



Technical Advisory Committee Meeting

January 22, 2024

ITEM 1: CERTIFICATION OF QUORUM



ACTION



**ITEM 2: APPROVAL OF OCTOBER 16, 2023
MEETING SUMMARY**





Recommendation



Staff requests the TAC approval of the October 16, 2023 meeting summary.



INFORMATION



ITEM 3: DISCUSSION ON FUNDING OF DEFERRED PROJECTS





Deferred Project Refunding Process

Surface Transportation Block Grant (STBG)

Scheduling and Refunding of Remaining Deferred STBG Projects



CAMPO, in coordination with TxDOT, has been working with sponsors of the remaining deferred STBG projects to conduct a full project readiness assessment to develop a refunding and scheduling recommendation for the TPB.

CSJ	Sponsor	Project Name	Original Award
0914-04-314	City of Austin	West Rundberg Lane	\$8,800,000
0914-05-194	City of Austin	Lakeline Blvd	\$11,540,000
0807-05-024/0914-04-329	Travis County	Pearce Lane	\$22,000,000
0914-04-316	Travis County	Braker Lane North	\$11,737,000





Review Process and Schedule

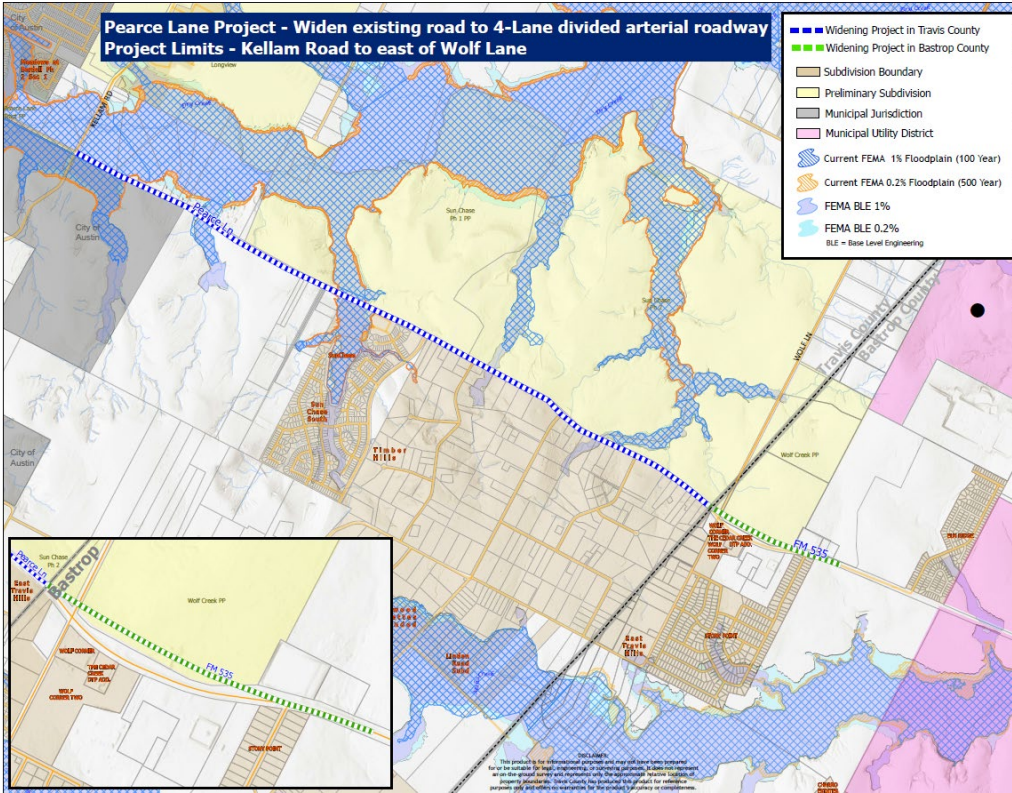
Surface Transportation Block Grant (STBG)

Scheduling and Refunding of Remaining Deferred STBG Projects



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 - December
Recommendation Report	January
Transportation Policy Board	January 8, 2024
Technical Advisory Committee	January 22, 2024
Transportation Policy Board	February 12, 2024
2025-2028 Transportation Improvement Program	May 13, 2024





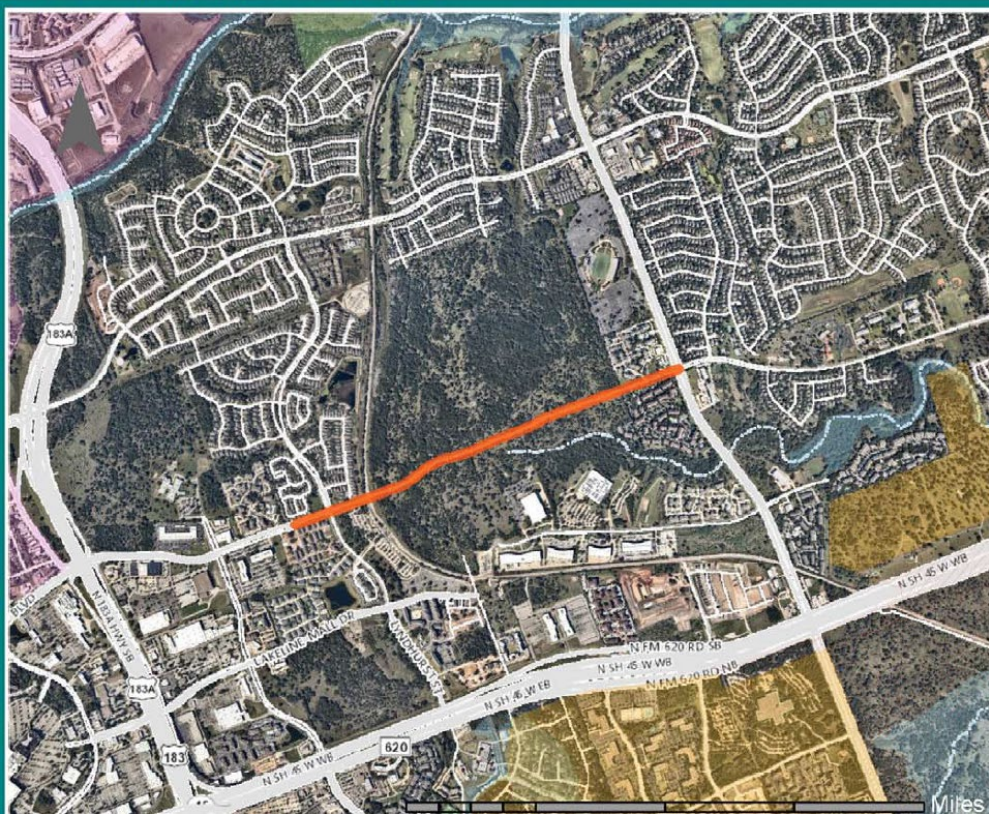
Pearce Lane - Readiness Summary	
Sponsor	Travis County
Project Name	Pearce Lane
Original Application	FY 2022, \$22,000,000, Ranking 45
Scope	Upgrade 2-lane roadway to 4-lane divided with sidewalks and bike lanes.
AFA	Active AFA for Engineering and Environmental
Design	90% to Wolf Lane/30% East of Wolf Lane
Environmental	Estimated completion in February 2024
ROW/Utilities	43 Parcels in Travis County
Cost Estimate	\$65,750,000 to Wolf Lane \$70,515,000 to East of Wolf Lane
Fiscal Year	2028
Additional Info	Limit amendment to Wolf Lane approved in 2019. East of Wolf Lane limit change requirement by TxDOT. TxDOT/Bastrop/Travis County discussion on-going.





