs and opportunities, create tailored employee-focused materials with a specific call to action. Given the general lack of transit service around warehousing, transportation, and manufacturing sites, the call to action will likely focus on carpooling and vanpooling.

To ensure the calls to action will resonate, conduct a series of focus groups with employees to test the calls to action, associated marketing materials, and incentives. This will provide an opportunity to test the materials prior to fully launching the program. Calls to action and associated marketing materials and incentives can be updated as needed.

Step 6: Launch the Commute Program

Work with employers to identify the best methods to launch the new commute options program. Ideally, in-person outreach activities are conducted during each shift to inform employees of the program and seek their commitment to small actions such as enrolling in the ridematching system or providing their home address to receive a personalized commute plan.

Step 7: Provide On-Going Employee Support

Follow up with employees who made commitments through in-person outreach, texts, and emails. Each touchpoint should use simple messaging and encourage employees to take small actions to find the best commute solution.

Step 8: Evaluate and Innovate

Showcase to the employers the success of the program by providing quantitative and qualitative data and commute stories. Troubleshoot where necessary to ensure the employers remain core partners in the regional TDM program.

Step 9: Expand the Program

Add one to two new employment sites at a time to ensure each employer receives an appropriate level of support when their commute program is launching. Based on success and available resources, consider expanding to essential workers in other sectors including healthcare, hospitality, and retail.

Congested Corridors

As noted in the previous section, initial efforts for the congested corridors strategy will focus on Parmer Lane and then move to other facilities based on need and opportunity.

Step 1. Identify Key Stakeholder Organizations

Support connections to employers along the corridor by coordinating with key stakeholders. This may include chambers of commerce, local governments, Capital Metro staff, and trade associations. Movability may also be able to support outreach efforts.

Step 2. Identify Property Manager and Employer Leads

Use business sales tools and data to identify property managers and large employers along the Parmer corridor and potential leads for each employer. Begin making sales calls and sending emails to request introductory meetings. Ideally, stakeholder organizations will help facilitate warmer leads. Initial meetings may be virtual or in person. The primary goal of the meetings will be to introduce the CAMPO TDM program and identify a key contact at the employer site who can assist with implementing a TDM program for employees. These contacts are typically called employee transportation coordinators (ETCs). Create a call to action that offers the regional TDM program staff to provide an informative lunch and learn on the program and key regional transportation initiatives.

Step 3. Hold Lunch and Learn Series

Based on outcomes from the introductory meetings, the outreach team will schedule informative lunch-and-learns at key sites. These events will provide information about available commute solutions and regional transportation initiatives. The lunch and learns will be tailored to each property or large employer based on needs identified through internet research and the preliminary meeting. The commute solutions discussed should be applicable to the primary opportunities for that worksite. The key call to action at the lunch and learn will vary but will likely focus on registering in the ride-matching tool, requesting trip plans, or registering for incentives.

Step 4. Design the Engagement Process

Follow up from the lunch and learn will occur primarily digitally through an automated engagement process. In person or virtual meetings will be scheduled with the ETC to keep them engaged, identify new issues or opportunities, and work toward implementing policy changes to promote alternative commuting (such as pre-tax incentives, preferential parking spaces, and transit pass programs).

Step 5: Create a Corridor-wide Digital Marketing Campaign

Concurrent with establishing relationships, run a corridor-wide marketing campaign that targets all travelers who use the corridor; previous analysis of travel along Parmer indicated that there may be opportunities to target travelers at home or work locations that are not adjacent to the corridor. The campaign should have a discrete timeline, have a call to action with a level of urgency (e.g., the first 100 to sign up in the regional tool get an additional incentive) and showcase local examples of benefits of using preferred travel modes. To create a sense of unity, the campaign should be branded to the corridor and discuss the unique characteristics of commuting along this route.

Step 6: Evaluate and Innovate

Report back on campaign results and other key performance metrics to employers to ensure they maintain relationships with the regional TDM program and become on-going partners. Messaging will need to be expanded to offer a series of calls to action that are tailored to each employment site.

Step 7: Expand the Strategy

Use case studies, marketing materials and processes, and other lessons learned to both expand the commute services offered and to develop a toolkit or process for expanding the congested corridor strategy beyond Parmer and subsequently implement TDM efforts along other corridors.

Guaranteed Ride Home

The Guaranteed Ride Home (GRH) program will expand existing GRH services that are available through Capital Metro and Movability more broadly throughout the region. This strategy should be implemented in close coordination with both agencies to avoid duplication of services and to ensure the broadest reaching service delivery possible.

Step 1. Define an Ideal GRH Model

Formally coordinate with Capital Metro and Movability to discuss the current program offerings, the limitations of those programs, and how service should be expanded. Secure agreement between the three agencies regarding an ideal regional GRH model.

Step 2. Define Operational Elements of the Program

Collaborate with Capital Metro and Movability to determine a functional partnership model for expanding the GRH program that includes how the program would operate, cost sharing, application processes for participations, reimbursement for participants, marketing, and administration and oversight including reporting, measuring, and evaluating program success.

Step 3. Create Interagency Agreement

Develop an interagency agreement between the three agencies that documents the partnership and all expectations including cost sharing.

Step 4. Identify a Pilot Market

Select a geography or target audience to market the expanded GRH program to. The geography or target audience should not overlap with any markets served by Capital Metro or Movability.

Step 5. Develop Marketing Materials

Develop marketing materials and campaigns appropriate to the geography or target audience.

Step 6. Launch a Pilot Effort

Market the expanded GRH program, and enroll participants in the program while tracking performance measures such as utilization, cost, and increased willingness of participants to use non-drive alone travel modes.

Step 7. Evaluate and Expand

Conduct a formal analysis of program results and costs. If the program is suitably successful, expand it to additional geographies and target markets. This includes developing marketing materials that can be used throughout the region to increase program participation.

Park-and-Ride Campaigns

The park-and-ride campaign will aim to increase the use of all non-single-occupancy vehicle travel modes around park-and-ride facilities that support multimodal travel and are surrounded by a mix of relatively dense land uses.

Step 1: Select a Park-and-Ride Facility

An analysis of park-and-ride facilities and identified Lakeline and Tech Ridge as the park-and-ride facilities most likely to support successful TDM efforts. The analysis should be revisited prior to launching the park-and-ride strategy to ensure that no major land use or transportation service changes have occurred that could impact program success. Outreach should also occur to Capital Metro and CARTS staff to ensure they support targeting the selected facility and to secure their participation in outreach and data gathering efforts.

Step 2: Identify Implementation Partners

Use business and sales tools and data to identify property managers and large employers around the selected park-and-ride. Inventory nearby residences and identify whether any are managed through homeowners' associations or property management companies. Analyze travel patterns and transit service to better understand the types of trips people are making, the travel modes they are using, and when they are making trips.

Step 3: Develop an Incentive and Marketing Plan

Use the gathered data to develop an incentive and marketing plan for the area. This will likely include incentives to encourage nearby residents and workers to try transit along with programmatic options to help address first and final mile issues and encourage multimodal travel in general. The marketing plan should also identify opportunities to create community around the park-and-ride through events like movie nights, concerts, pop-up farmers markets, and transportation fairs.

Step 4: Conduct Outreach

Begin outreach to nearby employers, property owners, property managers, and homeowners' associations. Meetings may be virtual or in person and should focus on introducing the CAMPO TDM program and identifying a key contact who can support outreach efforts.

Step 5: Conduct Marketing Efforts

Conduct localized marketing efforts with the support of contacts established in Step 4 and through social media and other activities and tools identified in the incentive and marketing plan. This includes community events at the park-and-ride.

Step 6: Evaluate and Refine

Monitor participation in the various marketing events along with the use of transit and park-and-ride facilities to determine the impact of the program on travel behavior. Adjust the incentive and marketing plan as needed to maximize success.

Step 7: Expand the Strategy

Conduct a formal analysis of program results and costs. If the program is suitably successful, expand it to additional park-and-ride facilities throughout the region.

Construction Mitigation

A construction mitigation program shares much in common with a congested corridor program, the targeted geographic area, the emphasis on major employment centers, and employer/property manager relationships as conduits for reaching workers and residents. However, construction mitigation comes with much more acute impacts for travelers in the area, and communication is a more powerful tool as travelers are sensitive to closures, delays, and detours that come up but must be communicated to them in advance to change behavior.

Step 1. Select Priority Projects

Select a suitable scope and number of major construction projects for mitigation in collaboration with TxDOT, CAMPO, and city and county governments. High-impact construction mitigation is best accomplished just before and during actual construction work, but traveler attention to the campaign may be diminished by starting too early. However, prep time can allow for key relationship-building and the development of TDM tools for the impacted area.

Step 2. Identify Key Stakeholder Organizations

Become familiar with and connected to project managers, key construction contractors, and any communications contractors supporting the project. Develop connections to employers, property managers, and other stakeholders in and around the project boundaries beginning with chambers of commerce, local governments, and other community service organizations.

Step 3: Develop a Confident Understanding of the Construction Project

Ensure the team is knowledgeable about the project and can be a meaningful asset in answering questions and supporting the needs of potential partners around construction.

Step 4: Develop an Incentive Structure

Determine what suite of incentives will be appropriate and impactful to promote the mitigation resources as well as to nudge behavior during construction activities. These incentives could be provided solely by CAMPO, tied to specific sites, or delivered in partnership with an employer, neighborhood group, or non-profit. Incentives will be informed by and align with priority alternatives (dictated by corridor options and localized construction impacts).

Step 5: Establish Campaign Communications Channels and a Schedule

The core of construction mitigation is communication to ensure that travelers are well-informed about construction impacts sufficiently in advance that they can modify their behavior accordingly. Priority communications channels will be established (such as social media, email lists and segmentation, outreach areas, and virtual programming) and an audience built through stakeholder participation, paid exposure, and organic growth. A schedule for communications throughout the project lifespan will be developed and updated in accordance with timeline changes of the construction project itself. In addition to timeline, the mitigation campaign should have a call to action and showcase examples of the benefits of using preferred travel modes. To create a sense of unity, the campaign should be branded to match the construction project.

Step 6. Identify Property Managers, Employer Leads, and Applicable Non-profits

Use business sales tools and data to identify property managers, large employers, and non-profits in the target area and potential leads for each. Begin making sales calls and sending emails to request introductory meetings. Ideally, stakeholder organizations will help facilitate warmer leads. Initial meetings may be virtual or in person. The primary goal of the meetings will be to introduce the CAMPO TDM program, provide an overview of the construction impacts, and identify a key contact who can assist with communicating the mitigation campaign and construction updates to their workforce, residents, or clients. Create a call to action that allows the CAMPO TDM program staff to provide an informative lunch and learn with information on the construction project and mitigation resources. Movability may also be able to support outreach efforts.

Step 7: Launch the Mitigation Campaign

Work with partner employers, property managers, and stakeholders to promote the construction mitigation campaign (and underlying regional commute program). Conduct a large outreach push to establish awareness and generate contacts for ongoing updates and communications.

Step 8. Evaluate and Expand

Report back on campaign results and other key performance metrics to partners and regional TDM stakeholders. Use case studies, marketing materials and processes, and other lessons learned to expand the commute services offered and to develop a toolkit or process for expanding the construction mitigation to the next priority construction projects.

Large-event Carpools

The large events carpool strategy will seek to establish relationships with event organizers who can market CAMPO's tools to help event attendees form carpools and ideally provide incentives to attendees to encourage them to carpool.

Step 1: Identify Partners

Work with local governments to identify large events and venues that may suffer from a lack of parking or generate excessive congestion.

Step 2: Develop the Carpool Concept

Conduct best practice research on carpool programs for other large events. Identify how attendees are informed of carpool opportunities, what incentives may be provided to encourage carpooling, how agreements are structured between government agencies and event organizers, and other lessons learned. Use this information to develop a carpool concept for the Austin region.

Step 3: Refine the Concept

Secure introductory conversations with event organizers to discuss the carpool concept. Work to secure initial commitments from event organizers to participate. Refine the carpool concept based on feedback provided by event organizers.

Step 4: Formally Secure Partnerships

Complete formal agreements for event partnerships with one to two event organizers. This should include securing commitments from event organizers to market the carpool program and ideally provide incentives such as preferred or discounted parking to carpools.

Step 5: Develop Unique Workplans

Develop unique workplans for each event partner to guide coordination and efforts to raise awareness of the carpool program. The workplans should include information on parking logistics, incentives, marketing materials, staffing, and scheduling. They should also include performance goals and measures.

Step 6: Pilot the Program

Launch a pilot program based on the workplan. Monitor the program to determine the effectiveness of the various marketing methods and incentives. Adjust the program as needed.

Step 7: Expand the Program

Conduct a formal analysis of program results and costs. If the program is suitably successful, expand it to additional events adding one to two events per year.

Evaluation

Performance evaluation is identified in each of the above initiatives as one of the latter steps; evaluation and iteration should be built into each aspect of the TDM program and tailored accordingly. However, evaluation is more than just the tail end of initiatives – it should be its own priority, helping to keep the program focused on its organizational objectives and the success of the work program. This does not mean a singular emphasis on return on investment or other narrow measures that may be applied, but a broader use of the TDM Evaluation Framework and critical reflection to support the evolution of the TDM program over time to achieve greater impacts on emissions reduction, mobility, and other anchoring values.

Step 1: Establish Evaluation Processes

Using the TDM Evaluation and Monitoring Plan (Appendix D) as the structure, develop an evaluation process for ongoing and milestone evaluation of the TDM programs recommended above (and others that may be added as the program evolves).

Step 2: Performance Monitoring and Reporting

The core of robust and meaningful program evaluation is active performance monitoring and reporting throughout the lifespan of the program and its initiatives. Establishing a performance dashboard and tracking it whenever updated data is available is a potent tool for iterative learning and a results-focused culture. Reporting to CAMPO leadership can be done on a suitable regular schedule ranging from quarterly to weekly, depending upon the frequency of dashboard changes or report-worthy milestones.

Step 3: Annual Review

Collectively review the performance of the program and assess satisfaction with its outcomes and future directions. This should be a collaborative discussion, providing sufficient room to talk through implementation details and lessons learned as well as high-level measure reporting. Timing this during a lower-intensity time of the program calendar (e.g., January) is important, as an annual review will require data collection, organization, and presentations that may otherwise compete with attention to concurrent programming.

Step 4: Revisit Evaluation Measures and Goals

Upon completion of the annual review process, TDM program oversight staff and regional stakeholders should actively reflect on and potentially adjust the selected and prioritized program evaluation measures. This is an opportunity to update data collection tools, priority measures, strategic goals, and other aspects of the program's direction and associated outcomes. Once the program reaches a stable operational state, it may make sense to shift to a biennial approach to allow projects to deliver results and minimize "opportunity shopping" and decision delays.

