



## TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center  
5330 Bluffstone Lane  
Austin, TX 78759  
Monday, February 12, 2024  
2:00 p.m.

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

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

### AGENDA

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

2. Public Comments  
The public is invited to comment on transportation-related topics in the CAMPO geographic area. The number of speakers and speaker time limits are at the discretion of the Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to [TPBcomments@campotexas.org](mailto:TPBcomments@campotexas.org) by 5:00 p.m., Thursday, February 8, 2024.

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

#### EXECUTIVE SESSION:

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

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

**The public is invited to comment on agenda items 5-9. 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](mailto:TPBcomments@campotexas.org) by 5:00 p.m., Thursday, February 8, 2024.**

5. [Discussion and Take Appropriate Action on January 8, 2024 Meeting Minutes](#)  
.....Commissioner Cynthia Long, Chair  
*Chair Long will request Transportation Policy Board approval of the January 8, 2024 meeting minutes.*
6. [Discussion and Take Appropriate Action on FY 2024 & 2025 Unified Planning Work Program \(UPWP\) Amendment #2](#) ..... Ms. Theresa Hernandez, CAMPO  
*Ms. Hernandez will present UPWP Amendment #2 and request Transportation Policy Board approval with accompanying Resolution 2024-2-6.*
7. [Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiations on Regional Safety Action Plan Contract](#) ..... Mr. William Lisska, CAMPO  
*Mr. Lisska will request TPB authorization for the CAMPO Executive Director to begin negotiations with the top-ranked firm on the Regional Safety Action Plan contract.*
8. [Discussion and Take Appropriate Action on Funding of Deferred Projects](#)  
..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will discuss the deferred project refunding and set-aside funding scenarios and request Transportation Policy Board approval with accompanying Resolution 2024-2-8a and Resolution 2024-2-8b.*
9. [Discussion on Federal Performance Measure Target Updates](#) ..... Mr. Nirav Ved, CAMPO  
*Mr. Ved will discuss the upcoming transportation system performance measure target updates for 2024.*
10. Executive Director’s Report on Transportation Planning Activities
  - A. 2024 American Association of State Highway and Transportation Officials (AASHTO) Washington Briefing
  - B. [2024 Transportation Planning Activities Calendar](#)
11. Announcements
  - a. Transportation Policy Board Chair Announcements
  - b. Next Technical Advisory Committee Meeting, February 26, 2024 – 2:00 p.m.
  - c. March 11, 2024 Transportation Policy Board Meeting – Canceled
  - d. Next Transportation Policy Board Meeting, April 15, 2024 – 2:00 p.m.
12. Adjournment

**Persons with Disabilities:**

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

**Transportation from Transit Stops:**

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



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

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

**Meeting Minutes  
January 22, 2024  
2:00 p.m.**

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

The Chair called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:02 p.m.

A quorum was announced present.

**Present:**

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

11.	Aimee Robertson	Bastrop County	Y	
12.	Doug Haggerty	Bastrop County (Smaller Cities)	Y	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Mike Hodge, P.E.	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	Y	
16.	David Fowler, AICP	Caldwell County (Smaller Cities)	Y	
17.	Jerry Borcharding	Hays County	N	Winton Porterfield
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	Y	
22.	Tom Yantis	Williamson County (Smaller Cities)	Y	Matt Rector
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	Y	Nadia Barrera-Ramirez
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	

**2. Approval of October 16, 2023 Meeting Summary**

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

The Chair entertained a motion for approval of the October 16, 2023 meeting summary, as presented.

Mr. Bob Daigh, P.E. moved for approval of the October 16, 2023 meeting summary, as presented.

Mr. Gerald Pohlmeier seconded the motion.

The motion prevailed unanimously.

**3. Discussion on Funding of Deferred Projects**

.....Mr. Ryan Collins, CAMPO

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager as presenter for the discussion on the funding of deferred projects. Mr. Collins summarized the January 8, 2024 discussion of the Transportation Policy Board (TPB) on the funding of the deferred projects and provided a brief overview of the following:

1. Review process for the funding of the deferred projects
2. Scheduling for the funding of projects
3. Deferred project listing
4. Refunding scenario and set-aside scenario
5. Financial funding forecasts
6. Impacts of the financial decisions of the TPB

Mr. Ashby Johnson, CAMPO Executive Director informed the Committee that this item is for information purposes only and requested its feedback on the review process and analysis.

The presentation was concluded by a brief question and answer with comments.