LAKELINE BOULEVARD

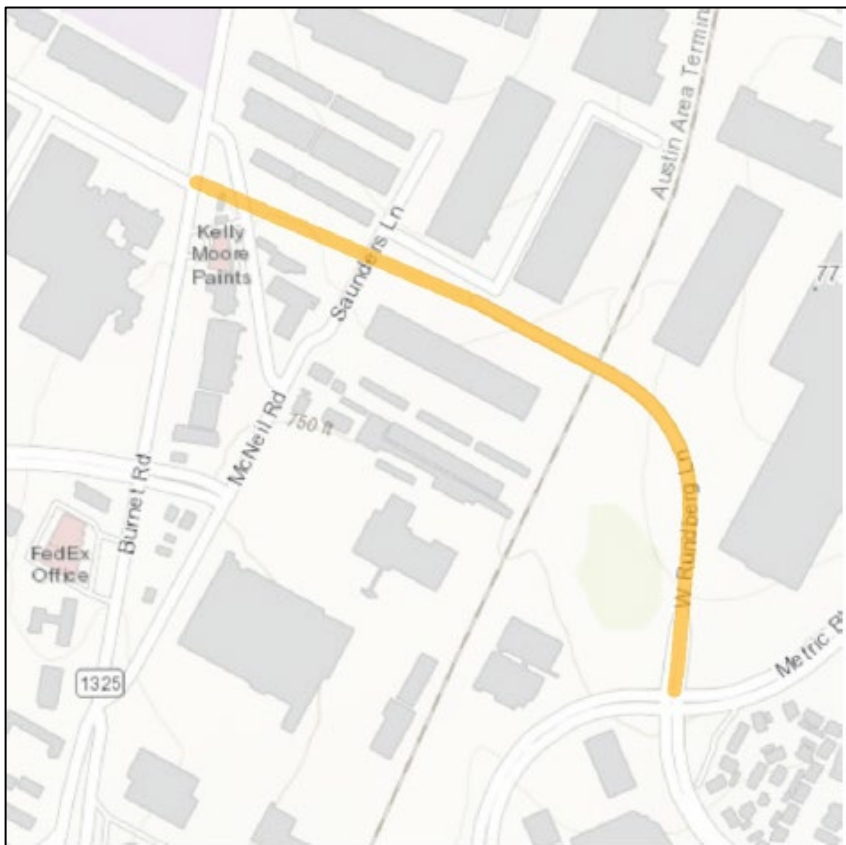
1000' west of Lyndhurst Blvd to Parmer Ln



Lakeline Blvd - Readiness Summary

Sponsor	City of Austin
Project Name	Lakeline Blvd.
Original Application	FY 2018, \$11,540,000, Ranking 8
Scope	From two-lane to four-lane with bicycle facilities and sidewalks.
AFA	Active AFA for Engineering and Environmental
Design	60% Schematic (Refunded by CAMPO in 2021)
Environmental	Estimated completion in Summer 2024
ROW/Utilities	No ROW acquisitions needed.
Cost Estimate	\$23,999,248
Fiscal Year	2026
Additional Info	Watershed Department requirements pending.