Implementation Timeline

Task/activity	Year 1				Year 2				Year 3				Year 4				Year 5			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
School Implementation																				
Update Marketing Materials and Outreach Processes	█	█	█	█																
Outreach to Schools/Secure Partnerships	█	█	█	+																
Launch Program			█	█	█	█	█													
Review Lessons Learned				█																
Consider Evaluation to Other Modes/School Pattern					█	█	█													
Program Operation and Iteration/Expansion					█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	+
Essential Worker Outreach																				
Identify Employers and Property Managers			█	█																
Initiate Employer and Property Manager Partnerships				█	█	█														
Develop an Incentive Structure				█	█	█														
Recruit Employers					█	█	█													
Create Tailored Materials						█	█													
Launch the Commute Program							█	█												
Provide On-going Employee Support									█	█										
Evaluate and Innovate									█	█	█									
Program Operation and Iteration/Expansion													█	█	█	█	█	█	█	+
Congested Corridors																				
Identify Key Stakeholder Organizations					█	█														
Identify Property Managers and Employer Leads						█	█													
Hold Lunch and Learn Series							█	█	█	█										
Design the Engagement Process									█	█										
Create a Corridor-wide Digital Marketing Campaign												█								
Evaluate and Innovate													█							
Program Operation and Iteration/Expansion													█	█	█	█	█	█	█	+
Regional Guranteed Ride Home																				
Define a GRH Model					█	█														
Define Operational Elements of the Program						█	█													
Create Interagency Agreement							█	█												
Develop Marketing Materials										█	█									
Launch a Pilot Effort									█	█										
Evaluate and Expand Regionally											█	█								
Program Operation and Iteration/Expansion													█	█	█	█	█	█	█	+

Task/activity	Year 1				Year 2				Year 3				Year 4				Year 5			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Park-and-Ride Campaigns																				
Select a Park-and-Ride Facility																				
Identify Implementation Partners																				
Develop an Incentive and Marketing Plan																				
Conduct Outreach																				
Conduct Marketing Efforts																				
Expansion and Refinement																				
Campaign Operation and Iteration/Expansion																				●
Construction Mitigation																				
Prioritize Impending Construction Projects																				
Identify Key Stakeholders																				
Develop Project Understanding and Incentives																				
Establish Communication Channels and Schedule																				
Establish Relationships with Employers, Properties, and Community Organizations																				
Launch Mitigation Campaign and Messaging																				
Evaluate Results and Expand to Additional Projects																				●
Large Event Carpools																				
Identify Partners																				
Develop Carpool Concept																				
Refine Concept																				
Formally Secure Partnerships																				
Develop Unique Workplans																				
Pilot the Program																				
Program Operation and Iteration/Expansion																				●
Evaluation																				
Establish Evaluation Processes																				
Performance Marketing and Reporting																				●
Annual Review																				
Revisit Evaluation Measures and Goals																				

Budget and Resource Requirements

YEAR 1	Program Director	Program Manager	Marketing Lead	Outreach Specialist	Analyst	Comms	Graphic & Web Design	
	\$215.00	\$135.00	\$145.00	\$80.00	\$90.00	\$75.00	\$100.00	
Task 1: Rebranding	40	80	200			100	120	\$67,900.00
Task 2: SchoolPool Program		480	65	600	40	80	160	\$147,825.00
Task 3: Essential Worker Outreach		480	90	300	40	60	20	\$111,950.00
Task 4: Congested Corridors Program		120	50	140	40	90	40	\$49,000.00
Task 5: Regional Guranteed Ride Home	32	100	24					\$23,860.00
Task 6: Part-and-Ride Campaigns								\$0.00
Task 7: Construction Mitigation Program	16	320	40	180	40	90		\$77,190.00
Task 8: Large-Event Carpools	16	80						\$14,240.00
Task 9: Evaluation	24	100						\$18,660.00
Program Administration	100	260						\$56,600.00
TOTAL HOURS	228	2020	469	1220	160	420	340	
							Staffing	\$567,225.00
							Ad Spend	\$100,000.00
							Incentives	\$100,000.00
							Expenses	\$80,000
							TOTAL	\$847,225.00

YEAR 2	Program Director	Program Manager	Marketing Lead	Outreach Specialist	Analyst	Comms	Graphic & Web Design	
	\$225.00	\$140.00	\$150.00	\$85.00	\$95.00	\$80.00	\$105.00	
Task 1: Rebranding			40			60	60	\$16,300.00
Task 2: SchoolPool Program		360	65	500	20	80	40	\$109,825.00
Task 3: Essential Worker Outreach		400	90	800	40	80	110	\$151,650.00
Task 4: Congested Corridors Program		220	90	320	40	160	180	\$101,950.00
Task 5: Regional Guaranteed Ride Home	32	180	24	100	40	20	40	\$51,760.00
Task 6: Park-and-Ride Campaigns		60	40		80	40		\$24,100.00
Task 7: Construction Mitigation Program		200	40	220	40	90		\$60,750.00
Task 8: Large-Event Carpools	32	160	4	120				\$38,660.00
Task 9: Evaluation	24	100						\$18,660.00
Program Administration	80	260						\$52,300.00
TOTAL HOURS	168	1940	393	2060	260	530	430	
							Staffing	\$625,955.00
							Ad Spend	\$80,000.00
							Incentives	\$200,000.00
							Expenses	\$80,000.00
							TOTAL	\$985,955.00

YEAR 3	Program Director	Program Manager	Marketing Lead	Outreach Specialist	Analyst	Comms	Graphic & Web Design	
	\$235.00	\$150.00	\$160.00	\$90.00	\$100.00	\$85.00	\$110.00	
Task 1: Rebranding								\$0.00
Task 2: SchoolPool Program		360	40	400		80	40	\$96,400.00
Task 3: Essential Worker Outreach		400	50	600	40	80	40	\$122,850.00
Task 4: Congested Corridors Program		240	60	400	40	80	40	\$86,700.00
Task 5: Regional Guranteed Ride Home	32	180	60	100	40	80	20	\$59,480.00
Task 6: Park-and-Ride Campaigns		70	60	280	40	80	60	\$56,150.00
Task 7: Construction Mitigation Program		120	40	400	20	80	20	\$63,800.00
Task 8: Large-Event Carpools	32	200	60	600	20	80	60	\$104,380.00
Task 9: Evaluation	20	100						\$17,800.00
Program Administration	64	230						\$44,810.00
TOTAL HOURS	148	1900	370	2780	200	560	280	
							Staffing	\$652,370.00
							Ad Spend	\$70,000
							Incentives	\$175,000.00
							Expenses	\$100,000.00
							TOTAL	\$997,370.00

Appendix A - Survey Summary

CAMPO, in coordination with its consulting team, conducted a survey of travelers throughout the region. Survey distribution was done using multiple efforts including:

- Outreach at Blue and Brown Santa events where police and sheriff officers distributed gifts, groceries, and other items of need to families during the holidays.
- Paid social media posts on Twitter and Facebook.
- Distribution through partner governments throughout the region.

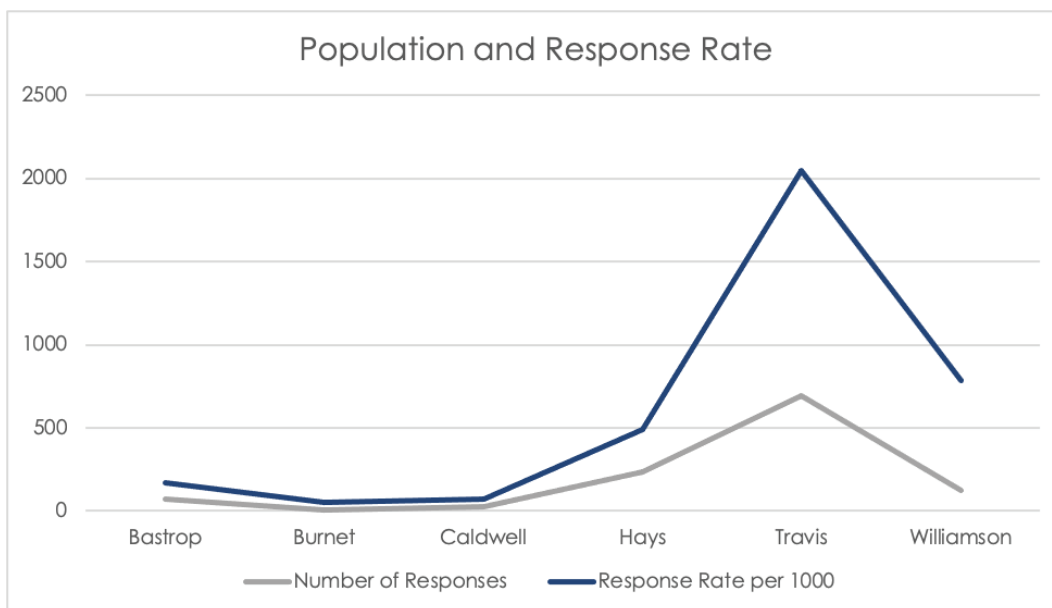
The survey was hosted online and could be completed using computers or mobile devices. It was also available in English and Spanish. Responses were collected from December 2021 to April 2022, and a total of 1,290 responses were received.

Respondent Demographics

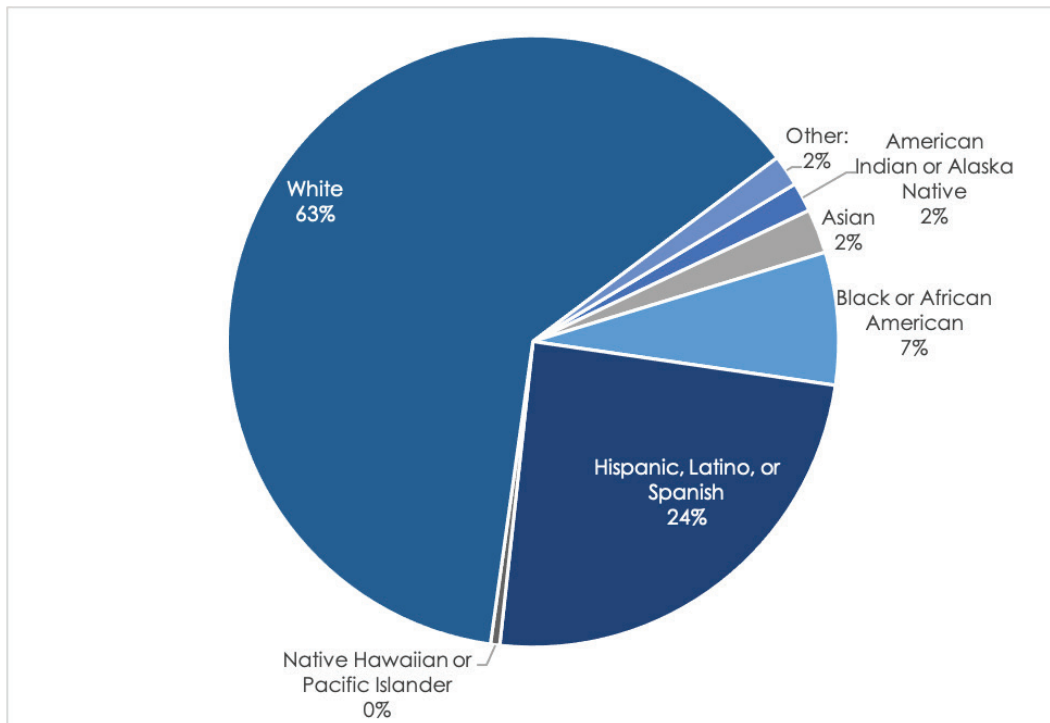
Survey respondents were asked basic demographic questions to provide an understanding of the how representative the survey results are of the community in general. Demographic data was also used to determine how travel patterns and challenges vary based on demographics.

County of Residence

The Capital Area consists of six counties – Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson. Response rates per county were measured against the overall population of each county and are displayed below as response rates per 1,000 people. Travis and Williamson counties are overrepresented in the survey compared to their proportion of the population in the region.

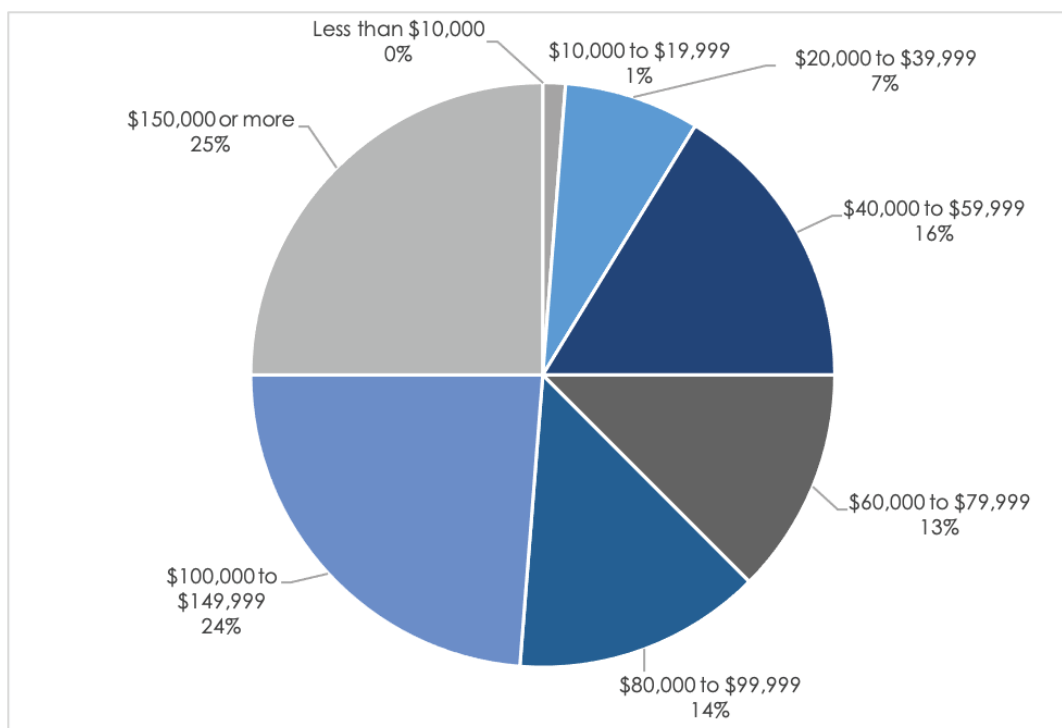


Racial and Ethnic Identity



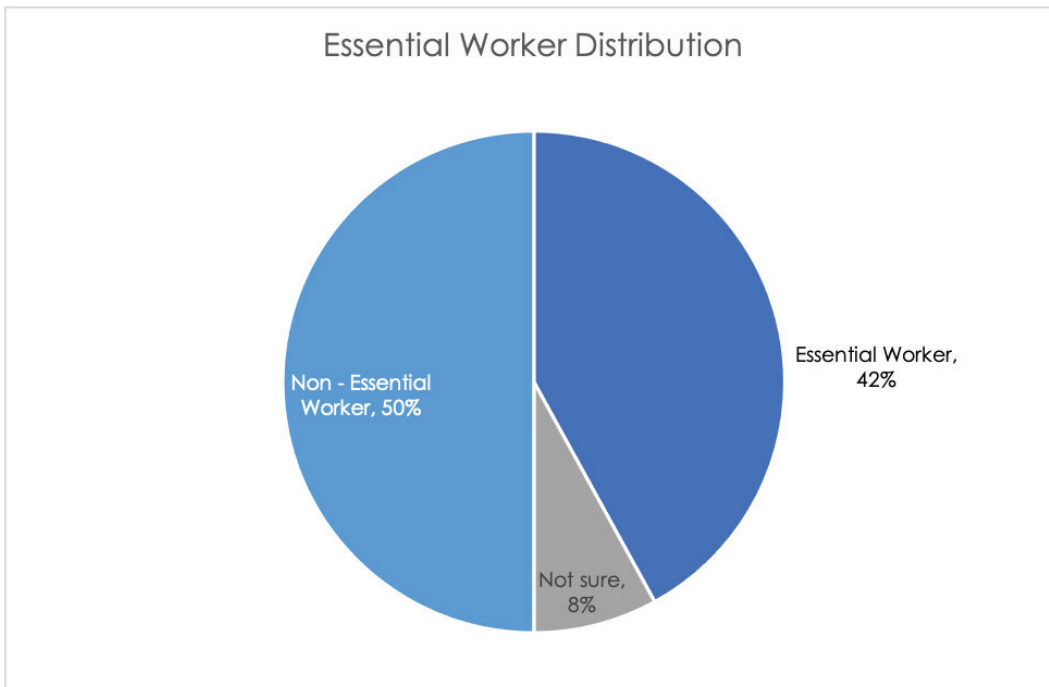
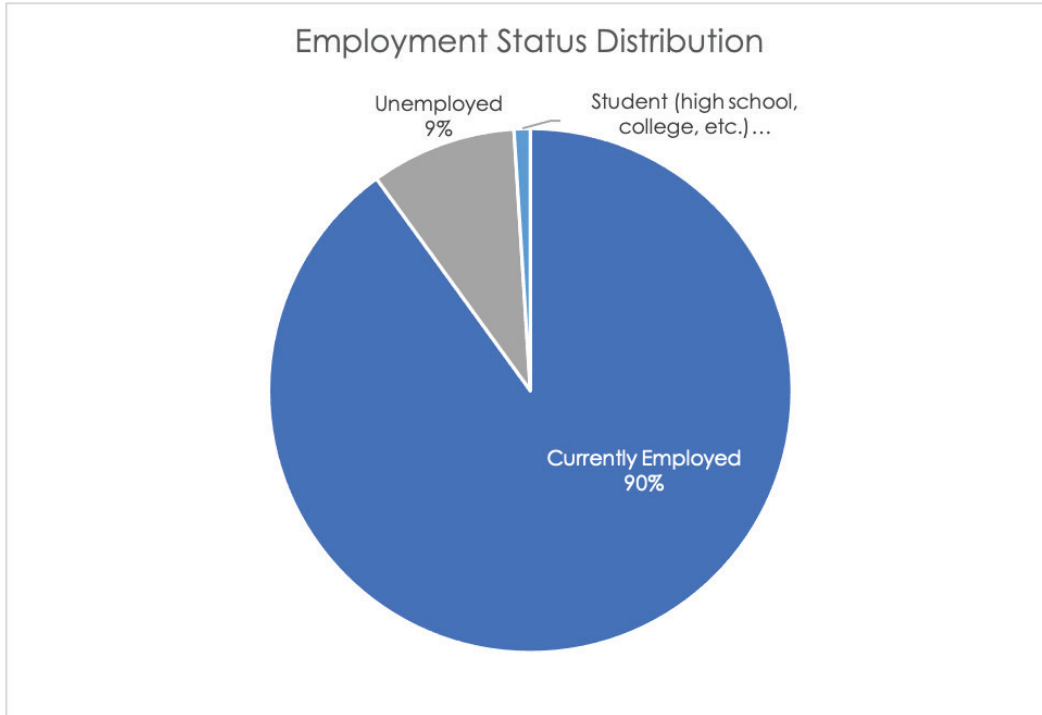
Response Breakdown by Annual Income

Respondents were asked to report their total household income based on set ranges. It is important to note that 19% of respondents chose not to answer this question, so the data has been adjusted to only reflect summarized data of those who chose to provide this information.