**4. Discussion on Greenhouse Gas (GHG) Performance Measures**

.....Mr. Ryan Collins, CAMPO

The Chair recognized Mr. Ryan Collins who continued as presenter for the discussion on GHG performance measures. Mr. Collins identified specific performance measure goal areas set by Congress and highlighted the new Environmental Sustainability Rule for GHG emissions finalized by the Federal Highway Administration (FHWA) in December 2023. Mr. Collins added that TxDOT and CAMPO are now required to set performance measure targets related to GHG emissions and incorporate them into our CAMPO plans and programs.

Mr. Collins informed the Committee that the performance measure targets must be 4-year declining GHG targets and a joint target with the Alamo Area MPO must be established for the San Marcos urbanized area since it is located in both MPO jurisdictions. The Committee was also informed that the state must establish initial targets by February 1, 2024 and CAMPO must establish targets within 180 days of the state’s targets. Mr. Collins noted that the statutory authority of FHWA to mandate GHG targets has been challenged by Texas and other states. Mr. Collins further noted that voluntary target considerations are part of the Mobile Emission Reduction Plan which is currently awaiting federal approval before the project can begin.

Mr. Ashby Johnson briefly summarized the potential impacts and implications of not meeting the requirements. Mr. Johnson informed the Committee that CAMPO will cooperate with the requirements unless directed otherwise by the TPB. The presentation was concluded by a brief question and answer with comments.

**5. Discussion on Environmental Protection Agency (EPA) Area Designation Process for Ozone National Ambient Air Quality Standards (NAAQS)**

..... Mr. Nirav Ved, CAMPO

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager as presenter for the discussion on the EPA area designation process for ozone National Ambient Air Quality Standards (NAAQS). Mr. Ved reported that the TPB was informed of a potential EPA nonattainment designation status for this region at its January 8, 2024 meeting. Mr. Ved provided a high-level overview of EPA’s NAAQS revision process, decision-making process, and transportation conformity for the region.

The Committee received data on the region’s historical performance and 2021-2023 average obtained from air quality monitors which exceeded the NAAQS. Mr. Ved noted that exceeding NAAQS does not result in an automatic nonattainment designation. Mr. Ved also provided a timeline for a potential nonattainment designation for the region.

Mr. Ashby Johnson provided additional comments and informed the Committee that CAMPO will continue to monitor and prepare should this region receive a nonattainment designation. The presentation was concluded by question and answer with comments.

**6. Discussion on Performance Measure Target Updates**

..... Mr. Nirav Ved, CAMPO

The Chair recognized Mr. Nirav Ved, Data & Operations Manager who continued as presenter for the discussion on performance measures updates. Mr. Ved informed the Committee that the state has submitted its performance measure targets for Safety and noted that those targets are declining. Mr. Ved also informed the Committee that staff will recommend approval for the TPB to adopt the performance measure targets as submitted by the state at the next TAC meeting. Mr. Ved later highlighted the Performance Measure Dashboard which is currently available on the CAMPO website. The presentation concluded without questions or comments.

**7. Report on Transportation Planning Activities**

Mr. Will Lisska, CAMPO Regional Planning Manager reported that CAMPO is still in active procurement for consultant services for the development of the Regional Safety Action Plan. Mr. Lisska added that a recommendation for the top ranked consultant firm will be presented to the TPB at its Feb. 12th meeting. Mr. Lisska also reported that the TAC will receive a presentation on the development process and timeline for adoption of the 2050 Regional Transportation Plan at its next meeting.

The report on the transportation planning activities concluded without questions or comments.

**8. TAC Chair Announcements**

The Chair announced that the next Transportation Policy Board Meeting will be held on February 12, 2024 at 2:00 p.m. and the next Technical Advisory Committee will be held on February 26, 2024 at 2:00 p.m.

The Chair announced that the election of officers will occur at the February TAC meeting. The Chair noted that she has asked a nominating committee of Ms. Aimee Robertson, Mr. Tom Gdala, and Mr. Charlie Watts to bring forward recommended officer candidates at the February TAC meeting and requested that TAC members wanting to serve as Chair or Vice-Chair contact her expressing their interest.

## **9. Adjournment**

The Chair entertained a motion to adjourn the January 22, 2024 meeting of the CAMPO Technical Advisory Committee.

Mr. Ed Collins moved to adjourn the January 22, 2024 meeting of the CAMPO Technical Advisory Committee.

Ms. Emily Barron seconded the motion.

The January 22, 2024 meeting of the CAMPO Technical Advisory Committee was adjourned at 3:12 p.m.



**Capital Area Metropolitan Planning Organization**

**Transportation Policy Board Meeting**

The Junior League of Austin Community Impact Center

5330 Bluffstone Lane Austin, TX 78759

Monday, January 8, 2024 – 2:00 p.m.

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

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

.....Commissioner Cynthia Long, Chair

The CAMPO Transportation Policy Board was called to order by the Chair at 2:01 p.m.