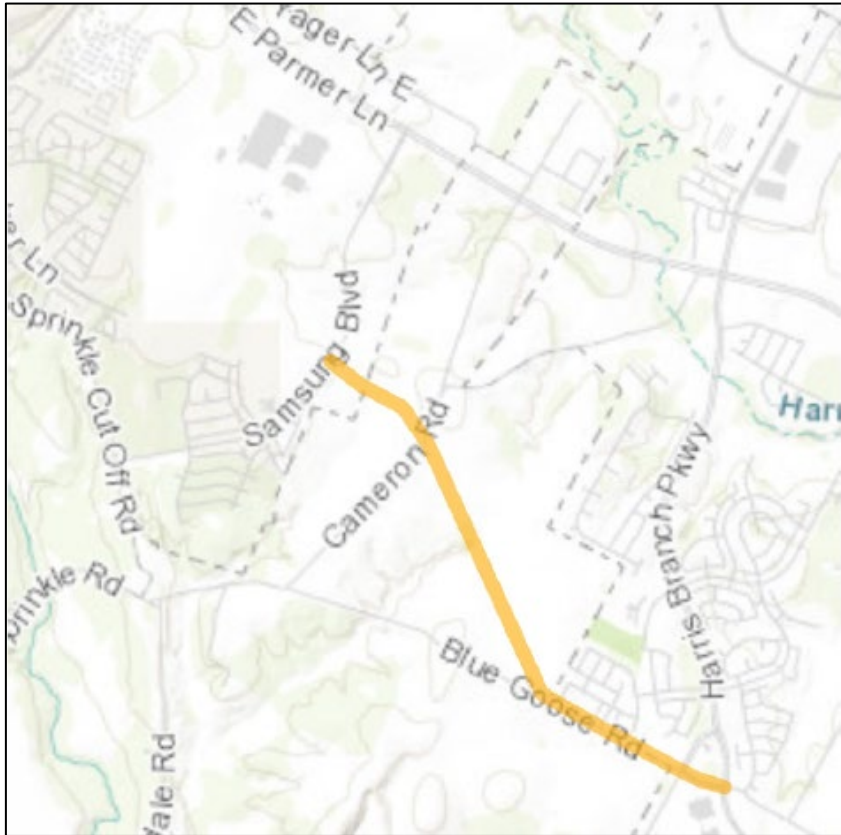




West Rundberg Lane - Readiness Summary

Sponsor	City of Austin
Project Name	West Rundberg Lane
Original Application	FY 2018, \$11,540,000, Ranking 8
Scope	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection
AFA	N/A
Design	Schematic (2010) updated required
Environmental	N/A
ROW/Utilities	4 Parcels, 1 acquired
Cost Estimate	N/A
Fiscal Year	N/A
Additional Info	Not enough information to make a recommendation,.





Braker Lane North - Readiness Summary

Sponsor	Travis County
Project Name	Braker Lane North
Original Application	FY 2018, \$11,737,000, Ranking 38
Scope	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities
AFA	Active AFA for Engineering and Environmental
Design	Schematics at 90%
Environmental	Estimated completion Spring 2024
ROW/Utilities	15 parcels to be acquired.
Cost Estimate	\$51,186,000
Fiscal Year	2026
Additional Info	In coordination with Travis County and City of Austin, project has been withdrawn from process voluntarily.





Refunding Scenario

This refunding scenario, which assumes inflation adjustments, would require a TPB commitment of \$84,317,061 in federal funding and 16,437,500 in TDCs (see orange boxes)

Scenario Discussion - Refunding of Ready Projects at Adjusted Amounts

Sponsor	Project Name	Federal Share	Local Share	TDC	Total Cost
City of Austin	W. Rundberg Lane	-	-	-	-
City of Austin	Lakeline Blvd	\$18,567,061	\$5,432,187	-	\$23,999,248
Travis County	Pearce Lane	\$65,750,000	-	16,437,500	\$65,750,000
Travis County	Braker Lane North	-	-	-	-
	Total	\$84,317,061	\$5,432,187	16,437,500	\$89,749,248





Set-Aside Scenario

At the request of the TPB, staff reviewed the deferral list to identify those that were removed voluntarily and implemented with local funding for a potential future funding set-aside scenario. Of the 12 projects, 4 projects potentially meet this criteria and staff has requested confirmation of implementation and actual costs from project sponsors.

Scenario Discussion - Set-Aside Scenario				
Sponsor	Project Name	Original Award	Actual Cost	Status
City of Austin	Vehicle Detection	\$8,960,000	\$11,200,000*	Pending
City of Austin	Traffic Monitoring System	\$1,120,000	\$1,400,000*	Pending
City of Austin	EMS/Transit Signal Priority	\$7,280,000	\$8,736,000*	Pending
City of Cedar Park	New Hope Dr.	\$12,403,200	\$22,619,961	Confirmed
	Total	\$28,307,200	\$38,523,961	

* Original project costs shown currently. Implementation and actual costs are pending confirmation from LG.





Financial Funding Forecast

Program	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
CRP	\$13,941,207	\$5,979,980	\$6,099,587	\$5,865,017	\$5,865,017	\$5,865,017	\$5,865,017	\$5,865,017	\$5,865,017	\$5,865,017	\$67,075,893
STBG	\$56,696,207	\$48,073,599	\$49,035,132	\$47,149,405	\$47,149,405	\$47,149,405	\$47,149,405	\$47,149,405	\$47,149,405	\$47,149,405	\$483,850,773
TASA	\$9,137,859	\$5,574,292	\$5,685,785	\$5,467,128	\$5,467,128	\$5,467,128	\$5,467,128	\$5,467,128	\$5,467,128	\$5,467,128	\$58,667,832
Total	\$79,775,273	\$59,627,871	\$60,820,504	\$58,481,550	\$58,481,550	\$58,481,550	\$58,481,550	\$58,481,550	\$58,481,550	\$58,481,550	\$609,594,498

Scenario	Funding Usage
Currently Committed	\$107,687,744
Refunding Scenario	\$84,317,061
Set-Aside Scenario	\$38,523,961

Notes
2024 include actual amounts available (annual apportionment + rollover).
2026 is the last year of the current federal authorization (IIJA).
TASA and CRP may be mixed into the scenarios based on eligible activities.

Program Definitions: Carbon Reduction Program (CRP), Surface Transportation Block Grant (STBG), Transportation Alternatives Set-Aside (TASA)