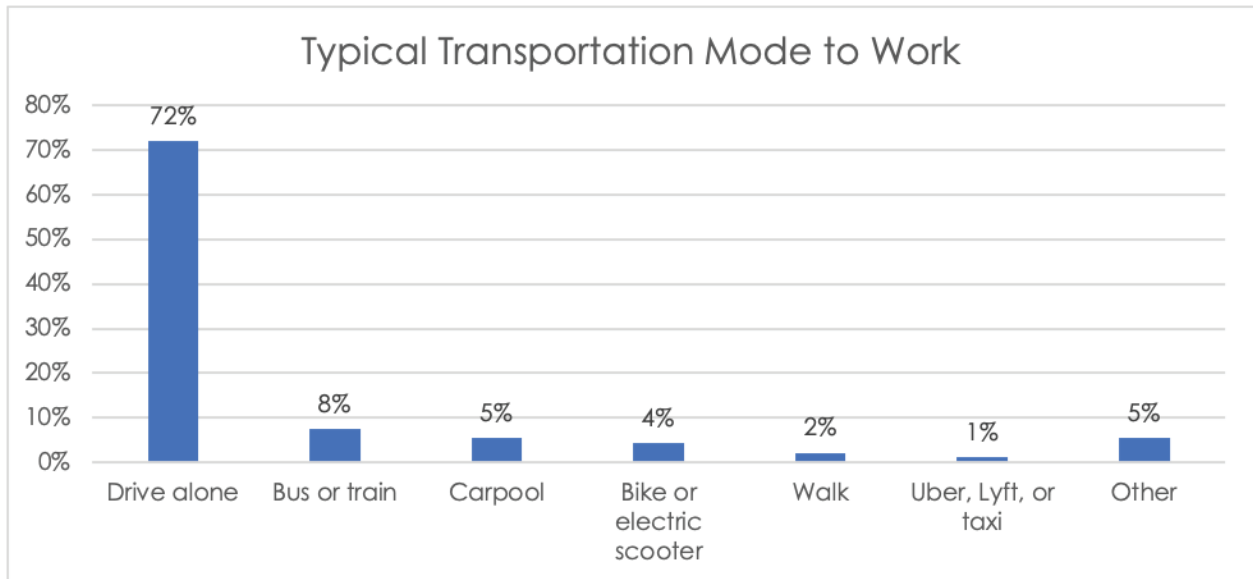
Response Breakdown by Employment Status

The survey asked respondents to self-identify their employment status and if there were an essential worker. The survey defined essential workers as employees who had to work during the COVID-19 pandemic stay-at-home orders, or someone required to work at your worksite or in-field during severe weather events and other similar conditions.



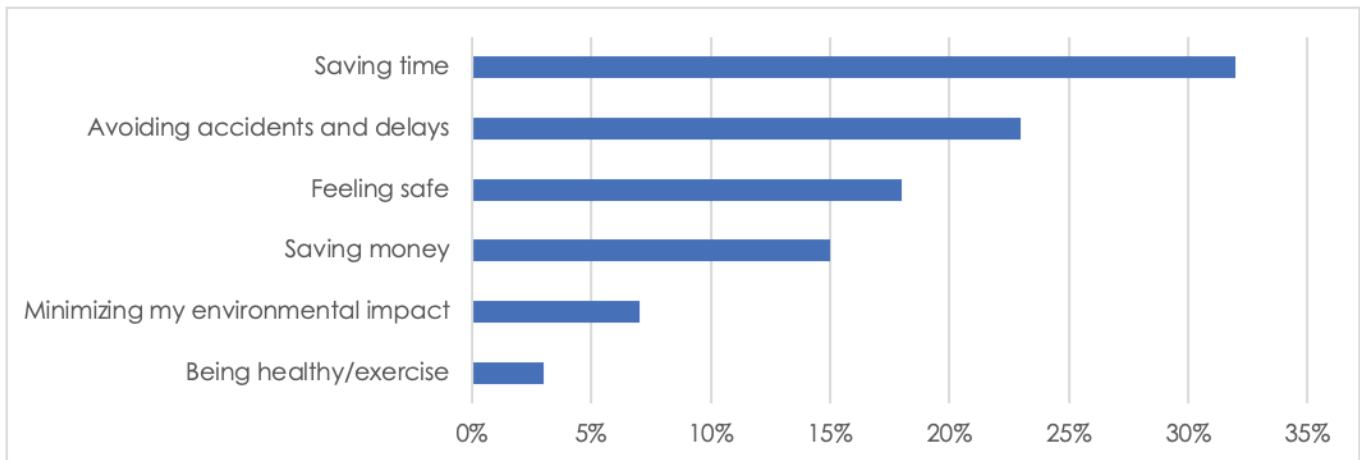
Commute Patterns, Challenges and Benefits

Survey respondents were asked a series of questions to better understand how they commute to work, why they choose to travel the way they do, what commute benefits they receive from their employer, and what might encourage them to not drive alone. The following figure shows the travel modes respondents typically use on the days they report to work. They could select up to two options.

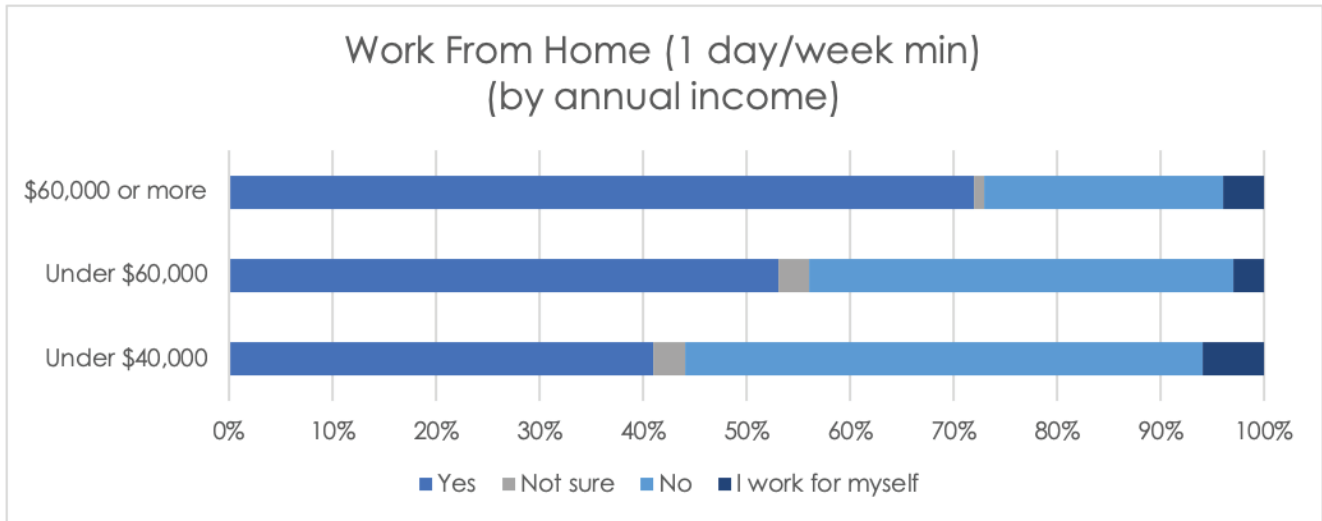


Priorities in Deciding Commute Method

Respondents were asked why they commute the way they do. The results are summarized in the figure below and show that survey respondents are most concerned with minimizing travel time. Results were analyzed by respondents' reported gender and income, and no significant trends were found.

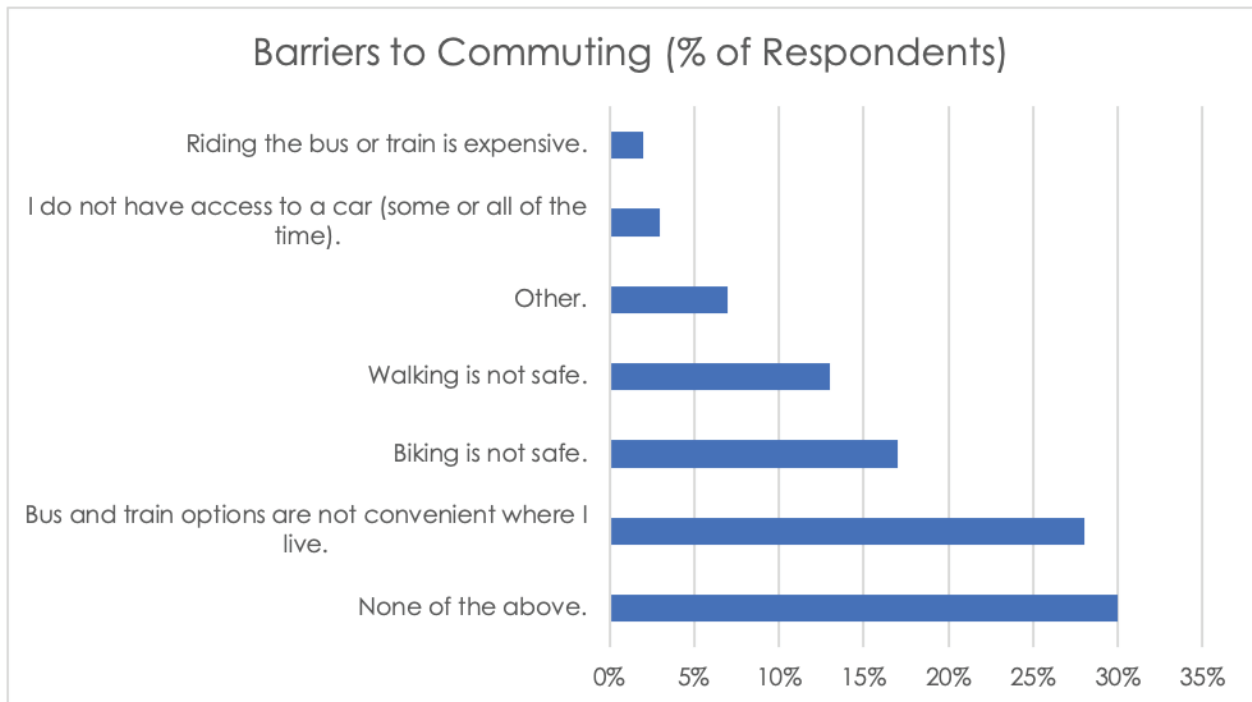


When asked how if they are allowed to work from home. The results were summarized by income and show that people with higher incomes are more likely to be allowed to work from.



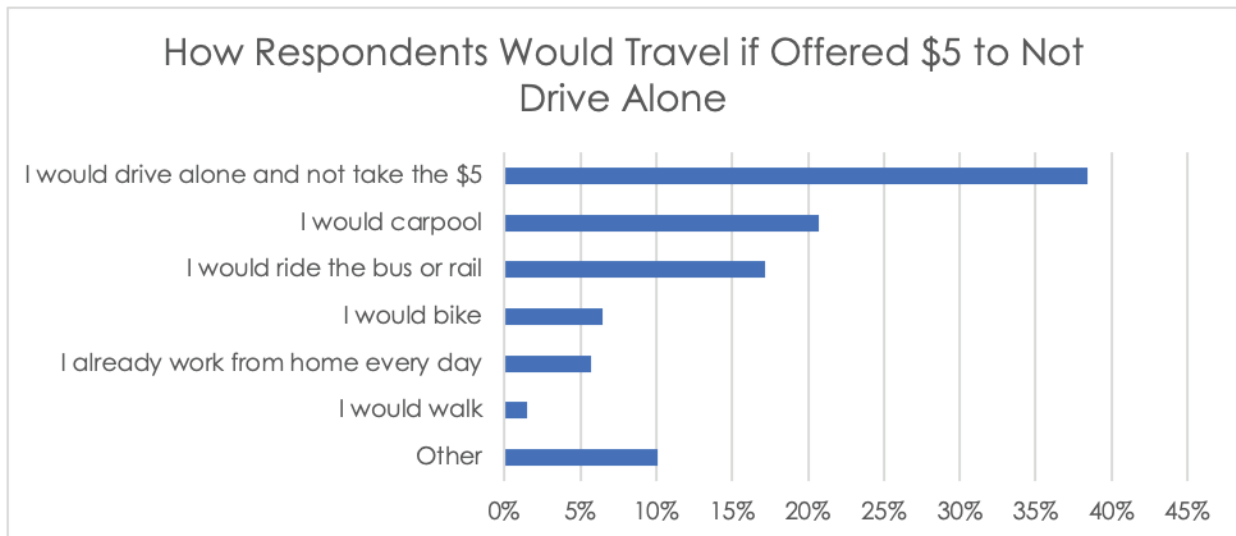
Commute Barriers

Survey participants were provided with a list of typical challenges associated with getting to work and asked if any impact their ability to get to work. They could select as many options as applied to them. The figure below shows what percentage of survey respondents selected the various options. Results were analyzed by respondents reported gender and income, and no significant trends were found.



Interest in Incentive to Reduce Single-Occupant Vehicle Trips

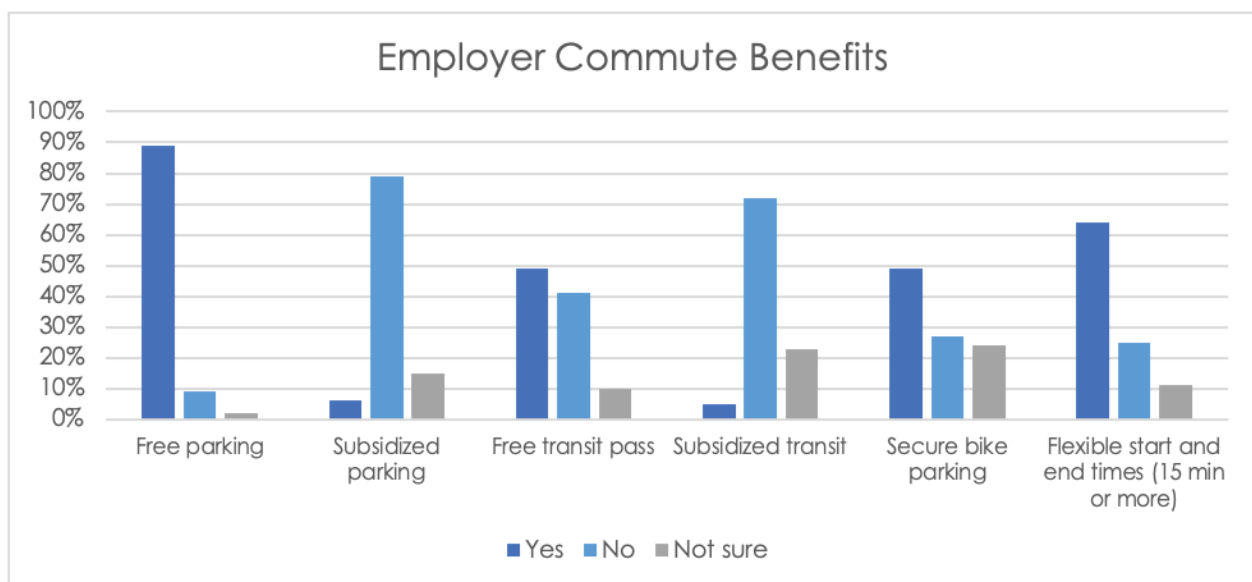
Respondents were asked to choose what mode they would use to travel to work if they were offered a \$5 incentive to not drive alone. Most responses highlighted a preference forego the incentive and continue driving alone.