The roll was taken and a quorum was announced present.

	<b>Member</b>	<b>Representing</b>	<b>Member Attending</b>	<b>Alternate Attending</b>
1	Cynthia Long, Chair	Commissioner, Williamson County	Y	
2	Rudy Metayer, Vice-Chair	City of Pflugerville, Place 4	Y	
3	Clara Beckett, Secretary	Commissioner, Bastrop County	Y	
4	Alison Alter	City of Austin, District 10	Y	
5	Andy Brown	Judge, Travis County	N	Ms. Amy Pattillo
6	Christine DeLisle	Mayor City of Leander	Y	
7	Paige Ellis	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	Y	
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	Y	
21	Edward Theriot	Commissioner, Caldwell County	Y	
22	Jeffrey Travillion	Commissioner, Travis County	N	

**2. Public Comments**

There were no public comments.

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

**3. Executive Session**

An Executive Session was not convened.

**4. Report from Technical Advisory Committee (TAC) Chair**

A report was not provided. The Technical Advisory Committee did not convene in November or December of 2023.

**5. Discussion and Take Appropriate Action on October 2, 2023 Meeting Minutes**

The Chair entertained a motion for approval of the October 2, 2023 meeting minutes, as presented.

Judge James Oakley moved for approval of the October 2, 2023 meeting minutes, as presented.

Commissioner Clara Beckett seconded the motion.

The motion prevailed unanimously.

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

Nays: None

Abstain: None

Absent and Not Voting: Council Member Paige Ellis and Commissioner Jeffrey Travillion

Video of this item can be viewed [here](#). Start Video at 00:00:49.

## **6. Election of Officers for Chair, Vice Chair, and Secretary of CAMPO Transportation Policy Board**

The Chair informed the Board that the current officers of the Transportation Policy Board, Commissioner Cynthia Long (Chair), Council Member Rudy Metayer (Vice Chair), and Commissioner Clara Beckett (Secretary) have expressed interest to serve an additional term.

The Chair entertained a motion for approval of an additional term for the current officers of the Transportation Policy Board.

Commissioner Debbie Ingalsbe moved for approval of an additional term for the current officers of the Transportation Policy Board.

Council Member Natasha Harper-Madison seconded the motion.

The motion prevailed.

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

Nays: None

Abstain: None

Absent and Not Voting: Council Member Paige Ellis and Commissioner Jeffrey Travillion

Video of this item can be viewed [here](#). Start Video at 00:01:12.

Mayor Pro Tem Paige Ellis joined the meeting.

## **7. Discussion and Take Appropriate Action on Funding of Deferred Projects**

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who presented the deferred project list and provided a detailed overview of the review process for the refunding of projects included in the list. Mr. Collins noted that staff is preparing a draft recommendation report that will be provided to the CAMPO Technical Advisory Committee at its January meeting. Mr. Collins further noted that this item will be presented to the Transportation Policy Board for action at its February meeting.

Video of this item can be viewed [here](#). Start Video at 00:03:39.

## **8. Update on Project Readiness Program**

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who introduced Mr. Eric Busker of BGE, Inc. and CAMPO's General Engineering Consultant (GEC) as presenter of the Update on the Project Readiness Program.

Mr. Busker highlighted the prioritization schedule for the nine (9) corridors in the region and provided status updates on the FM 973, FM 734, and FM 969 corridors.

Video of this item can be viewed [here](#). Start Video at 00:36:30.

## **9. Executive Director's Report on Transportation Planning Activities**

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who reported that a tentative schedule of action items for calendar year 2024 will be included in the meeting packet for the February Transportation Policy Board meeting.

Mr. Johnson reported that the Federal Highway Administration has notified CAMPO of a rule passed by the Environmental Protection Agency (EPA) on Greenhouse Gas Emissions. Mr. Johnson added that staff is still sorting out the details of its impact nationwide and more information will be provided to the Transportation Policy Board at its February meeting.

Mr. Johnson informed the Board that staff has been tracking 2023 emissions levels for the region obtained from official air quality monitors. Mr. Johnson further informed the Board that the region would fall into the nonattainment category based on those readings.

Mr. Johnson noted that the EPA has not issued an official nonattainment declaration for the region and more information will be provided to the Board as it becomes available.

Mr. Johnson also reported that he received an invitation to join Mr. Marc Williams, Executive Director of the Texas Department of Transportation (TxDOT) as a panelist for the 2024 American Association of State Highway Transportation Officials (AASHTO) Washington Briefing in a discussion on Greenhouse Gas Emissions, fiscal, and regulatory issues with counterparts across the country.