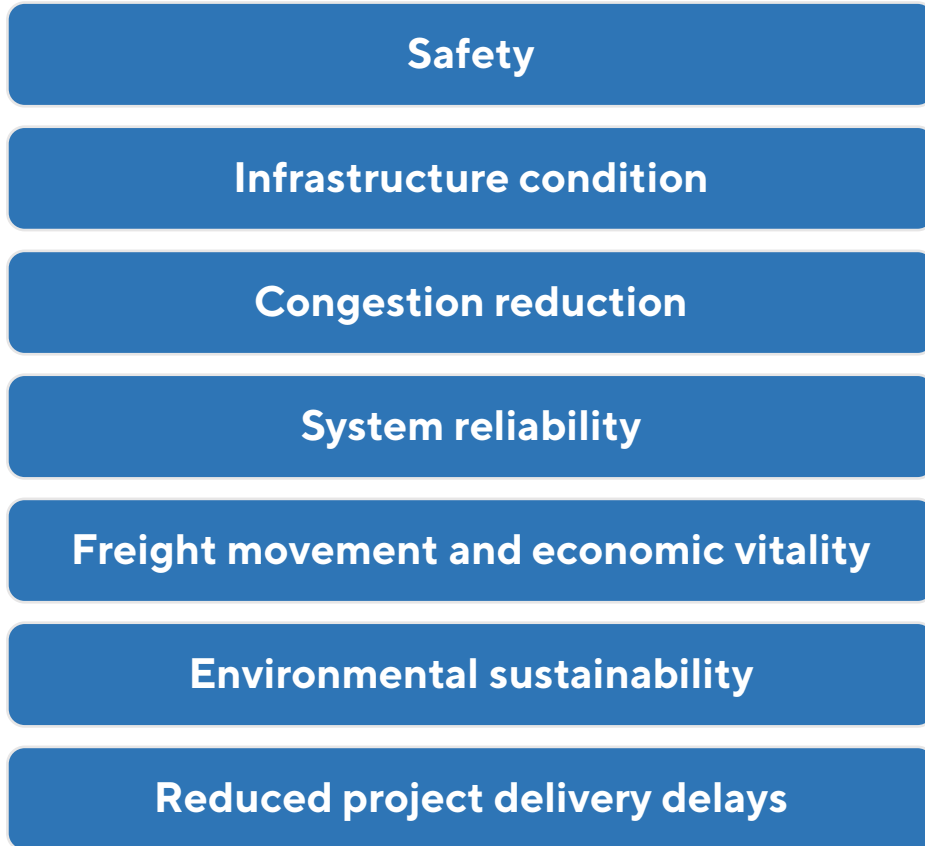


**ITEM 4: DISCUSSION ON GHG
PERFORMANCE MEASURES**

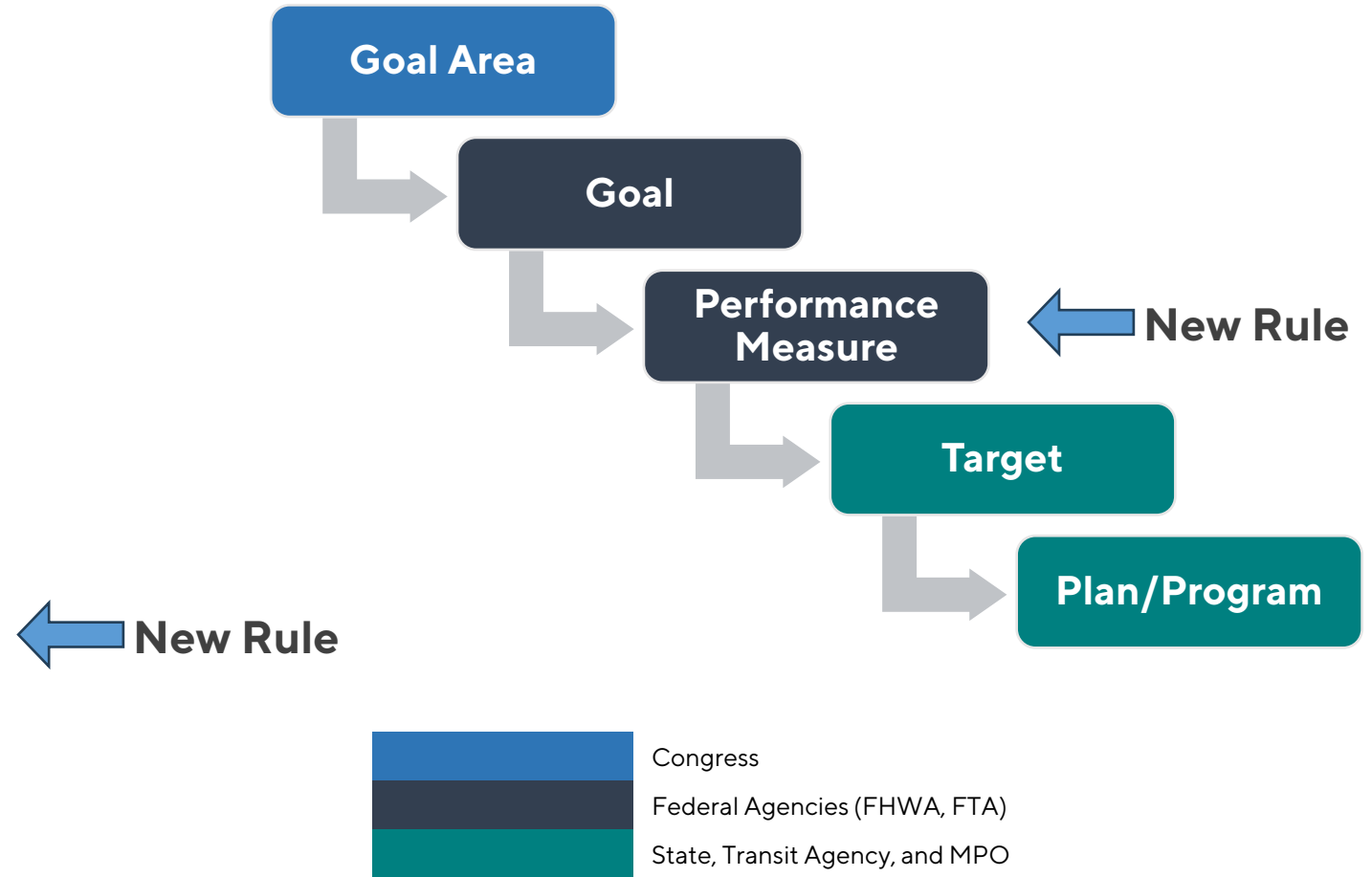




Performance Measure Goal Areas



Performance Measure Process





Performance Measures for GHG Emissions

The Federal Highway Administration (FHWA) has established the Final Rule on Greenhouse Gas (GHG) Performance Measures.

CAMPO must establish a 4-year declining GHG target for the Metropolitan Planning Area (MPA) as well as a joint target with the Alamo Area MPO (AAMPO) for the San Marcos urbanized area.

As with other targets, CAMPO may adopt and support the states targets or opt to set their own.

Performance Measure Report

85364 Federal Register / Vol. 88, No. 234 / Thursday, December 7, 2023 / Rules and Regulations

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
23 CFR Part 490
(FHWA Docket No. FHWA-2021-0004)
RIN 2125-4P99

National Performance Management Measures, Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).
ACTION: Final rule.