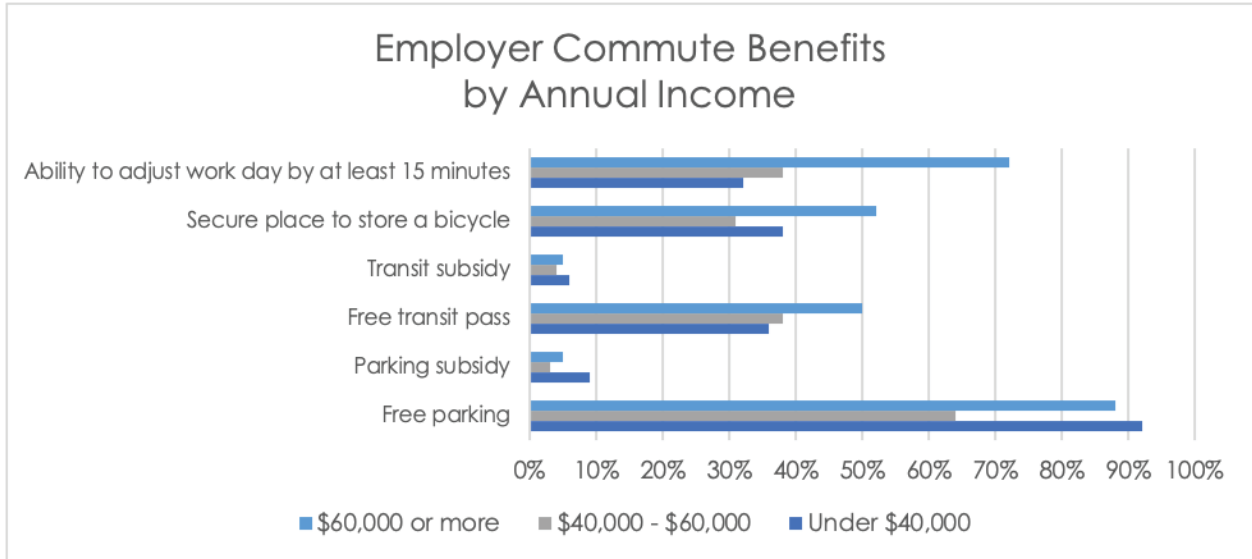
Results were analyzed by respondents' income. As would be expected, respondents with lower incomes were more likely to accept the incentive and not drive alone than respondents with higher incomes.

Employer Provided Commute Benefits

Respondents were shown a list of commonly offered commute benefits and asked if their employer offers them. The results are summarized below.

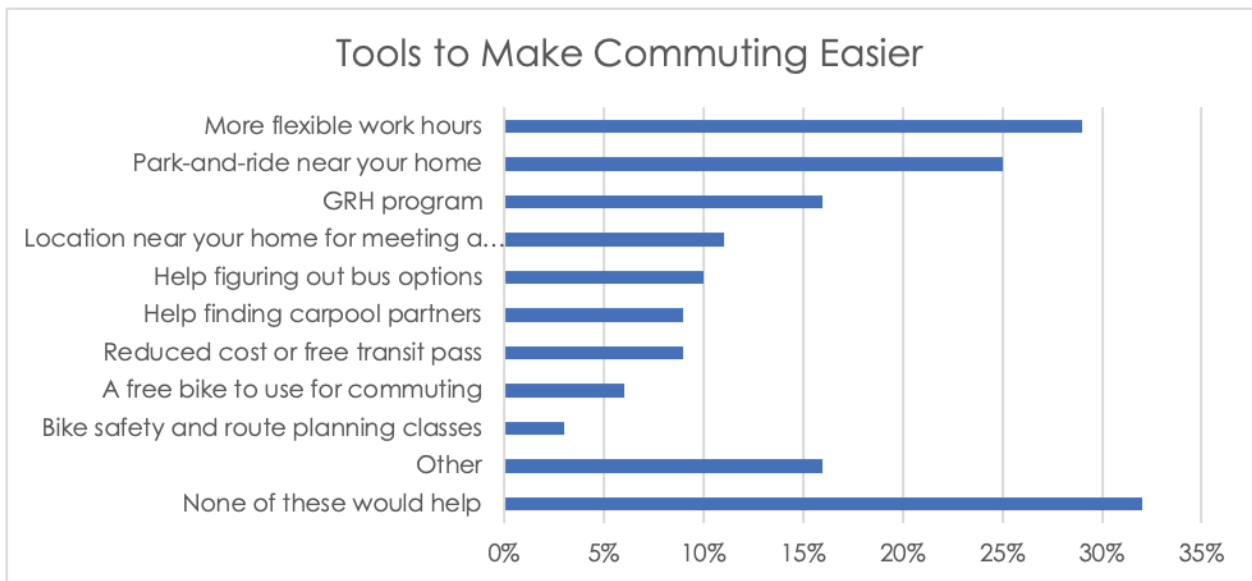


The availability of commute benefits was analyzed based on employee income. Almost all respondents have access to free parking, but those making more per year generally are slightly less likely to receive it. Respondents making more than \$60,000 per year have the most flexibility in adjusting their work hours, and those making less gradually lose that flexibility.



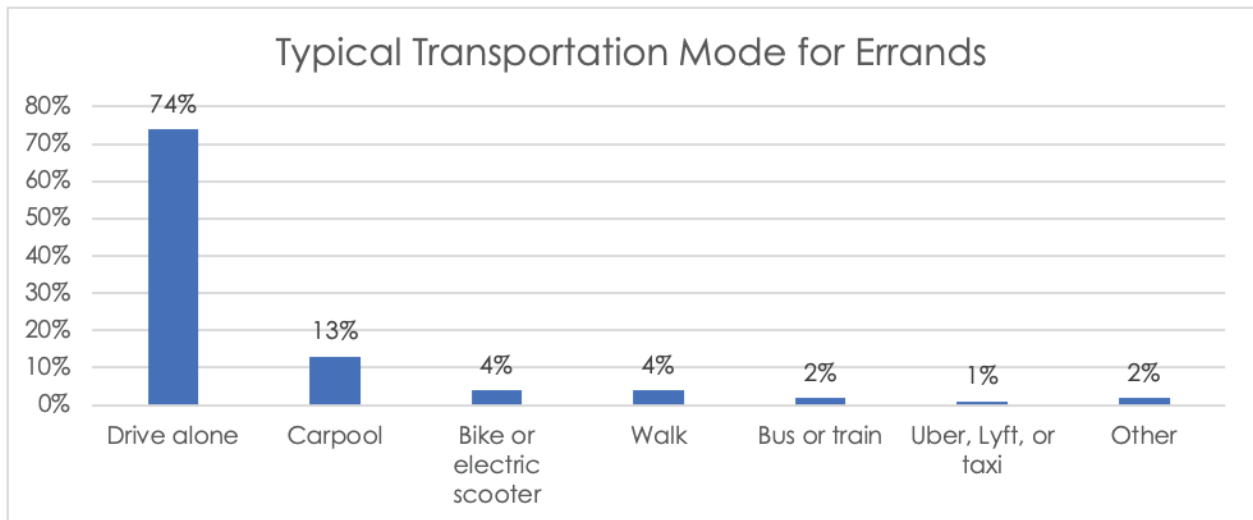
Commute Incentives

Respondents were provided with a list of commute incentives and asked if any would make getting to work easier. They could select up to three options. More flexible work hours and access to a park and ride for catching a bus to work were the top options.

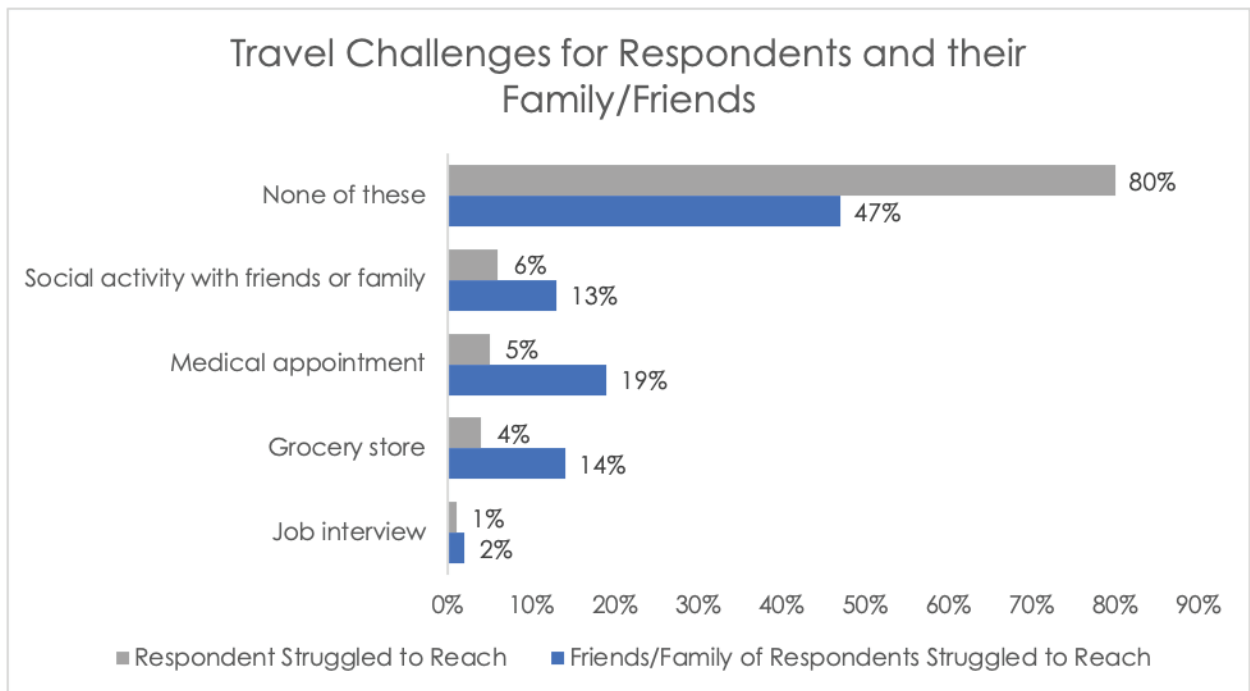


Non-Commute Travel

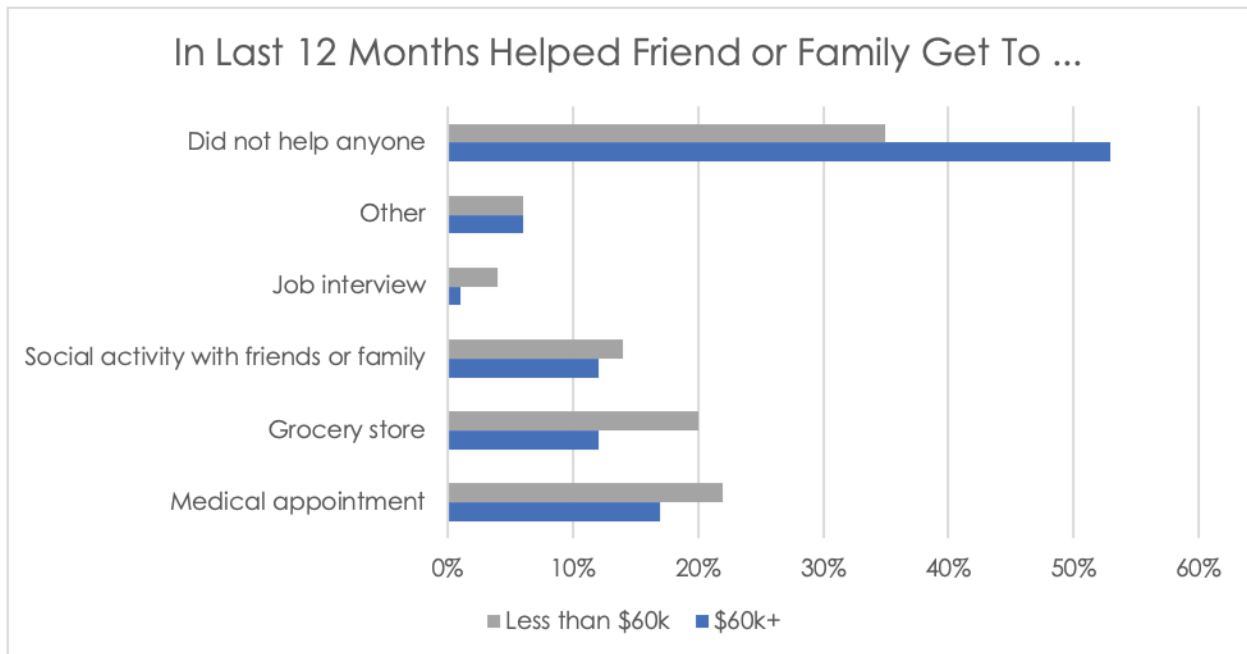
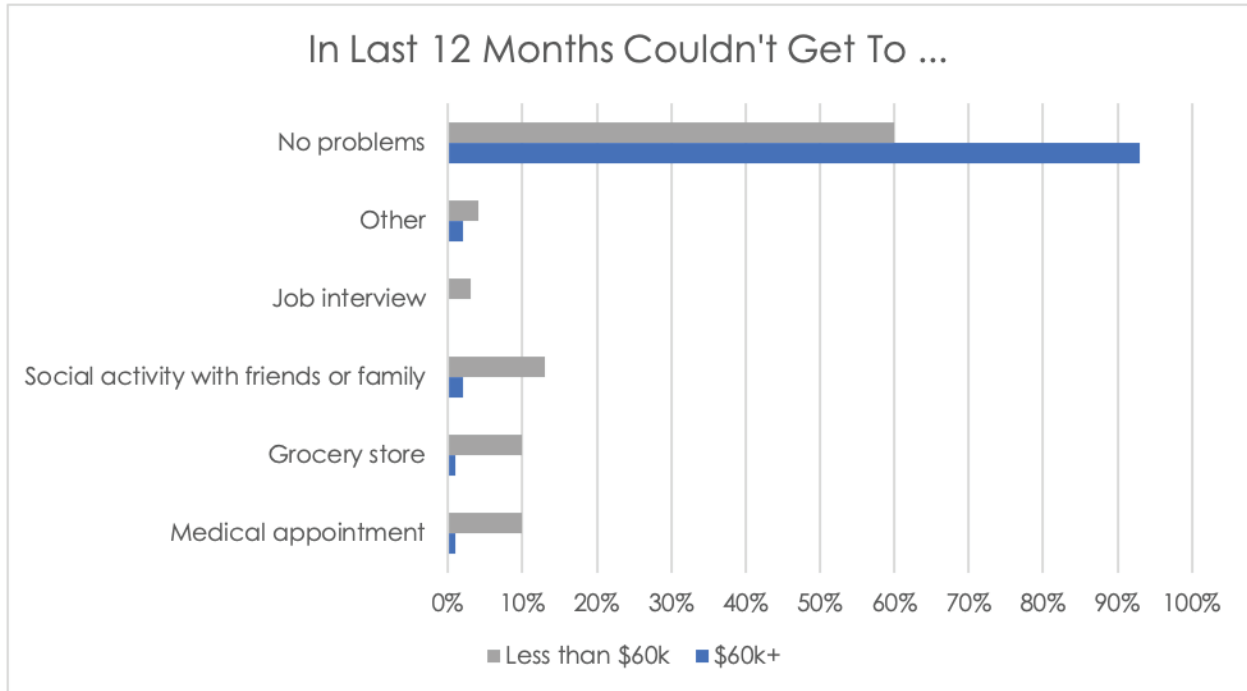
Survey respondents were also asked about non-commute travel. Below is a summary of how respondents typically travel when running errands. Respondents could select up to two options.