Mr. Johnson recognized the TxDOT-Austin District as an AASHTO recipient for their partnership efforts on the CAMPO Esperanza Homelessness Initiative. Mr. Tucker Ferguson, P.E., TxDOT-Austin District Engineer provided comments on the effort.

Video of this item can be viewed [here](#). Start Video at 00:47:56.

## 10. Announcements

### a. Transportation Policy Board Chair Announcements

The Chair recognized Mr. Tucker Ferguson, P.E., TxDOT-Austin District Engineer as a Capital Area Council of Governments (CAPCOG) award recipient for his stellar work and leadership on the I-35 Project.

Mr. Ashby Johnson also recognized Mr. Matt Harriss for his assistance in coordinating a meeting with CAMPO staff and senior management at the University of Texas at Austin.

b. The next Technical Advisory Committee Meeting will be held on January 22, 2024 at 2:00 p.m.

c. The next Transportation Policy Board Meeting will be held on February 12, 2024 at 2:00 p.m.

The Chair announced that a brief reception will be held immediately following the adjournment of the February 12, 2024 Transportation Policy Board meeting.

Video of this item can be viewed [here](#). Start Video at 00:55:52

## 11. Adjournment

The January 8, 2024 meeting of the CAMPO Transportation Policy Board was adjourned at 3:04 p.m. by unanimous consent.

Video of this item can be viewed [here](#). Start Video at 01:02:40



**Date:** February 12, 2024  
**Continued From:** June 12, 2023  
**Action Requested:** Approval

**To:** Transportation Policy Board  
**From:** Ms. Theresa Hernandez, Finance & Administration Manager  
**Agenda Item:** 6  
**Subject:** Discussion and Take Appropriate Action on FY 2024 & 2025 Unified Planning Work Program (UPWP) Amendment #2

**RECOMMENDATION**

CAMPO staff recommends the Transportation Policy Board approve FY 2024 & 2025 Unified Planning Work Program (UPWP) Amendment Two and accompanying Resolutions 2024-2-6 (**Attachment A**).

**PURPOSE AND EXECUTIVE SUMMARY**

The purpose of this item is to carryover FY 2023 PL unexpended funds of \$250,000 for moving and operation expenses (previously approved by the TPB on June 12, 2023). Amend two Cap Metro’s studies.

**FINANCIAL IMPACT**

Amendment Two will increase the FY 2024 & 2025 UPWP (**Attachment B**) by the amount of \$250,000.00.

**BACKGROUND AND DISCUSSION**

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

2024 & 2025 Unified Planning Work Program: Amendment Two	
<b>Subtask 1.1</b>	Carryover \$250,000 unexpended FY 2023 PL funds for moving and operation expenses.
<b>Subtask 4.4.1</b>	Amend Cap Metro’s study name and description.
<b>Subtask 4.4.2</b>	Amend Cap Metro’s study description.

**SUPPORTING DOCUMENTS**

**Attachment A** – Resolution 2024-2-6

**Attachment B** – FY 2024 & 2025 Unified Planning Work Program with Proposed Amendment #2



## Resolution 2024-2-6

### Acknowledging the Transportation Policy Board's Adoption of Amendment Two 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 approved Amendment One on October 2, 2023; and

**NOW, THEREFORE BE IT RESOLVED** staff is proposing Amendment Two to carryover \$250,000 unexpended PL funds from FY 2023 for moving and operation expenses in subtask 1.1. To amend Cap Metro's studies, subtasks 4.4.1 and 4.4.2. 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 February 12, 2024, by \_\_\_\_\_ duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12<sup>th</sup> day of February 2024.

---

**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***  
***Approved by the Transportation Policy: February 12, 2024***

**Federal Approval:**

Capital Area MPO - 3300 N IH 35, Suite 630 - Austin, TX 78705 -  
[www.campotexas.org](http://www.campotexas.org)