SUMMARY: This final rule amends FHWA's regulations governing national performance management measures and establishes a method for the measurement and reporting of greenhouse gas (GHG) emissions associated with transportation (GHG emissions). It requires State departments of transportation (State DOT) and metropolitan planning organizations (MPO) to establish declining carbon dioxide (CO₂) targets for the GHG measure and report on progress toward the achievement of those targets. The rule does not mandate how low targets must be. Rather, State DOTs and MPOs have flexibility to set targets that are appropriate for their communities and that work for their respective climate change and other policy priorities, as long as the targets aim to reduce emissions over time. The FHWA will assess whether State DOTs have made significant progress toward achieving their targets.

DATES: This final rule is effective January 8, 2024.

FOR FURTHER INFORMATION CONTACT: Mr. John C. Davies, Office of Natural Environment, (202) 366-6036, or via email at John.J.Davies@dot.gov, or Mr. Lev Gabrilovich, Office of the Chief Counsel, (202) 366-3813, or via email at Lev.Gabrilovich@dot.gov. Office hours are from 9 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

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I. Executive Summary
The FHWA is amending its regulations on national performance management measures at 23 CFR part 490 (part 490) and establishing a method for the measurement and reporting of GHG emissions. The environmental sustainability, and specifically the carbon footprint, of the transportation system is a critically important attribute that State DOTs can and should use to assess the performance of the Interstate and non-Interstate NIS. Section 1506(f) of Title 23, U.S.C., clearly directs FHWA to establish performance measures that the State DOTs can use to assess performance of the Interstate and non-Interstate NIS. Although the statute does not define the meaning of "performance" of the Interstate and non-Interstate NIS under 23 U.S.C. 1506(f), Congress identified national goals under 23 U.S.C. 1506(b), which include environmental sustainability. See 23 U.S.C. 1506(f)(6). To support the environmental sustainability national goal, FHWA is interpreting "performance" of the Interstate System and non-Interstate NIS under 23 U.S.C. 1506(f) to include the system's environmental performance. This definition of "performance" is also consistent with other Title 23, U.S.C. provisions, such as 23 U.S.C. 119, discussed later in this preamble.

The GHG measure established in this rule is the same as the measure proposed in the NPRM, which is the percent change in on-road tailpipe CO₂ emissions on the NIS relative to the reference year. The FHWA is finalizing a reference year of 2022 as part of this rule. The measure is part of the National Highway Performance Program (NHPP) Performance Measures that FHWA established in part 490 through prior rulemakings. The GHG measure requires State DOTs and MPOs that have NIS mileage within their State geographic boundaries and metropolitan planning area boundaries, respectively, to establish declining targets for reducing CO₂ emissions¹ generated by on-road mobile sources. The regulation uses "NIS" to mean the mainline highways of the NIS, consistent with the applicability of the measure described in 490.505(a)(2). Consistent with the Transportation Performance Management (TPM) framework, State DOTs will establish 2- and 4-year emissions reduction targets, and MPOs will establish 4-year emissions reduction targets for their metropolitan planning areas. In addition, the rule will require certain MPOs serving UZAs with populations of 50,000 or more to establish additional joint targets. Specifically, when the metropolitan planning area boundaries of two or more MPOs overlap any portion of an UZA, and the UZA contains NIS mileage, those MPOs will establish joint 4-year targets for that UZA. This joint target will be established in addition to each MPO's target for their metropolitan planning area. State DOTs and MPOs have the flexibility to set targets that work for their respective climate change policies and other policy priorities, so long as they are declining. The State DOTs and MPOs are also required to report on their progress in meeting their targets. The final rule applies to the 90 States, the District of Columbia, and Puerto Rico, consistent with the definition of the term "State" in 23 U.S.C. 101(a). To realize the benefits of a GHG measure as soon as is practicable, State DOTs will first establish targets and report those targets by February 1, 2024, and subsequent targets will be established and reported no later than October 1, 2026, with biennial reports thereafter.

The GHG measure will help the United States (U.S.) confront the increasingly urgent climate crisis. The Sixth Assessment Report by the Intergovernmental Panel on Climate Change (IPCC), released on August 7, 2021, confirms that human activities are having warmed the atmosphere, ocean, and land at a rate that is unprecedented in at least the last 2,000 years.² Changes in extreme events, along with anticipated future increases in the occurrence and severity of these events because of climate change, threaten the reliability, safety, and efficiency of the transportation system and the people who rely on it to move themselves and transport goods. At the same time,

¹ The proposed GHG measure specifically applies to CO₂ emissions, which is the predominant human-produced GHG. CO₂ is also the predominant GHG from on-road mobile sources, accounting for approximately 90 percent of total GHG emissions weighted by global warming potential in 2021. See U.S. Environmental Protection Agency, 2022 Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2021, table 2-1, available at <https://www.epa.gov/ghgonline/2022>.

² See IPCC, 2021: Summary for Policymakers, in: Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change, available at <https://www.ipcc.org/report/6wg1/summary/>.

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Performance Measures for GHG Emissions

State must establish initial targets by February 1, 2024, and CAMPO must establish targets within 180 days of the state.

For joint UZA targets, CAMPO and AAMPO must establish a single joint 4-year target for the San Marcos UZA.

As with other performance measure targets, there are no penalties associated with the final rule.

Performance Measure Report

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² IPCC, 2021: Summary for Policymakers, in: Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change, available at <https://www.ipcc.org/report/arr6/>.

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Potential Impacts and Discussion

Statutory authority of FHWA to mandate GHG targets has been challenged by Texas and other states.

Voluntary target considerations are part of the Mobile Emission Reduction Plan currently awaiting federal approval.

Performance Measure Report

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² See IPCC, 2021: Summary for Policymakers, in: Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change, available at <https://www.ipcc.org/report/ar6/wg1/>.