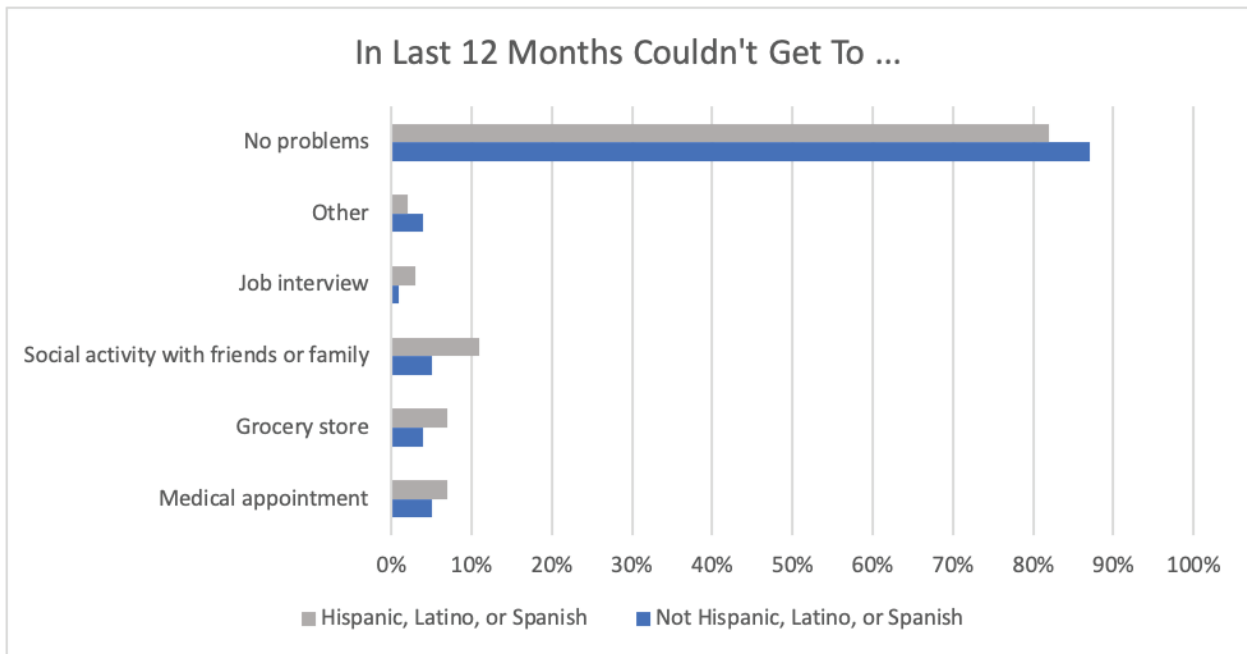
Survey respondents were asked if they were unable to access different types of destinations in the last 12 months because they lacked access to reliable transportation. They were also asked if they had to help a friend or family member access various destinations because they lacked reliable transportation options. A majority of respondents said their friends or family did struggle to reach something, with the most common selections being medical appointments and grocery stores (closely followed by social activities). But a narrow minority (47%) reported friends and family did not struggle to reach destinations.



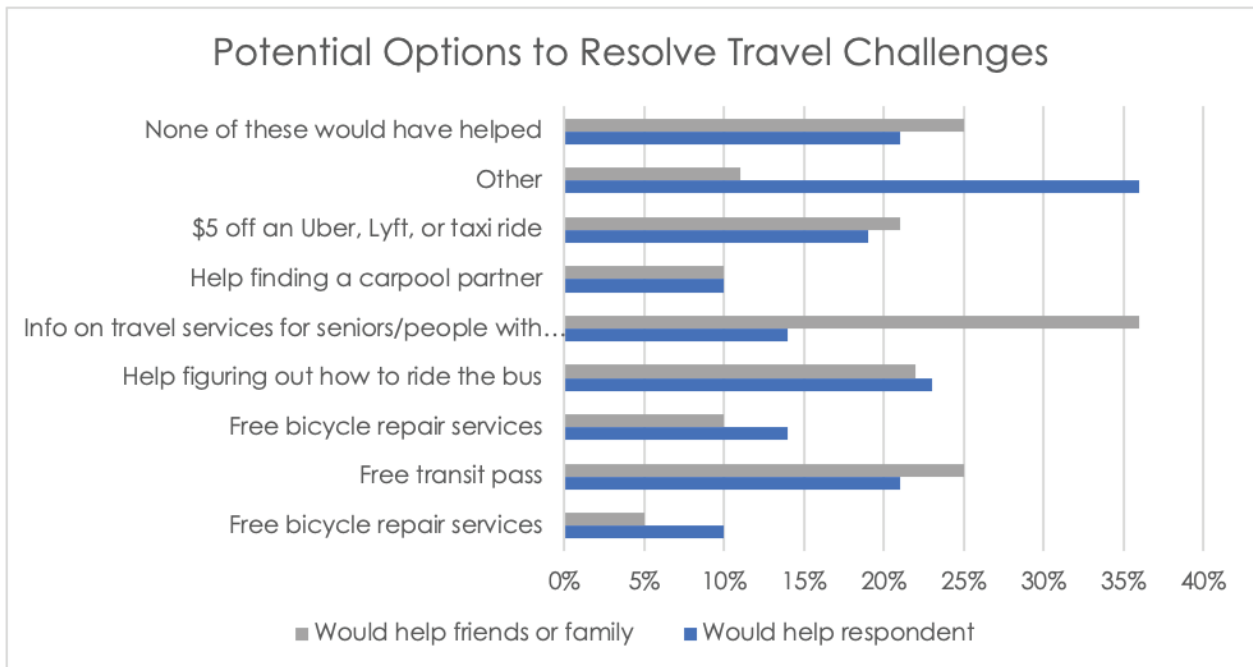
Travel challenges were also analyzed based on income. As would likely be expected, lower-income individuals reported more travel challenges.



The results were analyzed by race and ethnicity, and there was a statistically significant correlation between an increased lack of access to all destinations based on respondents being Hispanic, Latino, or Spanish.



Survey respondents who reported challenges for themselves or friends and family were presented with a list of tools and resources and asked if any would help them or their friends or family get to destinations.



Employer Feedback

Individuals who said they were managers or executives were asked about their workplace policies. For those whose workplaces were offering remote work (about half, overall), 64% expected to maintain a 3+ days per week remote work policy.

Appendix B - Discussion Group Summary

Government Agencies (County/City Level)

Transportation Challenges/Opportunities

Counties in the region are at varying stages of growth, with some still in their “adolescent” stage, and another as the fastest growing county in the state. For this reason, challenges faced differ across the region, ranging from issues with access to sufficient broadband to struggles to stay ahead of the growth curve.

A few challenges were identified at the city level, ranging from accessibility for certain audiences and demographic groups to regional displacement and gentrification. As the transportation system develops, with even bigger goals for the future with Project Connect, it is paramount for cities to begin to educate on transportation options such as buses, bikes, and scooters. Future development on major arterials and corridors also presents the need for route alternatives to impacted ROW and infrastructure to avoid gridlock.

TDM Strategies and Programs

In Austin, there are active efforts to create solutions and prepare for expected growth in the region. Austin’s Newcomers program was highlighted as one of the tools used to educate people once they move into or within the city. The program contacts new residents and provides them with information on non-auto travel modes and incentives to try those modes.

The interlocal agreement with Capital Metro for the MetroBike program has been a successful 50/50 partnership. The city owns docking stations, bicycles, and software. B-cycle maintains and manages the sites. Cap Metro helps with marketing and maintenance and provides IT support for the passes. Incentives have still been identified as a challenge, especially with certain laws and restrictions.

The city also plans to develop strategies to prepare the community for future I-35 construction and will need trip planning tools to help the community navigate and reroute around construction, with the understanding that this will be quite tricky.

There is also a collaboration among departments to target different initiatives toward TDM, such as working with the parking team on parking policy and the Office of Sustainability on the idling ordinance. Curb space management efforts are also being actualized with Mobility Services to oversee rideshares, taxis, etc., and develop policies to manage congestion. Partnerships with non-profits, neighborhood organizations, employers, or private individuals are also aiding direct contact with the community to facilitate bike programs and improve comfort and safety with cycling. The pandemic provided an opportunity for program revamps and discussion on electric vehicles and clean initiatives are now at the forefront.

Counties in the Capital Area have had less success with establishing TDM policies for a few reasons. The counties do not have land authority and most counties are unincorporated. As a result of this, they have no control over parking – however, there aren’t many parking challenges to begin with.

Work-from-home strategies are being prioritized within some county offices, while others have fully returned to the office. Other solutions identified were adjusting shift times to alleviate stress on roadways during peak travel times and developing a new park-and-ride facility to provide opportunities for increased carpooling and ridesharing.

Government Agencies (State Level) - TxDOT

Transportation Challenges/Opportunities

At the state level, one of the main challenges has been growth and congestion along major arterials. Their focus is on vehicle mobility, but are working to incorporate transit into construction projects, such as the development of managed lanes on I-35 with connection points for transit buses and the incorporation of park-and-rides. Safety was also identified as a primary issue along arterials and is a priority goal.

A solution raised for these challenges was increased mode split and getting people out of their cars, however, at the current growth rate, there is still a need to expand existing roadways to meet increasing utilization.

Improved communication, coordination, and funding, along with the identification of areas with the highest demand and need for transit service were identified as significant needs. This will help meet the needs of the people while reducing congestion in that area.

TDM Strategies and Programs

TxDOT sees TDM as a great tool, and their projects are TDM focused and friendly. However, it is not believed to be the main solution to their challenges. As an agency, they have been focused on building and maintaining larger facilities and roadways. Reducing trips to the facilities can improve safety while also reducing congestion, linking this back to TxDOT goals.

From a TDM perspective, there is a need for more policy change from employers in the region. The pandemic has provided a good opportunity to encourage employers to embrace TDM and encourage working from home.

Transportation Management Associations (TMAs) – Movability

Transportation Challenges/Opportunities

The region's main challenges identified by Movability were resource limitations, regional disconnect, lack of community information or education, and a strong car culture. The entitlement felt towards driving or owning a car is compounded by the lack of region-wide transit options and the unaffordability of areas with transit service. The lack of multimodal options reduces opportunities for TDM education and implementation, keeping the region behind the curve. Safety concerns on certain modes, such as bus, have also posed a challenge.

Increased collaboration and education to the community on available services, was highlighted as a potential opportunity or solution. Rural programs exist, but residents are not aware of their travel options. Support and cooperation here are key.

TDM Strategies and Programs

Most Movability programs are based on trip reduction and commuter benefits and are mostly implemented through the Mayor's Mobility Plan, with city and other partners as funding sources. Movability members are also charged a membership fee to encourage buy-in. An array of metrics is developed to track new members, retention rates, trips taken and CO2 emissions. However, challenges with this metric development have been a lack of regional data sharing and a need for regular region-wide surveying.

The pandemic has had an impact on event attendance and survey programming. However, it was noted that the appetite for employer collaboration and support with surveying was already in decline pre-pandemic.

Transportation Service Providers - (Capital Metro/CARTS)

Transportation Challenges/Opportunities

Transportation service providers aim to serve the transportation needs of the community but still need support from government agencies and large employers and private organizations to create incentives for transit programs and use. A challenge identified was the high availability of parking and a land use code that does not disincentivize building large parking lots and garages. Large employers also do not provide incentives or direct opportunities for their employee base to use transit. The labor shortage of bus operators and mechanics creates other operational challenges.

As with many other government agencies, funding was identified as a challenge to service expansion in rural areas. CARTS is only able to provide service for a limited number of days and spans.

TDM Strategies and Programs

Engaging the six-county region with its varying needs requires significant time and resources. However, a few programs have been established within transit agencies to encourage employees to use transit, such as free bus, bikeshare, and family passes, as well as transit pass discounts provided to major employers. Subsidized vanpool services also exist.

It was also noted that politics could be a challenge, due to the intangible nature of TDM impacts and results. For this reason, it is important to determine key performance indicators and diligently track these over time. This will ensure the TDM programs retain adequate funding and staffing.

Community Partners

Family Eldercare

Family Eldercare is a non-profit organization headquartered in central Texas, founded in 1982. They focus on providing community services to vulnerable populations in the state, chiefly the elderly. To improve senior mobility within their communities, they provide resources such as vouchers for buses, taxis, and rideshare services.

This group identified that seniors face unique challenges when traveling in the region. Within the discussion group, there was a focus on dissatisfaction with not only travel options but also how seniors access those options. Transportation options like public transit or rideshare apps might be too confusing or expensive to be convenient for seniors. Questions of technology especially seemed daunting for seniors. Additionally, many seniors require a great deal of support to leave the house and travel, which many lack. Seniors often need physical accommodation to access transit, and they often do not have family or other support systems to help them travel.

Senior Access – Staff

Senior Access is a direct service group that provides free transportation and support services to address the needs of seniors in Central Texas. The organization works with over 1,300 seniors in the Austin metropolitan area. The team provides on-demand transportation for seniors as well as other services like household repairs, medical equipment rental, and administrative support.

Staff of Senior Access spoke to issues facing seniors traveling. The travel options for seniors are fairly limited in the region. Metro Access, for example, is inaccessible to many because of their use of mobility aides or need for last minute rides. These limited options are confusing to understand, and many seniors are unaware of what options are widely available. Those who can access systems like transit, Uber, and Lyft need the services to cost less.

Senior Access – Clients

In a brief focus group, clients of Senior Access spoke to issues facing seniors traveling. For Senior Access clients, there is a real question of access to transportation options. As a population, seniors here noted a need for door thru door service, preferring the most direct service possible. Many lack a car or ability to drive. Public options are physically demanding for seniors to use and often confusing to navigate. This group highlighted a preference for more direct travel options and a need for last-minute ride options that do not currently exist.

Central Texas Interfaith – Staff

Interfaith Action of Central Texas is an organization focused on building healthy relationships between the faith communities of Central Texas. Their work focuses on developing community resources and identifying community leadership across different religious identities. They implement projects ranging from housing efforts for low-income seniors to refugee support and serve as general advocates for social issues in their region.

Staff of CTI spoke to difficulties their community experiences travelling. Due to the geographical spread of their members, travel is often difficult due to limited options and an over-reliance on cars. The lack of options is especially noticeable in suburban and rural areas. Many members struggle to attend congregation or gatherings because of a lack of access to transportation. There was an interest in expanding CARTS access and education about CARTS as well. Community gatherings were suggested as good channels of communication: congregations, football games, universities, etc.

Central Texas Interfaith – Clients

A chief concern of CTI clients was the actual gaps in service or options in especially suburban and rural areas. The car culture in the region and reliance on automobiles was also highlighted. Chiefly, many in the group pointed to the lack of education and awareness of potential transportation offerings. Many end up relying on less confusing options like carpools to get around. Participants highlighted education on options as a current need. Participants suggested traditional media channels (radio, public TV) as potential outreach channels for education.

Appendix C - Strategy Evaluation

The TDM strategies were reviewed for their impact on equity in the CAMPO region. Namely, several key data sources were mapped and combined to assess (1) needs that could be met by a given strategy, (2) populations that would benefit from a given strategy, including considerations for both urban and rural populations, and (3) target areas for deployment in consideration of (1) and (2). Key data sources included:

- Census demographics (income, age, race, ethnicity, car ownership, poverty levels)
- Transit data (Capital Metro and CARTS routes, stops, and service areas)
- Worker information
- Workplace and residence locations, earnings, industries via 2019 Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES)
- Commute trip information via Replica
- CAMPO EJ Areas and congested corridors
- Urban/Rural area classifications via the National Center for Education Statistics’ Locale Classifications
- Shift worker commute origins and destinations via NextGen National Household Travel Survey (NHTS) data

This appendix summarizes the analysis conducted for six proposed strategies: the Regional GRH Program, SchoolPool, Essential Worker Outreach, Congested Corridors, Park-and-Ride Campaigns, and Faith-based Carpools.

Regional GRH Program

Key Benefits	Key Opportunities
Expands a more limited GRH offering to a regional level for transit riders, carpoolers, vanpoolers, and bikers, increasing program reach.	Expanding GRH to additional Capital Metro routes and other modes, and/or providing first-mile/last-mile connection options may better serve low-income workers at their workplace locations, and zero-car households outside of Capital Metro’s service area.