## Table of Contents

		PAGE
I.	<b>INTRODUCTION</b>	
	A. Purpose.....	4
	B. Definition of Area .....	4
	C. Organization .....	4
	D. Private Sector Involvement .....	6
	E. Planning Issues and Emphasis .....	7
II.	<b>TASK 1.0 – ADMINISTRATION AND MANAGEMENT</b>	
	A. Objective.....	10
	B. Expected Products .....	10
	C. Previous Work .....	10
	D. Subtask 1.1: <i>MPO Staff Support for Task 1</i> .....	10
	E. Subtask 1.2: <i>Legal Services</i> .....	12
	F. Subtask 1.3: <i>Audit Services</i> .....	12
	G. Task 1.0: Funding Summary Table .....	12
III.	<b>TASK 2.0 – DATA DEVELOPMENT AND MAINTENANCE</b>	
	A. Objective.....	13
	B. Expected Products.....	13
	C. Previous Work .....	13
	D. Subtask 2.1: <i>MPO Staff Support for Task 2</i> .....	13
	E. Subtask 2.2: <i>GIS, Demographic Forecast, &amp; Travel Demand</i> .....	14
	F. Task 2.0: Funding Summary Table.....	15
IV.	<b>TASK 3.0 – SHORT RANGE PLANNING</b>	
	A. Objective.....	16
	B. Expected Products.....	16
	C. Previous Work .....	16
	D. Subtask 3.1: <i>MPO Staff Support for Task 3</i> .....	16
	E. Subtask 3.2: <i>Congestion Management</i> .....	17
	F. Subtask 3.3: <i>Regional Transportation Demand Management Program</i> .....	17
	G. Task 3.0: Funding Summary Table .....	18
V.	<b>TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN</b>	
	A. Objective.....	19
	B. Expected Products.....	19
	C. Previous Work .....	19
	D. Subtask 4.1: <i>MPO Staff Support for Task 4</i> .....	19

E. Subtask 4.2: <i>2050 Metropolitan Transportation Plan</i> .....	20
F. Subtask 4.3: <i>Regional Transit Coordination</i> .....	20
G. Subtask 4.4: <i>Planning Studies (Other agencies in the CAMPO region)</i> .....	21
H. Task 4.0: <b>Funding Summary Table</b> .....	25
<b>VI. TASK 5.0 – SPECIAL STUDIES</b>	
A. <b>Objective</b> .....	27
B. <b>Expected Products</b> .....	27
C. <b>Previous Work</b> .....	27
D. <b>Subtask 5.1: MPO Staff Support for Task 5</b> .....	27
E. <b>Subtask 5.2: Special Studies</b> .....	28
F. <b>Task 5.0: Funding Summary Table</b> .....	30
<b>VII. BUDGET SUMMARY</b>	
A. <b>Budget Summary Table</b> .....	31

**APPENDICES:**

- A. Transportation Policy Board Membership, Technical Advisory Committee Membership, MPO Staff
- B. Metropolitan Area Boundary Map
- C. Debarment Certification
- D. Lobbying Certification
- E. Certification of Compliance
- F. Certification of Internal Ethics and Compliance Program

## I. INTRODUCTION

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

- A. PURPOSE** – The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Area Metropolitan Planning Organization (CAMPO) planning process for FYs 2024 and 2025. This activity is required under federal law defining the responsibilities of Metropolitan Planning Organizations (MPO). The UPWP serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process in the six-county Capital Area in Central Texas. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, CAMPO prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the CAMPO region.
- B. DEFINITION OF AREA** - The CAMPO planning area includes all of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties (**Appendix B**) and the cities and villages in each of the six counties (a comprehensive list of these jurisdictions can be found at [www.campotexas.org](http://www.campotexas.org)). By federal definition, CAMPO’s planning area must at least include the urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 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~~ 4,708,834 PL  
Product(s): Certified transportation planning process; updated or new documents and reports; new equipment and/or computer hardware/software; APL; APER

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

**1.2.1 Legal Services:**

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

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

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

**1.3.1 Audit Services:**

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

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

**FUNDING SUMMARY**

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

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

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		STBG		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	2024&2025
1.1	CAMPO	2,381,398	2,327,436					2,381,398	2,327,436	4,708,834
1.2	CAMPO	75,000	125,000					75,000	125,000	200,000
1.3	CAMPO	25,000	25,000					25,000	25,000	50,000
				-	-	-	-	-	-	-
<b>TOTAL</b>		2,481,398	2,477,436	-	-	-	-	2,481,398	2,477,436	4,958,834

Formatted: Highlight

### III. TASK 2–0 - DATA DEVELOPMENT AND MAINTENANCE

- **OBJECTIVE**

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

- **EXPECTED PRODUCTS**

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

2045 Plan related performance measures

Demographic forecasts and travel demand model for the 2050 Plan updates

Interactive Web Viewer updates

UrbanSim (Demographic Allocation Tool)

Development 2050 Travel Demand Model

- **PREVIOUS WORK**

Updated demographic forecasts and travel demand model for the 2045 Plan

2045 Plan related performance measures

Development 2050 Travel Demand Model

UrbanSim (Demographic Allocation Tool)