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**ITEM 5: DISCUSSION ON EPA AREA
DESIGNATION PROCESS FOR AIR QUALITY**





Agenda

- **Background**
- **NAAQS Revision Process**
- **Designation Process**
- **Transportation Conformity**





Background



1997 Ozone NAAQS -
84 ppb

2008 Ozone NAAQS -
75 ppb



- Monitor air quality
- 2015 Ozone NAAQS
 - » 70 parts per billion
- Three-Year average
 - » 4th Highest Value

Monitoring Site	Fourth Highest Value			Three Year Average	Standard
	2017	2018	2019		
Audobon C38	67	70	63	66	70
Austin North Hills Drive C3	70	72	63	68	70

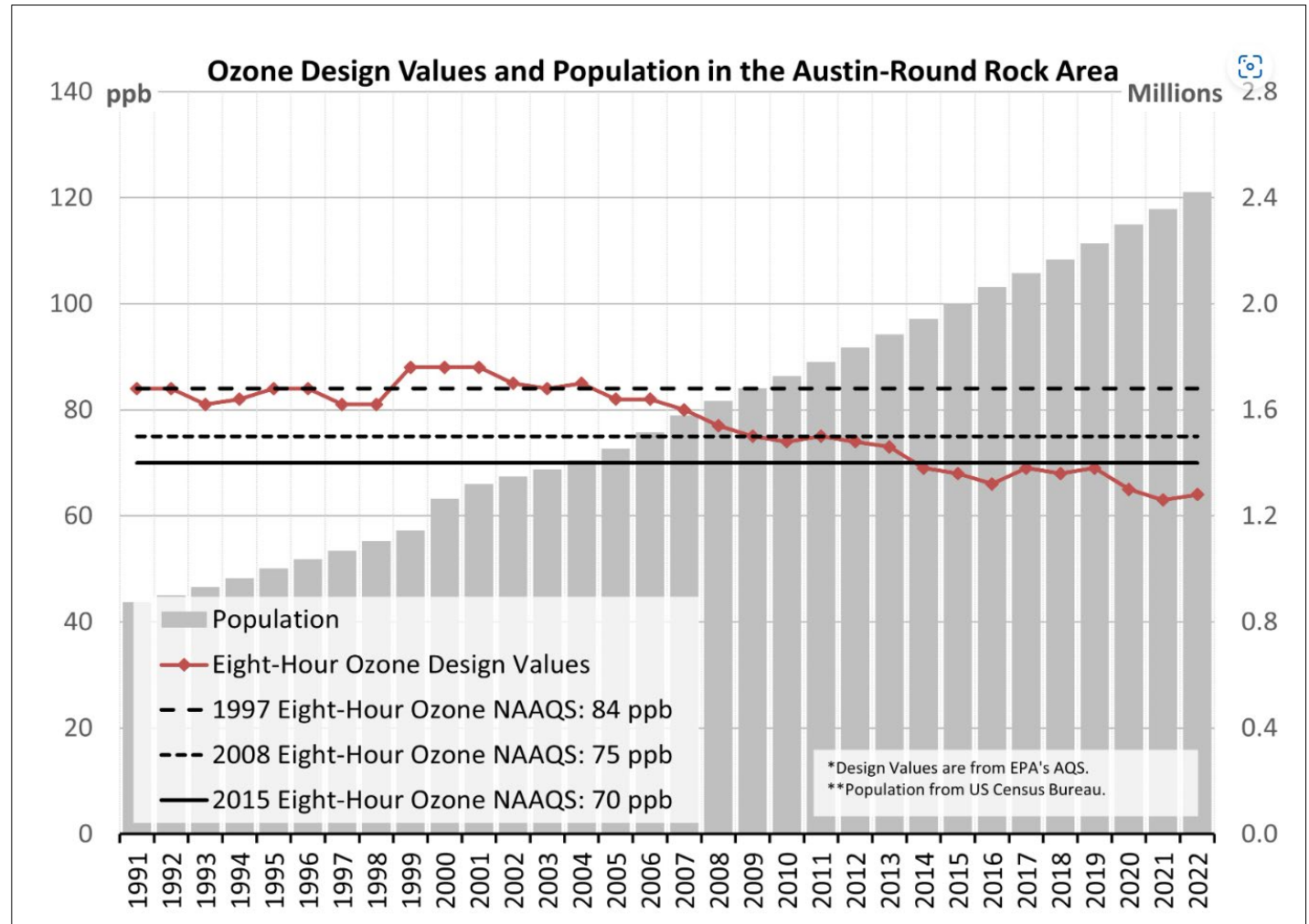




Historical Performance



Ozone concentration decreases despite lowered standards and population growth





2021-2023 Average



Exceeding NAAQS does
not result in automatic
non-attainment
designation



Monitoring Site	Fourth Highest Value			Three Year Average	Standard
	2021	2022	2023		
Audobon C38	65	66	70	67	70
Austin North Hills Drive C3	66	73	74	71	70