The Regional GRH Program would provide transit riders, carpoolers, vanpoolers, and bikers with a free ride home via taxi, Uber, or Lyft when an unexpected event changes their travel schedule. This Regional GRH Program goes beyond the GRH program currently offered by Capital Metro in the region, which is limited to riders of their Express and rail services.

Looking at the potential reach of the existing GRH program through Capital Metro, the average weighted household median income in Census tracts crossed by Capital Metro Express and rail routes (\$75,262) is slightly less than the average weighted household median income region-wide (\$83,295). See Figure 1 for a map of routes versus income distributions.

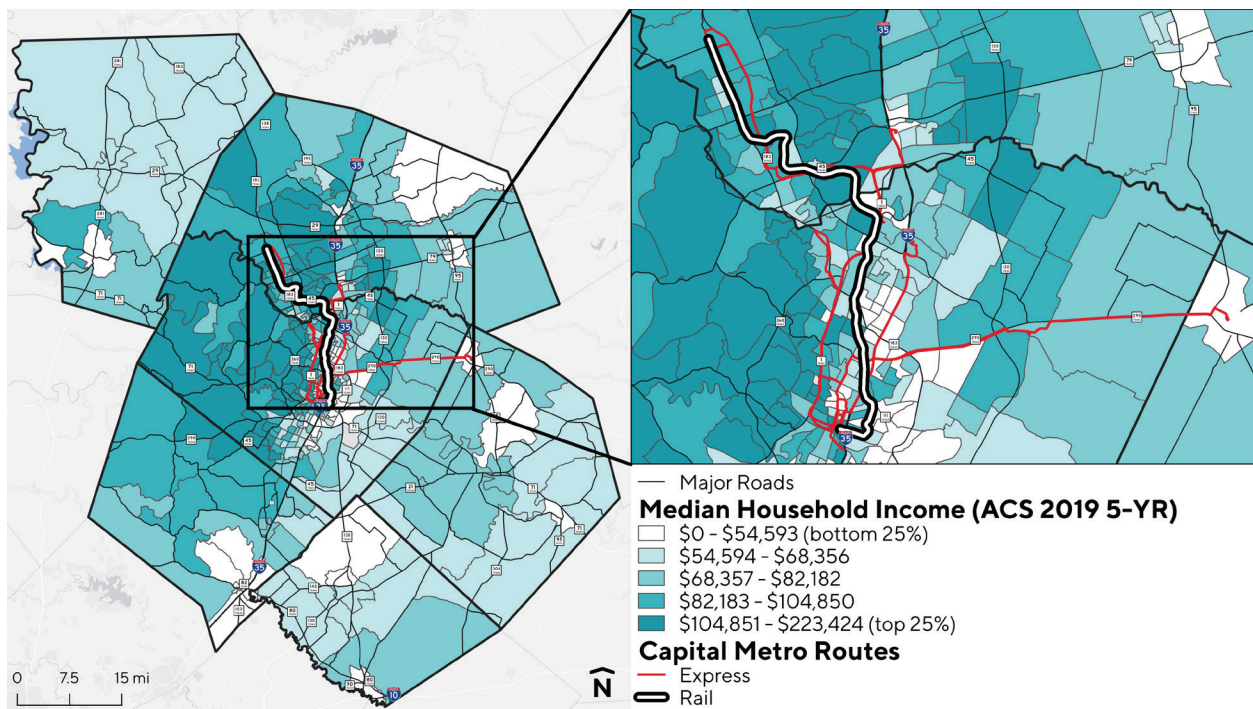


Figure 1 Capital Metro Express and Rail Routes and Regional Median Household Income

- Figure 2 shows the percentage of low-earning (\$1,250 a month or less) jobs by Census tract workplace location in the region, overlaid with Capital Metro Express and rail routes. Tracts crossed by Capital Metro Express and rail routes are comprised of 16% low-earning jobs, compared to 20% across other tracts. A true regional program could help reach more low-income workers if GRH is expanded beyond these routes.
- Figure 3 and Figure 4 show Capital Metro Express and Rail routes overlaid with the percentage of the population in each Census tract that is Hispanic, and the percentage of the population in each Census tract that is not White alone and not Hispanic, respectively. Tracts in the region's center covered by Capital Metro's Express and rail routes vary in racial and ethnic composition. Expanding GRH could serve an even broader demographic group.
- Figure 5 shows Capital Metro's Express routes, rail routes, and service area compared to the distribution of zero-car households in the region. There are several areas outside Travis County with relatively high zero-car ownership populations that could benefit from a GRH program.
- The regional GRH program would also expand the GRH service beyond transit users to carpoolers, vanpoolers, and bikers – subsequently expanding the potential population able to use the service.

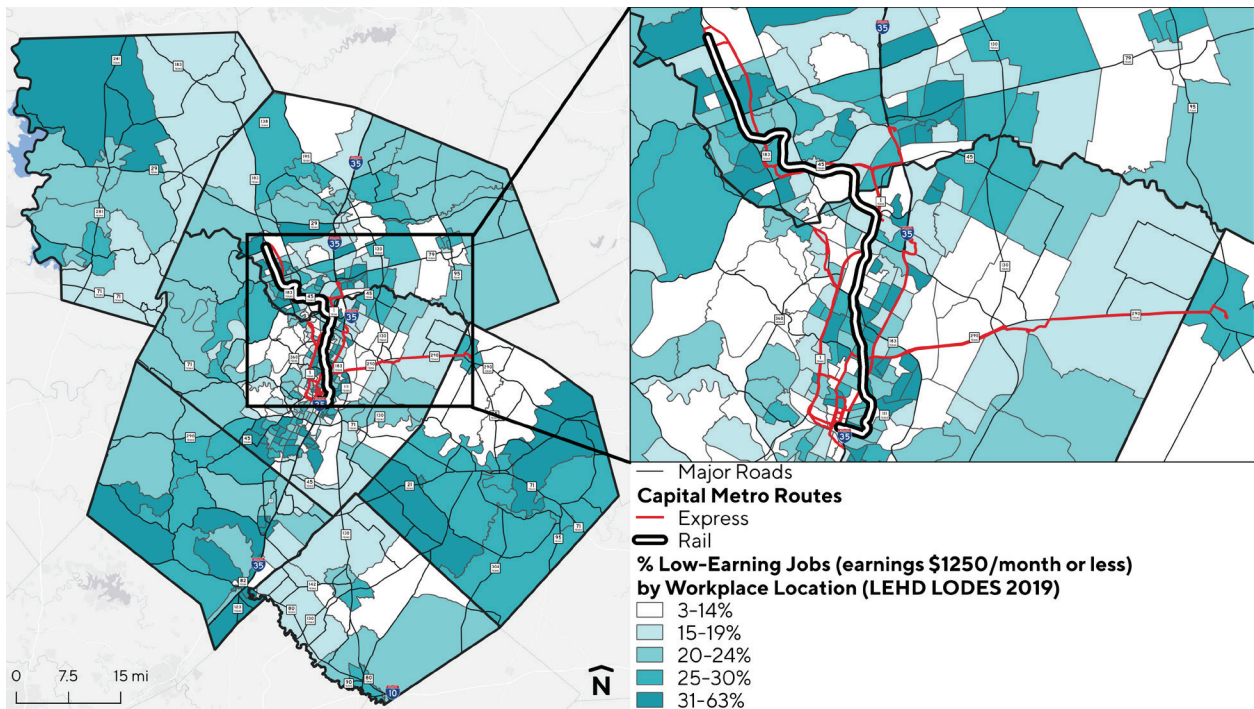


Figure 2 Low-Earning Jobs and Capital Metro Express and Rail Routes

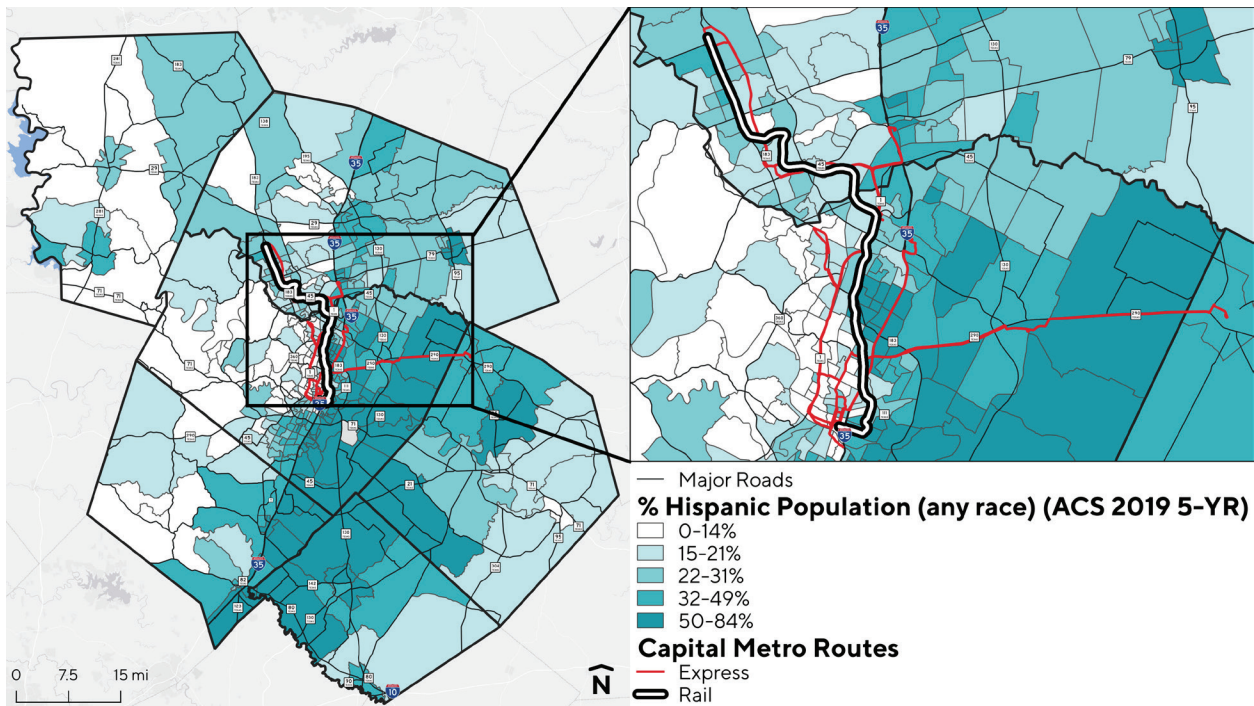


Figure 3 Percentage Hispanic Population and Capital Metro Express and Rail Routes

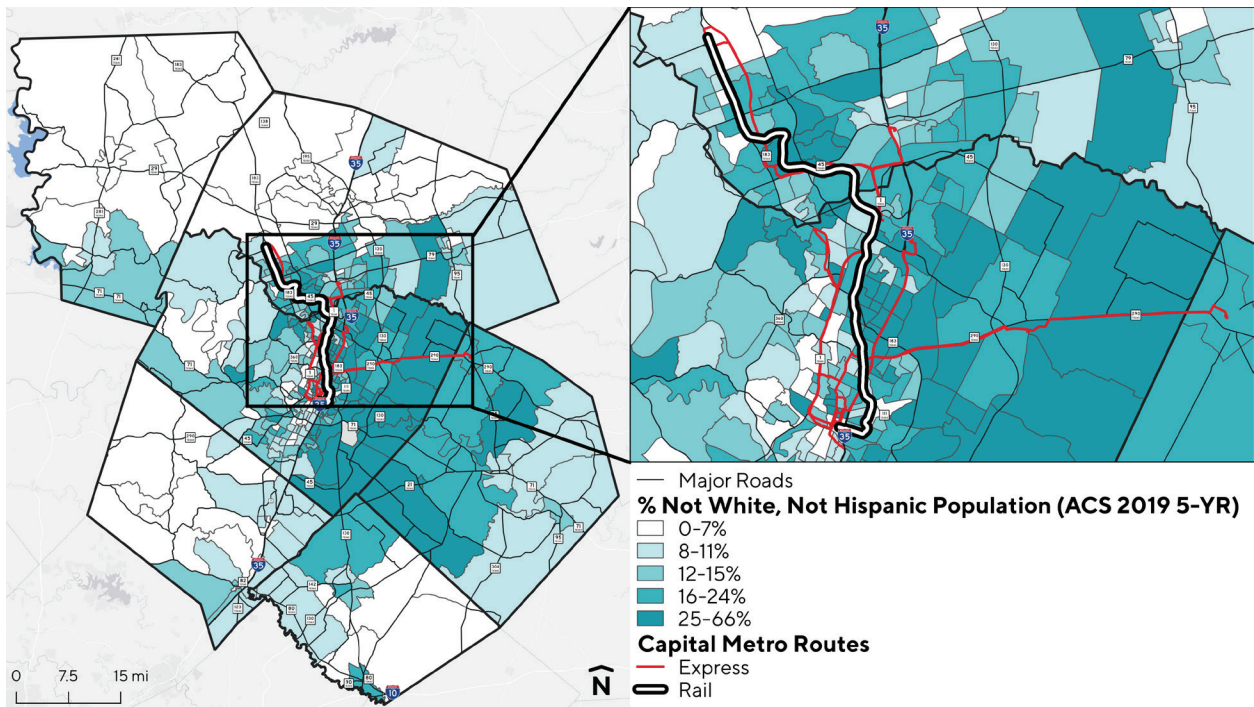


Figure 4 Percentage Not White and Not Hispanic Population and Capital Metro Express and Rail Routes

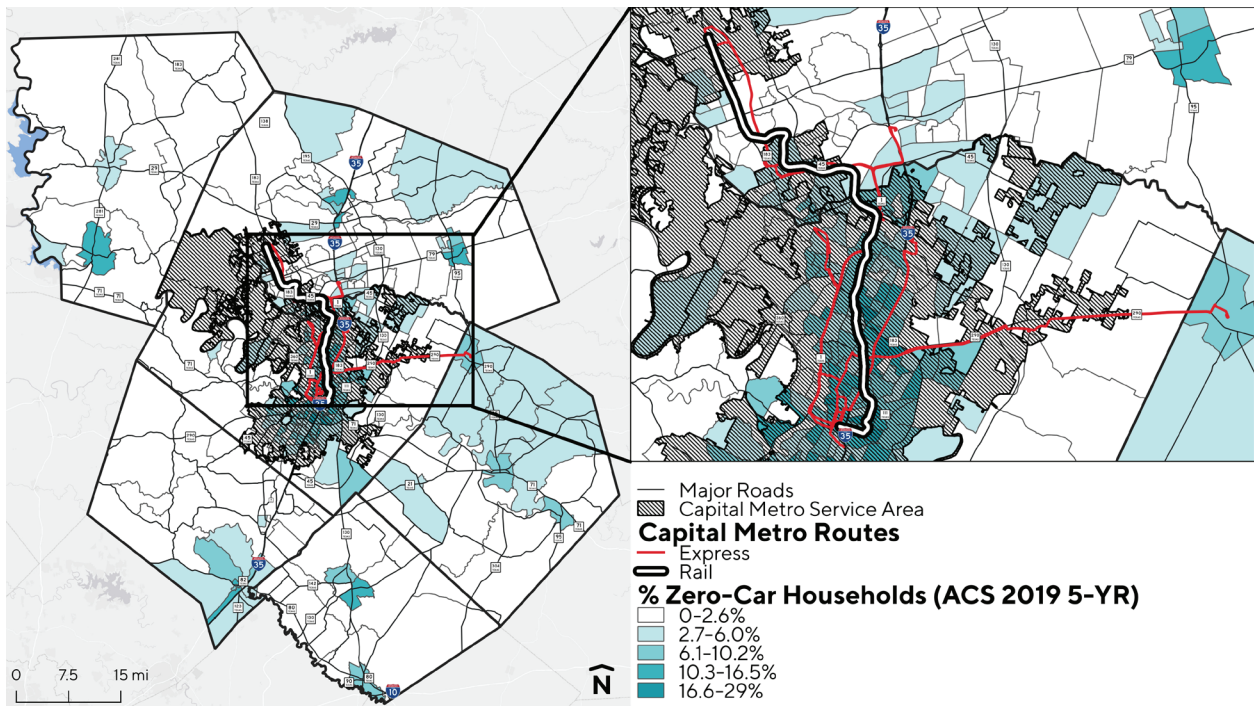


Figure 5 Capital Metro Express Routes, Rail Routes, and Service Area with Zero-Car Households

SchoolPool

Key Benefits	Key Opportunities
Provides a benefit to parents with children; may be especially beneficial for parents without vehicles (or with fewer vehicles than meet their needs), or parents performing shift work outside of 9:00 AM to 5:00 PM hours.	Identifying specific school districts based on demographics may help prioritize outreach to those who may have the greatest need.