- **SUBTASKS**

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

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

**2.1.1** General Administration:

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

**2.1.2** General GIS:

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

**2.1.3** Demographic Forecasting:

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

**2.1.4 Travel Demand Modeling:**

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

**2.1.5 Environmental Analysis:**

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

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

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

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

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

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

- **FUNDING SUMMARY**

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

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

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

#### IV. TASK 3–0 - SHORT RANGE PLANNING

- **OBJECTIVE**

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

- **EXPECTED PRODUCTS**

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

- **PREVIOUS WORK**

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

- **SUBTASKS**

##### Subtask 3.1 – MPO Staff 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) <sup>1</sup>		STBG		Local		Total		Grand Total
		2024	2025	2024	2025	2024	2025	2024	2025	
3.1	CAMPO	259,171	275,918					259,171	275,918	535,089
3.2	CAMPO	21,000	24,000			-		21,000	24,000	45,000
3.3	CAMPO	-	-	160,000	-			160,000	-	160,000
<b>TOTAL</b>		280,171	299,918	160,000	-	-	-	440,171	299,918	740,089

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

## V. TASK 4–0 - METROPOLITAN TRANSPORTATION PLAN

- **OBJECTIVE**

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

- **EXPECTED PRODUCTS**

Development of the 2050 Regional Transportation Plan  
Maintenance of the 2045 Regional Transportation Plan  
Maintenance and implementation of Coordinated Public Transit – Health and Human Services Transportation Plan  
Maintenance of Regional Active Transportation Plan  
Updated Regional Bicycle and Pedestrian Facility Inventory  
Regional State of Safety Report

- **PREVIOUS WORK**

2045 Regional Transportation Plan  
2045 Regional Transportation Plan Amendments  
Regional Active Transportation Plan  
Regional Bicycle and Pedestrian Facility Inventory  
Coordinated Public Transit – Health and Human Services Transportation Plan Update  
Regional Traffic Safety Plan  
Regional State of Safety Report

- **SUBTASKS**

### Subtask 4.1 – MPO Staff 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 Orange Line South TOD Study~~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 Corridor 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 project will deliver the ETOD Policy Plan, station area vision plans for North Lamar Transit Center and South Congress Transit Center, as well as an existing conditions dashboard expansion. 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 received funding to plan for a pilot TOD site at the North Lamar Transit Center. The plan would enhance economic and community development by creating mixed-use development, increasing affordable housing, support bicycle and pedestrian access, and bringing essential services to the area. 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 Burseson 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) <sup>1</sup>		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
		-	-															
<b>TOTAL</b>		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

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

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

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

**VII. BUDGET SUMMARY**

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

UPWP Task	Description	TPF <sup>1</sup> Funds	FTA Sect. 5304	FTA 5307	FTA	STBG	Local Funds	STATE	FHWA	USDOT	In-Kind Donation	Total Funds
1.0	Administration-Management	4,708,834								-	-	4,708,834
2.0	Data Development and Maintenance	281,588								-	-	281,588
3.0	Short Range Planning	580,089				160,000				-	-	740,089
4.0	Metropolitan Transportation Plan	1,653,529	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
<b>TOTAL</b>		<b>8,077,514</b>	<b>70,000</b>	<b>-</b>	<b>2,430,100</b>	<b>1,025,000</b>	<b>3,580,000</b>	<b>95,704,688</b>	<b>1,000,000</b>	<b>3,790,000</b>	<b>87,500</b>	<b>115,764,802</b>

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

UPWP Task	Description	TPF <sup>1</sup> Funds	FTA Sect. 5304	FTA 5307	FTA	STBG	Local Funds	STATE	FHWA	USDOT	In-Kind Donation	Total Funds
1.0	Administration-Management	4,958,834								-	-	4,958,834
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
<b>TOTAL</b>		<b>8,327,514</b>	<b>70,000</b>	<b>-</b>	<b>2,430,100</b>	<b>1,025,000</b>	<b>3,580,000</b>	<b>95,704,688</b>	<b>1,000,000</b>	<b>3,790,000</b>	<b>87,500</b>	<b>116,014,802</b>

Formatted: Highlight

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

\$6,420,172

Estimated Unexpended Carryover

\$1,657,342 1,907,342

**TOTAL TPF:**

**\$8,077,514** **8,327,514**

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



**Date:** February 12, 2024  
**Continued From:** N/A  
**Action Requested:** Approval

**To:** Transportation Policy Board  
**From:** Mr. William Lisska, Regional Planning Manager  
**Agenda Item:** 7  
**Subject:** Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiations on Regional Safety Action Plan Contract

**RECOMMENDATION**

Staff requests the Transportation Policy Board authorize the CAMPO Executive Director to negotiate and execute a contract with the top ranked consultant firm for the Regional Safety Action Plan.

**PURPOSE AND EXECUTIVE SUMMARY**

On October 30, 2023, CAMPO issued a Request for Proposals (RFP) to solicit support services for the Regional Safety Action Plan (RSAP), with proposals due on December 8, 2023.