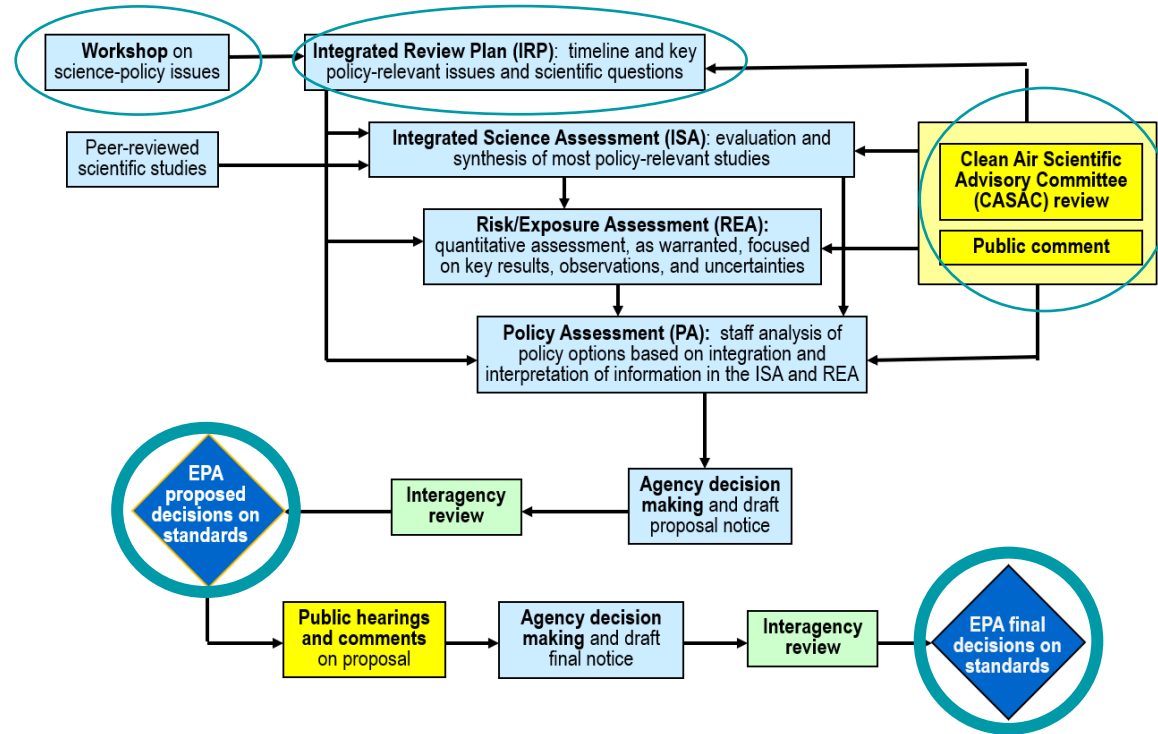




NAAQS Revision Process

- EPA initiates periodic NAAQS review for ozone

» August 2023



Workshop – Spring 2024

IRP – Summer 2024

CASAC Review – Fall 2024

EPA Proposed Decision – TBD

Final Rule – TBD





Designation Process



- **Once revision is complete**

1. States send to EPA all regions designated as non-attainment
- no later than 12 months
2. EPA determines final designation
- no later than 12 months*

* EPA may provide another 12 months before making a final designation





Potential Timeline for CAMPO



Steps 1 and 2 are most
vulnerable to changes in
policy and administration



1. EPA Administrator announces decision to lower NAAQS in Winter 2024
2. Rulemaking process is finalized in Winter 2025
3. Region's ozone concentration exceeds revised standard for 2023-2025
4. State sends EPA its non-attainment areas by Winter 2026
5. EPA makes final designation in Winter 2027





Transportation Conformity



Conformity requires
CAMPO coordination
with EPA, FHWA, FTA,
TxDOT, TCEQ, CMTA,
local governments and
general public



- **Classification**
 - » Marginal, Moderate, Severe, or Extreme
- **Marginal Classification**
 - » Submit a plan towards attainment - no later than 12 months
 - » Demonstrate SIP conformity with RTP/TIP amendment or adoption



ITEM 6: DISCUSSIONS ON PERFORMANCE MEASURE TARGET UPDATES





Transportation Performance Management

Performance Measure Report

2023



- Transportation Performance Management (TPM) is a **federally-mandated strategic approach** that uses system information to inform investment and policy decisions to achieve national performance goals.
- CAMPO **utilizes the TPM process** through a variety of actions including:
 - Performance-based project selection
 - **Adopting regional targets**
 - Monitoring investment progress and impact
 - Planning products including the TIP, RTP and studies