This strategy would help families connect with other nearby families to commute to school together. Using a secure online platform, parents or guardians of same-school students within the same neighborhoods or general areas connect and establish carpools (or walking or biking groups) to and from school. The key opportunity to look for in implementing this strategy to support equity in the region is identifying school districts with the greatest transportation needs.

Figure 6 shows a map of the region’s school districts and distribution of zero-car households, while Figure 7 shows a map of the region’s school districts and distribution of the population under 18 living below the Federal poverty level.

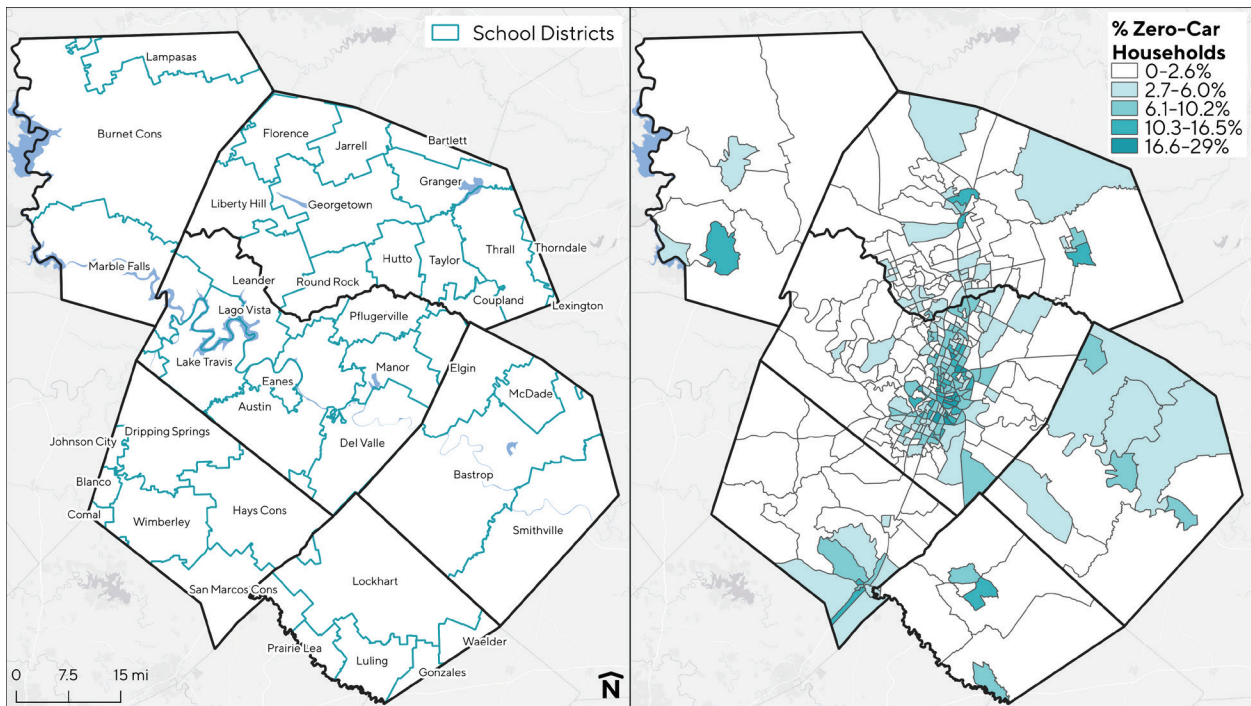


Figure 6 CAMPO School Districts and Percentage of Zero-Car Households (ACS 2019 5-YR)

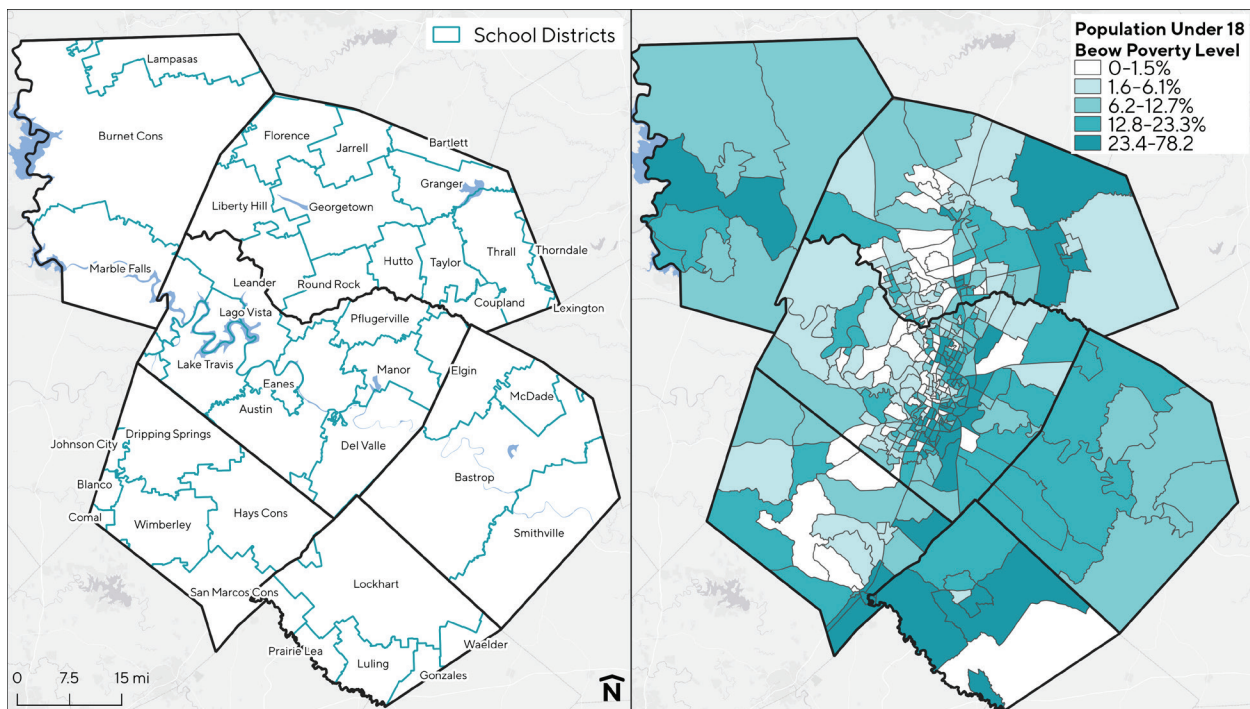


Figure 7 CAMPO School Districts and Percentage of Population Under 18 Living Below the Federal Poverty Level (ACS 2019 5-YR)

The top five school districts with the highest percentage of zero-car households are shown in Table 1, while the top five school districts with the highest percentage of population under 18 living below the Federal poverty level are shown in Table 2.

School District	% Zero-Car Households (approximation based on tracts within CAMPO boundary)
Austin	6%
Gonzales	6%
Thrall	6%
Del Valle	5%
San Marcos Cons	4%

Table 1. Top Five School Districts with Highest Zero-Car Household Population (by percentage)

School District	% Under 18 Population Below Poverty Level (approximation based on tracts within CAMPO boundary)
Gonzales	52%
Luling	38%
Prairie Lea	23%
Manor	20%
Del Valle	20%

Table 2. Top Five School Districts with Highest Under 18 Population Living Below the Federal Poverty Level (by percentage)

Both zero-car households and households with children under 18 living below the poverty level may have unique mobility challenges and may particularly benefit from support for trips to school that a SchoolPool program could bring. As such, school districts in both Table 1 and Table 2 might be prioritized for implementation of a SchoolPool program.

Essential Worker Outreach

Key Benefits	Key Opportunities
Essential workers may be underserved by traditional TDM program strategies. Providing them with options now is important, particularly in the warehousing, manufacturing, and transportation sectors, given inability to telework.	Identifying areas with the lowest-earning workers in these sectors can help market services to those workers who may need them the most. Workers are more concentrated in workplace locations versus home locations, so marketing at the workplace level may be most beneficial.

This strategy will target essential workers and their employers with educational campaigns, incentives, and tools to help increase the number of travel options available to essential workers while encouraging the use of sustainable transportation modes. In the initial phases of outreach, the focus will be on essential workers in the warehousing, manufacturing, and transportation sectors. These sectors often include large employment sites, shift workers, employees who are cost sensitive when making commute decisions, and recruitment challenges. Additionally, workers in these sectors may not be able to telework given the nature of their responsibilities.

In order to identify priority areas for outreach, the number of warehousing, manufacturing, and transportation workers (by workplace and residence location) in low-earning (\$1,250 a month or less) jobs were mapped (Figure 8). Because workers seem to be spread across the region by residence location, it may be most effective to target employer worksites to reach these workers. Figure 9 shows a zoomed-in version of the number of low-wage workers by workplace location, highlighting target areas in Travis, Hays, Williamson, and Bastrop counties.

The top five school districts with the highest percentage of zero-car households are shown in Table 1, while the top five school districts with the highest percentage of population under 18 living below the Federal poverty level are shown in Table 2.

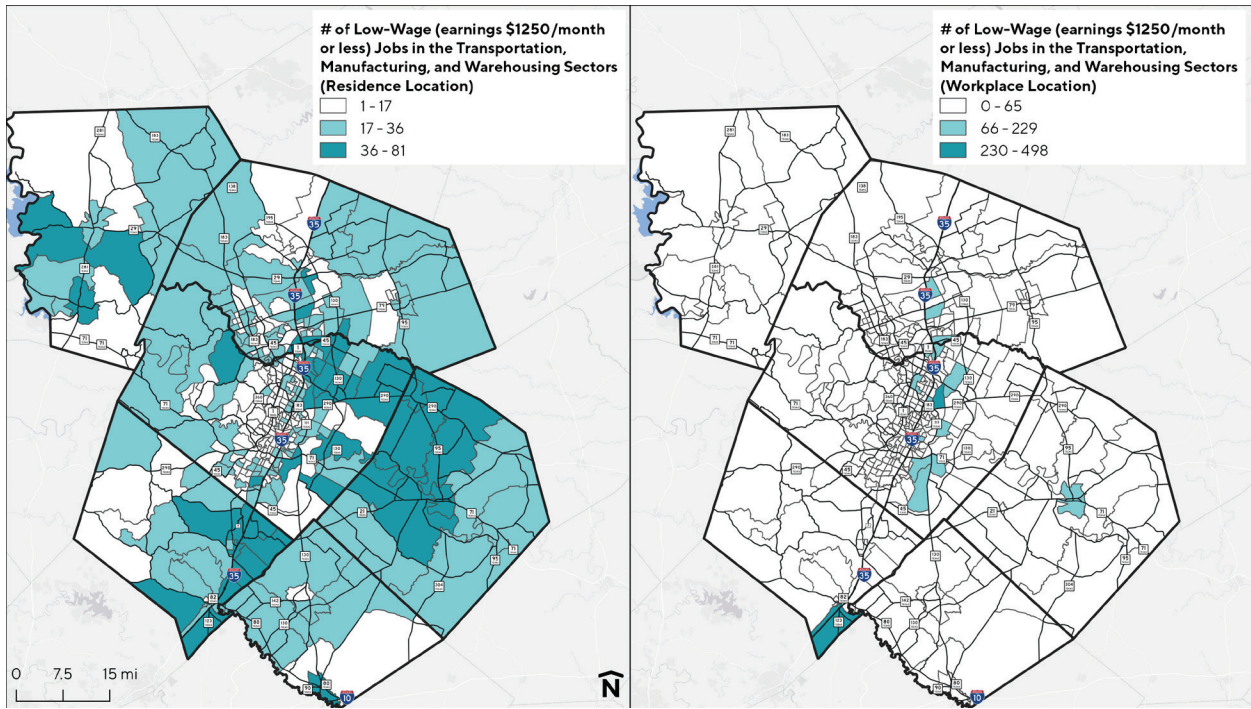


Figure 8. Low-Earning Warehousing, Manufacturing, and Transportation Worker Concentrations by Residence and Workplace Location (LEHD LODS 2019)

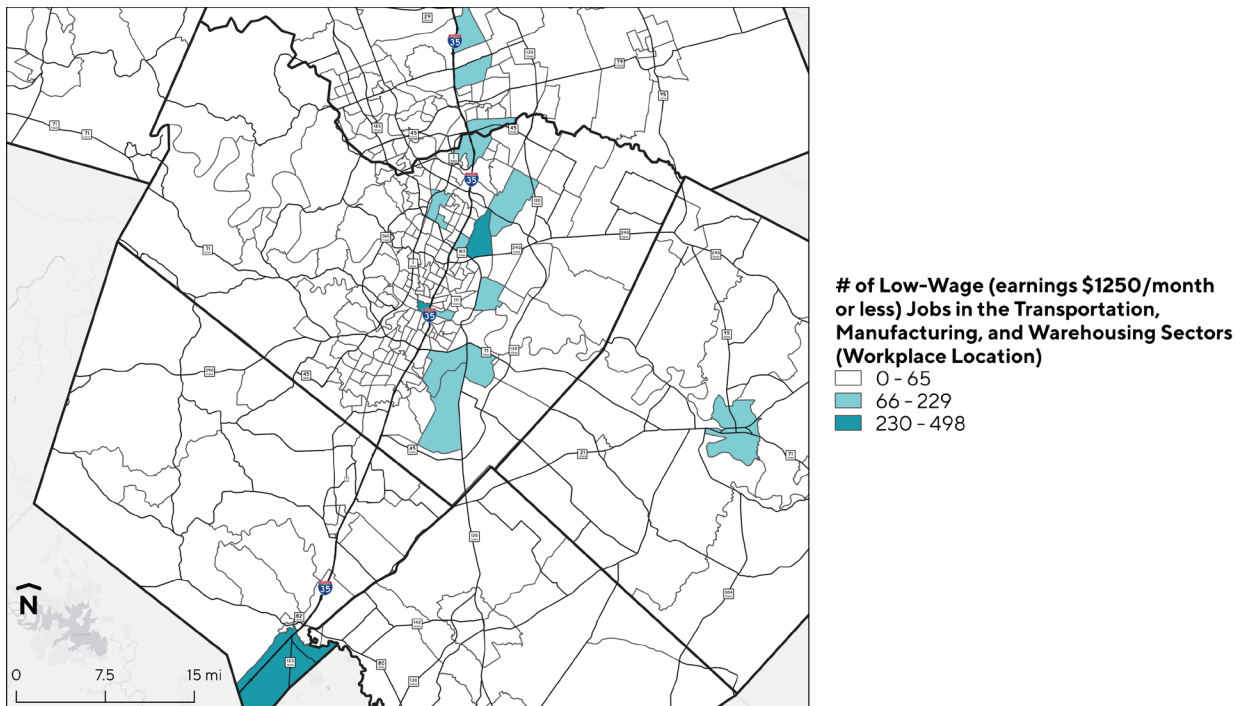


Figure 9. Low-Earning Warehousing, Manufacturing, and Transportation Worker Concentrations by Workplace Location (LEHD LODS 2019)

Congested Corridors

Key Benefits	Key Opportunities
<p>Parmer/734 crosses through several Environmental Justice areas; and areas expected to have high concentrations of essential workers; high concentrations of low-earning jobs; high concentrations of workers who are Black, Indigenous, and people of color (BIPOC); and areas with high relative transportation and housing costs.</p>	<p>The program could expand to include additional corridors, including US 79 and others, to better serve particularly vulnerable populations. Corridors in southeast Travis County, and in more rural counties, could be focused on.</p>

This strategy will target TDM programs to the most congested corridors in the Capital Area to encourage travel time and mode shift. The implementation plan for this strategy involved a robust corridor prioritization process considering both equity and congestion impacts. First, the region’s priority corridors were overlaid with major congested corridors in the region . This exercise highlighted three potential corridors – segments of US 290, US 79, FM 734/Parmer – to focus congestion reduction efforts.

Next, US 290, US 79, and FM 734/Parmer were overlaid on the Capital Metro service area, CARTS routes, and park-and-ride locations (Figure 10). No transit was present on the priority section of US 290. CARTS was observed to run along US 79, while FM 734/Parmer had proximity to park-and-rides and potential for future BRT service.

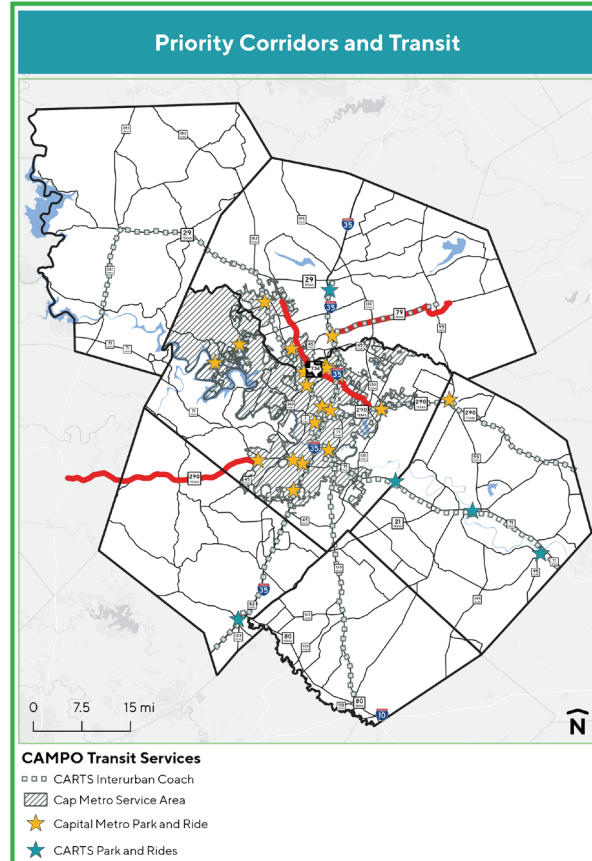


Figure 10. Capital Metro and CARTS Services with US 290, FM 734/Parmer, and US 79.

After that, the locations of two major employers who were identified as potential collaborators for this strategy – Dell and Kalahari Resorts – were overlaid on US 290, US 79, and FM 734/Parmer. These employers' worksites had proximity to US 79 and FM 734/Parmer (Figure 11). At this point, US 290 was dropped from consideration for an initial corridor to target.

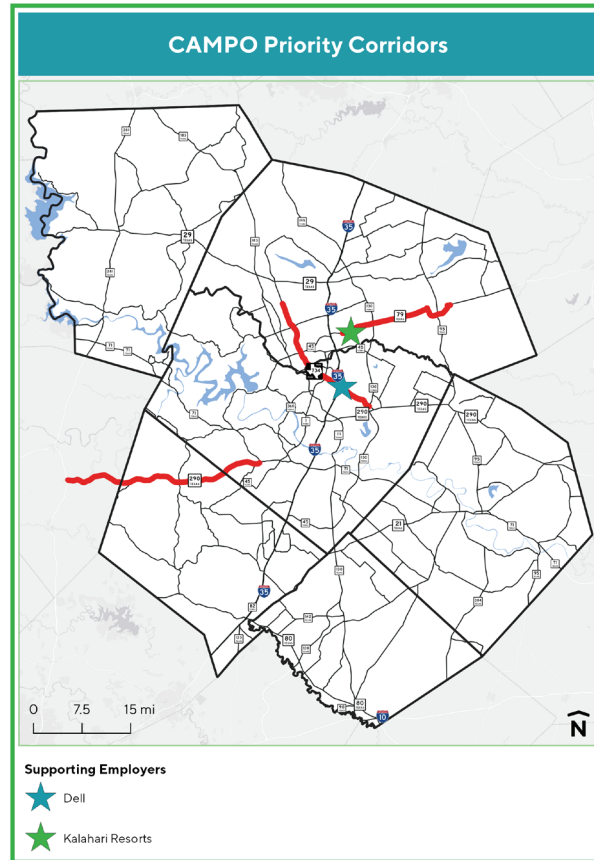


Figure 11. Potential Employer Collaborators and Priority Corridors.

Next, NextGen National Household Travel Survey data was used to assess origins and destinations of essential worker commute trips in the CAMPO region. The NextGen data was filtered to only include commute trips made during March and April of 2020 under the assumption that essential workers were still commuting at that time while many workplaces switched to telework in response to the COVID-19 pandemic. Priority corridors along US 79 and FM 734/Parmer were overlaid on this origin and destination data to see if any worker home or workplace locations clustered around them. Both commute origins and destinations clustered around FM 734/Parmer. Commute origins somewhat clustered around US 79 in a more diffused pattern but commute destinations clustered nicely (see Figure 12 for the distribution of commute trip origins and destinations with US 79 and FM 734/Parmer).

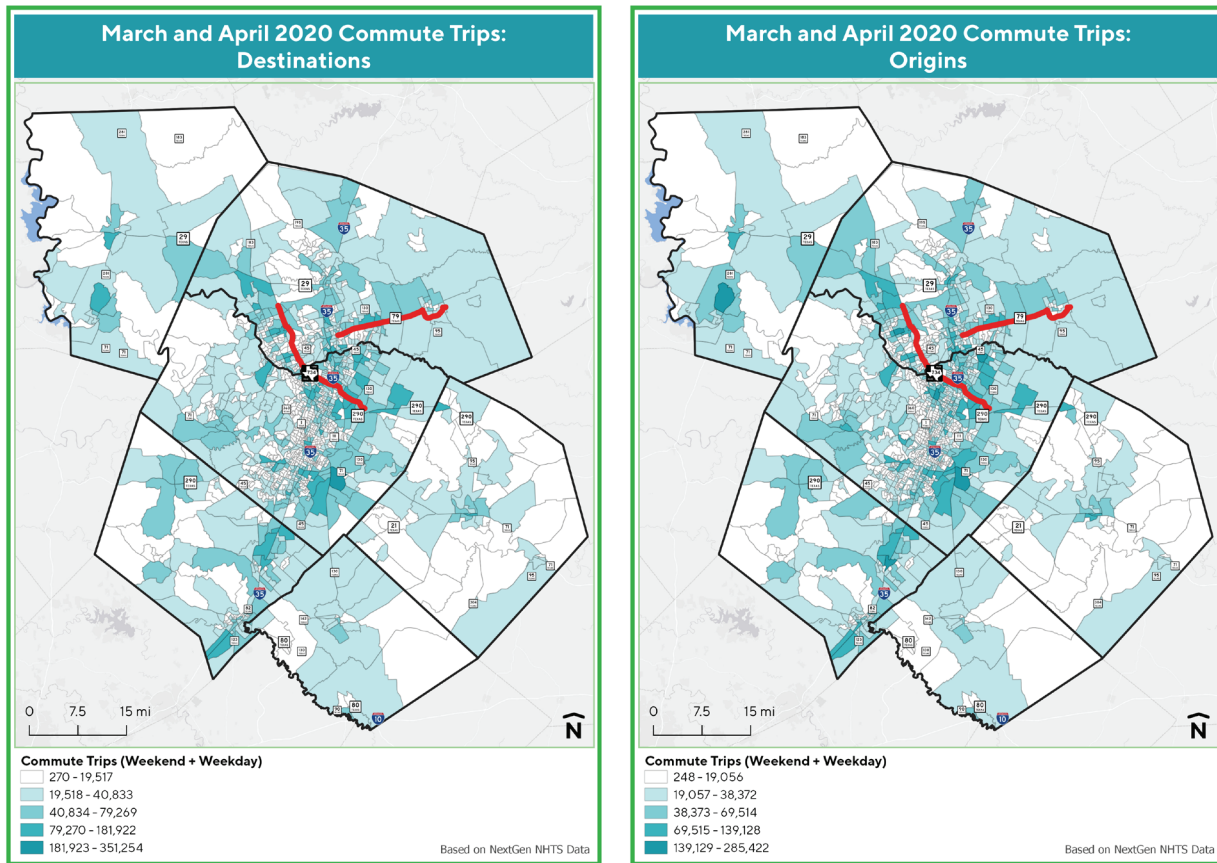


Figure 12. NextGen NHTS Commute Trip Origins and Destinations with US 79 and FM 734/Parmer Priority Corridors

Finally, socioeconomic and demographic data along the corridors were considered. Most notably, both corridors intersected with high-relative populations of low-earning workers' workplace locations. Given the clustering of both low-earning worker populations and essential worker commute trip origins and destinations around FM 734/Parmer, it was ultimately selected for initial priority for this strategy. Future expansions may include US 79, the upcoming I-35 construction effort, or corridors impacted by the Project Connect transportation plan.

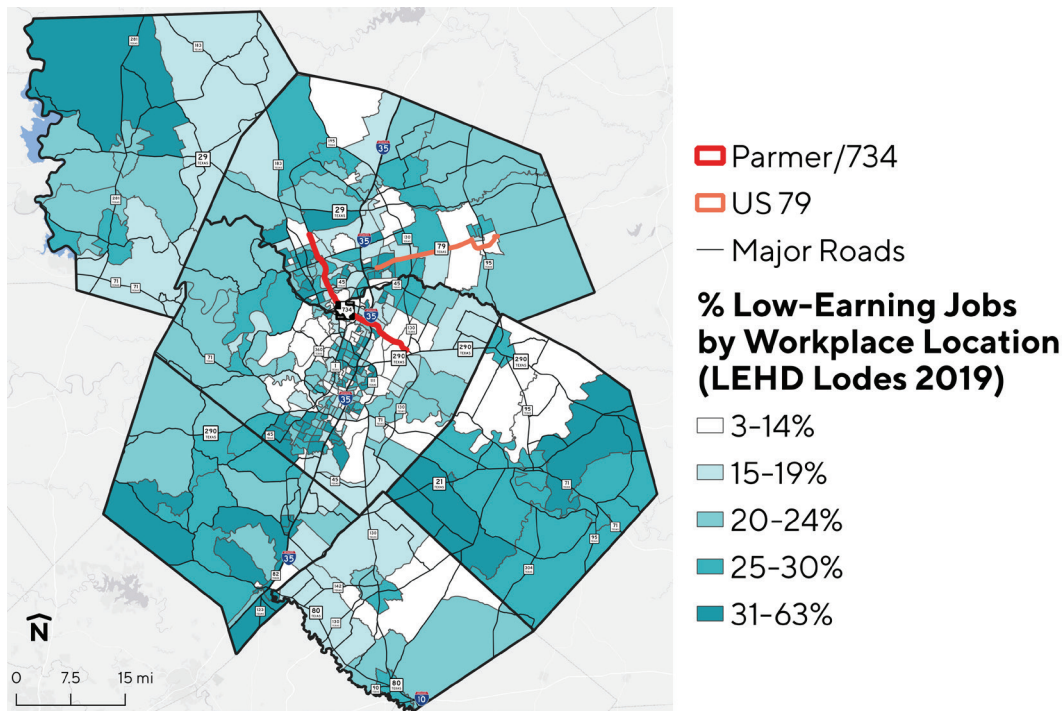


Figure 13. US 79 and FM 734/Parmer and Low-Earning Job Locations in the Region.

Park-and-Ride Campaigns

Key Benefits	Key Opportunities
<p>Marketing for park-and-rides can help raise awareness about these facilities for suburban or rural populations who are less well-served by transit compared to urban populations.</p>	<p>Park-and-Rides serving both CARTS and Capital Metro should be prioritized. If CARTS or Capital Metro service does not meet certain workers' commutes, park-and-rides can be marketed as vanpool or carpool meetup locations.</p>

This strategy markets the various mobility options available around park-and-rides to people who live and work near them. Park-and-rides that served both Capital Metro and CARTS routes were prioritized for initial focus, given the need to help connect both the region's rural and urban populations to transit and other mobility options. Four park-and-ride locations were candidates based on this requirement – Lakeline, Tech Ridge, Manor, and Elgin. From there, density was a primary focus for prioritization, given the desire to have the greatest potential reach from this strategy.

Tech Ridge and Lakeline had the highest worker and population densities, based on LEHD LODES and Census data, respectively (Table 3). For comparison, population density in the city of Austin is estimated to be around 3,000 people per square mile.

School District	Tech Ridge	Lakeline
Population Density	3,516	2,687
(people per square mile within Census Tracts intersecting a 2-mile radius from the Park and Ride)	2,007	1,536

Table 3. Tech Ridge and Lakeline Population and Employment Densities

Based on this density analysis and the desire to reach both Capital Metro and CARTS users, Tech Ridge will be the park-and-ride for initial focus under this strategy, while Lakeline will likely be the next park-and-ride prioritized.

Appendix D - Evaluation and Monitoring Plan

This section is pending input from the TAC TDM Subcommittee.



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Date: October 2, 2023
Continued From: N/A
Requested Action: N/A

To: Transportation Policy Board
From: Ms. Susan Chavez, Garver
Agenda Item: 12
Subject: Presentation on National Environmental Policy Act (NEPA) and Transportation Planning and Project Development in Texas

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GUIDE FOR APPOINTMENTS TO THE TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (TAC) serves as an advisory group to the Transportation Policy Board (TPB). The TPB relies on the TAC to review technical information provided by the CAMPO staff or other relevant organizations to support the development of the Long-Range Plan, the 10-Year Program of Projects required by House Bill 20, and the Transportation Improvement Program. The TPB expects the TAC to provide recommendations to the TPB on a slate of transportation projects and activities upon completion of their review of all relevant technical information.

In order to ensure that the TAC functions as intended, it is important that each member jurisdiction of the TPB appoint TAC members and alternates that have the knowledge, experience, and responsibility to represent them. A TAC appointee and their alternate should hold a college degree and have substantial experience in civil engineering or transportation planning. Each TAC appointee and their alternate should also be a senior member of the organization and should have the level of responsibility to encumber public funds on behalf of the appointing jurisdiction. Most importantly, the TAC appointee and their alternate should have direct responsibility for the development and implementation of transportation projects.

Please find below a guide that may be used when considering the appointment of a TAC member. The guide gives some indication as to the level of responsibility a TAC appointee and their alternate should hold in their organization. The guide is not an exhaustive list. Ideally, a TAC appointee and their alternate will fall into one of the job titles (or a title closely equivalent) below:

Cities (All Categories – Smaller Cities, Between 50,000 & 500,000, Above 500,000)

- City Manager or Assistant City Manager
- Director and/or Assistant Director of Public Works
- Director and/or Assistant Director of Transportation
- Director and/or Assistant Director of Planning

Counties

- County Engineer or Assistant County Engineer
- Director of Infrastructure, Public Works or Transportation

Transportation Organizations

- Director or Assistant Director
- Organizational Lead for Engineering or Planning



**2024 APPOINTMENT TO THE
TECHNICAL ADVISORY COMMITTEE**

PRIMARY VOTING MEMBER:

Name: _____

Title: _____

Organization: _____

Representing: _____

Address: _____

Phone: _____

Email: _____

Term Expiration: January 31, 2025

ALTERNATE VOTING MEMBER:

Name: _____

Title: _____

Organization: _____

Representing: _____

Address: _____

Phone: _____

Email: _____

Term Expiration: January 31, 2025

Signature of Appointing Official

Return to: Kimberly Petty, Executive Assistant
kimberly.petty@campotexas.org

DEADLINE FOR COMPLETED FORM - DECEMBER 15, 2023



**2024 APPOINTMENT TO THE
TECHNICAL ADVISORY COMMITTEE**

PRIMARY VOTING MEMBER (SMALLER CITIES REPRESENTATIVE):

Name: _____

Title: _____

Organization: _____

Representing: _____

Address: _____

Phone: _____

Email: _____

Term Expiration: January 31, 2025

ALTERNATE VOTING MEMBER (SMALLER CITIES REPRESENTATIVE):

Name: _____

Title: _____

Organization: _____

Representing: _____

Address: _____

Phone: _____

Email: _____

Term Expiration: January 31, 2025

Signature of Appointing Official

Return to: Kimberly Petty, Executive Assistant
kimberly.petty@campotexas.org

DEADLINE FOR COMPLETED FORM - DECEMBER 15, 2023