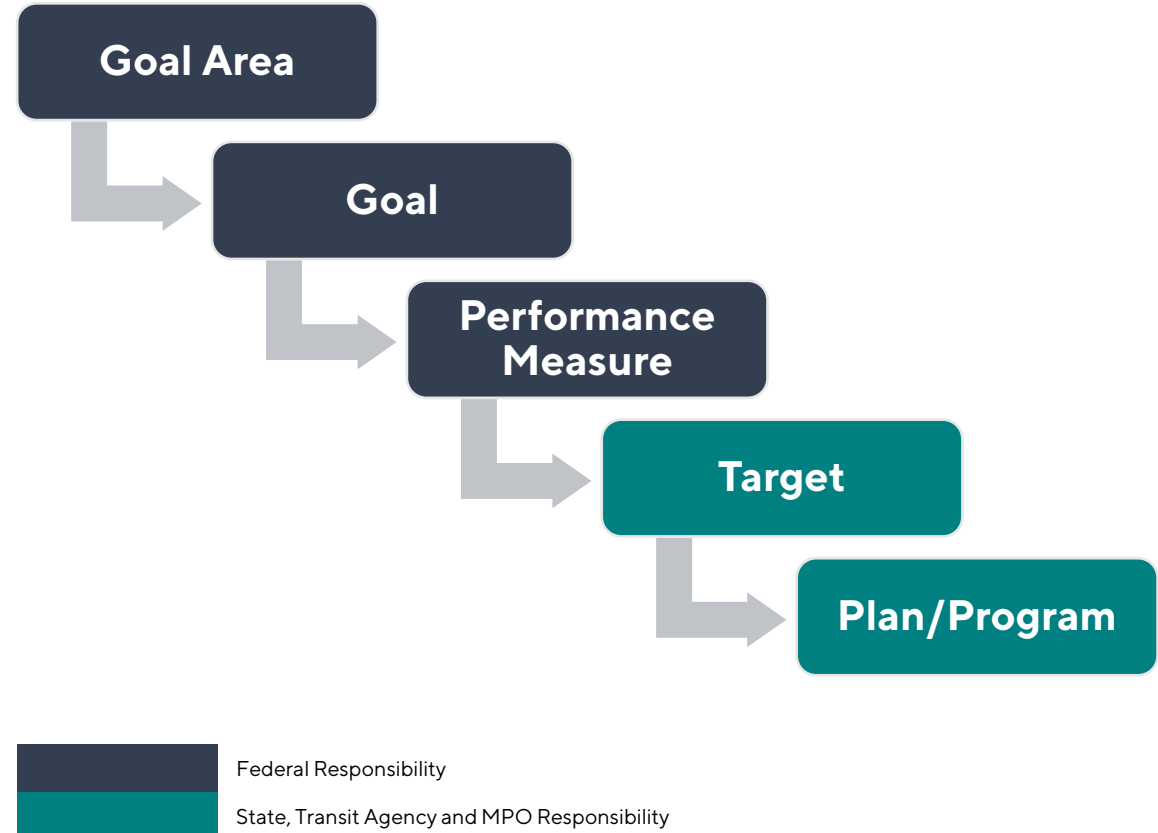


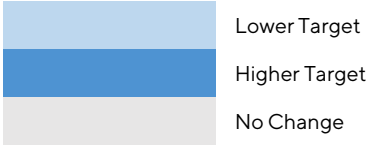
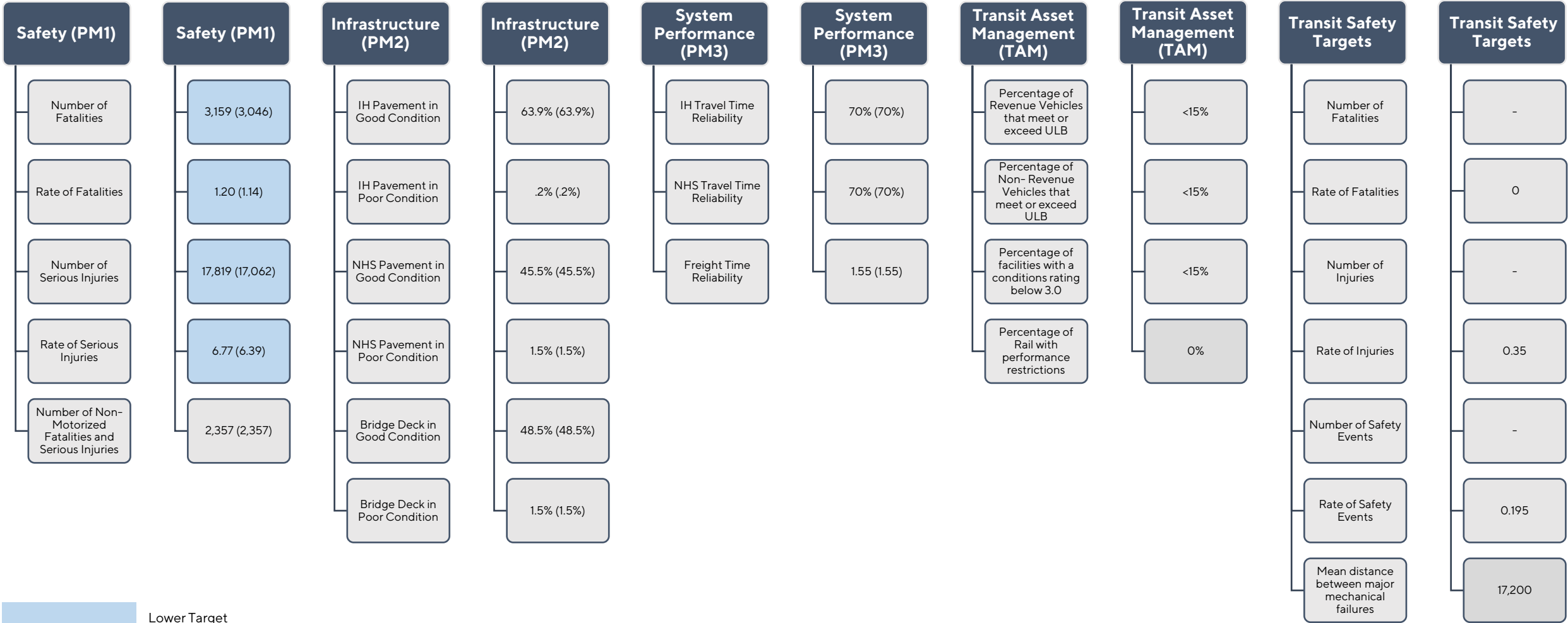


Performance Measure Goal Areas

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

Performance Measure Process





Please note the metric being evaluated when reviewing the impact of the target change. New targets indicated in brackets.



Performance Measure Dashboard

CAMPO has developed an interactive dashboard for performance measure management, available online for in-depth analysis on safety (PM1), bridge/road conditions (PM2), and system reliability (PM3).

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DATA DASHBOARDS

- ACS Dashboard 2017-2019
- ACS Dashboard 2020 and Beyond
- CAMPO Performance Metrics Dashboard
- CRIS Dashboard
- Roadway Inventory Dashboard

CAMPO PERFORMANCE METRICS DASHBOARD

Regional data for four federally required performance measures tracked by CAMPO. Data includes safety, bridge conditions, road conditions, and system reliability.

[View Dashboard](#)

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CENTRAL TEXAS

Introduction & Instructions | **PM1 - Safety** | PM2A - Bridge Conditions | PM2B - Road Conditions | PM3 - System Reliability (Year-Over-Year) | PM3 - System Reliability (by Month)

Introduction:
This dashboard displays data related to four regional performance targets for the Capital Area Metropolitan Planning Organization (CAMPO). The performance targets relate to safety performance measures (PM1), infrastructure condition performance measures for bridges and pavement (PM2A & PM2B), and transportation system reliability performance measures (PM3).

Use the arrows to navigate to the previous page or the next page.

Filter the data displayed by selecting from the drop-down menus.

County: All

Click to reset all drop-down menus. Clear all filters.

Example Graphic
Map showing bridge conditions across the region. Legend: Good (Green), Fair (Yellow), Poor (Red).
Callouts: "Navigate to a different page by selecting the page's tab.", "Hover over different dots to see more information.", "Zoom in and out of the map view by scrolling or using zoom buttons.", "Right-click and select 'show as table' to see any chart visual as a table.", "Hover over the data bars to see more information."

Example Performance Metrics Cards

17.2% Example Performance Metric | 35.9% Example Performance Metric

Metrics will appear red if below the goal and green if above the goal.

Example Performance Metrics Table

Year	"Good" Bridges	Deck area (sf)	% of CAMPO bridge sf
2020	1,893	18,932,987	60.70%
2021	1,930	19,715,446	61.59%
2022	2,101	29,195,970	66.44%

Metrics will appear red if below the goal and green if above the goal.

Example Graphic
Stacked bar chart showing Total Death and Serious Injury from 2015 to 2020. Legend: FATAL INJURY (Red), SUSPECTED SERIOUS INJURY (Yellow), Total Death and Serious Injury (Black line).
Callouts: "Right-click and select 'show as table' to see any chart visual as a table.", "Hover over the data bars to see more information."



ITEM 7: REPORT ON TRANSPORTATION PLANNING ACTIVITIES



ITEM 8: ANNOUNCEMENTS





Upcoming Meetings



- **TPB → February 12, 2024**
- **TAC → February 26, 2024**



Adjournment



C  **MPO**

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