CAMPO received six responses to the RFP. These proposals were ranked and scored by the evaluation committee using the criteria detailed in the RFP. Three firms were invited to interview in front of the evaluation committee. The top-ranked firm following the proposal and interview scoring process has been selected as the preferred contract recipient. A summary of the firm rankings is provided in the table below:

Rank	Firm Name
1	DKS Associates
2	Kimley-Horn and Associates, Inc.
3	AtkinsRéalis USA Inc.
4	AECOM Technical Services
5	Toole Design Group, LLC
6	Freese and Nichols, Inc.

**FINANCIAL IMPACT**

CAMPO was awarded a grant through the United States Department of Transportation (USDOT) Safe Street for All (SS4A) program to develop the RSAP. As described in the Unified Planning Work Program, the USDOT will provide \$2.32 million towards this work, and CAMPO will provide \$580,000 of in-kind donation of services through ongoing planning work related to roadway safety.



## **BACKGROUND AND DISCUSSION**

The purpose of this work is for CAMPO to develop a RSAP for the six-county CAMPO region, as well as five county-specific Safety Action Plans (Bastrop, Burnet, Caldwell, Hays, and Williamson Counties) with municipal-level recommendations. A safety action plan for Travis County is being supported through a separate grant, and coordination between the RSAP and the Travis County safety action plan will occur. The RSAP will build upon ongoing regional safety planning efforts by CAMPO, while ensuring consistency with the 2045 Regional Transportation Plan (RTP) goals, the approaching 2050 RTP, and other recent planning work from CAMPO and its member agencies. A primary outcome of this plan will be lists of projects, programs, and strategies related to improving roadway safety at the regional, county, and municipal levels. Upon completion, the RSAP will provide local sponsors with eligibility to pursue SS4A implementation grants for the projects, programs, and strategies contained within.

## **SUPPORTING DOCUMENTS**

**Attachment A** – *Request for Proposals (RFP) – WL-004*



## Memorandum

**To:** Consultants  
**From:** Theresa Hernandez, Finance & Administration Manager  
**Subject:** Request for Proposals (WL-004)  
**Date:** October 30, 2023

The Capital Area Metropolitan Planning Organization (CAMPO) is seeking the professional services of a consultant to perform the activities outlined in the attached Request for Proposals (RFP) for the Regional Safety Action Plan.

A pre-proposal meeting with the option of either in-person or virtual attendance will be held for consultants on Wednesday, November 8, 2023, at 1:00 PM (Central). Information and access links to this meeting are provided in the RFP. Please submit any questions by email to the attention of Will Liska, Regional Planning Manager, at [campo.procurement@campotexas.org](mailto:campo.procurement@campotexas.org), no later than 5:00 PM (Central) on Thursday, November 9, 2023. Responses will be posted on CAMPO's website at [www.campotexas.org](http://www.campotexas.org) no later than 5:00 PM (Central) on Wednesday, November 15, 2023.

Please note, it is the proposers' responsibility to visit CAMPO's website for any updated information regarding this RFP. Electronic proposals are due to CAMPO by 5:00 PM (Central) on Friday, December 8, 2023, in accordance with the submission requirements found in the RFP.

Thank you,

Theresa Hernandez  
Finance & Administration Manager  
Capital Area Metropolitan Planning Organization

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

**GENERAL INFORMATION**

**Solicitation No:** WL-004

**Service description:** Regional Safety Action Plan

**Date Issued:** 5:00 PM (Central), Monday, October 30, 2023

**Submission Deadline:** 5:00 PM (Central), Friday, December 8, 2023

**Submission Format:** Electronic (PDF) document, file size less than 20 MB, 60 pages maximum (inclusive of everything), 8.5"x11" page size, font size 11 or larger for body text

**Submissions Location:** Proposals are to be submitted through email at [campo.procurement@campotexas.org](mailto:campo.procurement@campotexas.org)

**Interview Date Range:** January 22, 2024 – January 26, 2024

**PRE-PROPOSAL MEETING**

**Date:** 1:00 PM (Central), Wednesday, November 8, 2023

**Location Address:** 8303 N Mopac Expressway, Suite A210, Austin, Texas 78759

**Room Number:** CAMPO Conference Room

**Online Option:** Microsoft Teams

**Meeting Link:** [Pre-Proposal Meeting - Solicitation No: WL-004](#)

**Meeting ID:** 269 304 613 739

**Passcode:** 5owq7g

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

**INQUIRIES**

**Submission Deadline:** 5:00 PM (Central), Thursday, November 9, 2023

**Submission Format:** [campo.procurement@campotexas.org](mailto:campo.procurement@campotexas.org)

**Response Posting:** [www.campotexas.org](http://www.campotexas.org)

**Response Posting Date:** 5:00 PM (Central), Wednesday, November 15, 2023

**CONTACT**

**Name:** Will Lisska

**Title:** Regional Planning Manager

**Address:** 8303 N Mopac Expressway, Suite A210, Austin, Texas 78759

**Phone:** (737) 218-3847

**Email:** [campo.procurement@campotexas.org](mailto:campo.procurement@campotexas.org)

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

---

**OFFER SUBMITTED BY**

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

Name:

Company Name:

Address:

Phone:

Email:

Signature:

Date:

## **RFP SUBMITTAL**

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

### **I. Proposal Contents and Specifications**

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

### **II. Evaluation of Proposals**

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

### **III. Scope of Work**

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

## RFP PROCESS INFORMATION

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

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

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

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

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

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

**SECTION I**  
**SUBMISSION CONTENTS AND SPECIFICATIONS**

Submissions must include the following:

**A. Executive Summary**

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

**B. Project Work Program**

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

**C. Project Management and Team**

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

**D. Schedule**

The schedule will demonstrate how the consultant intends to complete work within the timeframe specified in Section III. At a minimum, the schedule should include a breakdown by tasks, milestones, major deliverables, and critical events.

**E. Availability of Consultant**

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

**F. Prior Experience**

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

**G. Past Performance**

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

## H. Other Requirements and Disclosures

### a. Disadvantaged Business Enterprise (DBE) Goal

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

### b. Title VI Requirements

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

### c. Conflict of Interests/Debarment

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

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

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

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

### d. Special Provisions relating to Local Government Officers\*

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

### e. Specific Disclosure, related Certification & Policy Board Review\*

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



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

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

## SECTION II EVALUATION OF SUBMISSIONS

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

- **Executive Summary, Proposal Clarity, and Format (15 Points)**  
Submissions will be evaluated based on the clarity and format of the summarized project proposal (executive summary), as well as the proposal as a whole.
- **Project Work Program (20 Points)**  
The responding consultant team must present their team's approach through a clear, detailed narrative that displays an in-depth understanding of all tasks involved in this study and the project. Any work on similar type projects may be listed to validate this understanding.
- **Project Management and Team (20 Points)**  
The responding consultant team should include individuals that have relevant and effective project management experience. This includes an experienced project manager, deputy project manager if applicable, and strong subconsultants. Proposals must demonstrate how each team member, including any subconsultants, will be utilized in relevant tasks.
- **Schedule (10 Points)**  
Submissions must include a detailed schedule and include tasks, deliverables, and milestones. The schedule must demonstrate how the project team intends to complete all tasks in the Project Work Program within the allotted timeframe.
- **Availability of Consultant (10 Points)**  
This project involves many simultaneous tasks; the consultant team must demonstrate its ability to meet the project schedule and indicate all other projects being worked on by key staff, percentage of involvement and role in those projects, and probable completion dates.
- **Prior Experience (15 Points)**  
Submissions will be assessed on prior experience of the proposed personnel in the subject areas covered in Section III of this RFP.
- **Past Performance (10 Points)**  
The consultant must have a demonstrated track record of timely performance, quality, and integrity, as evidenced by a list of client references.

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

The Evaluation Committee members will individually evaluate all submissions according to the criteria described. Based on proposal scoring results, CAMPO reserves the right to invite top ranked teams to participate in oral presentations. The oral presentation can carry a score of up to 25 points that will factor into the final overall scores (written proposal plus oral presentation). Following approval by the Transportation Policy Board, CAMPO staff will begin negotiations with the top ranked consulting consultant.

If a contract cannot be negotiated with the top ranked consultant, CAMPO may choose to proceed to negotiate with the next ranked consultant, and so on, until a contract has been successfully negotiated.

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

## SECTION III SCOPE OF WORK

### Service Description: Regional Safety Action Plan

#### 1. PURPOSE

The Capital Area Metropolitan Planning Organization (CAMPO) seeks offers in response to this Solicitation from firms qualified and experienced in developing roadway safety action plans for metropolitan planning organizations (MPOs), counties, local jurisdiction, and other public agencies. Qualified firms must demonstrate an understanding of and experience with transportation safety plan development; best practices in safe systems and context-sensitive, multimodal streets planning; federal and Texas state transportation planning, funding, and project development regulations; report-writing and graphic design for public-facing media; and effective and inclusive public outreach methods.

The purpose of this work is to assist CAMPO with the development of a Regional Safety Action Plan for the six-county CAMPO region, as well as five county-specific Safety Action Plans (Bastrop, Burnet, Caldwell, Hays, and Williamson Counties) that provide a finer detail of analysis and (when applicable) municipal-level recommendations. A safety action plan for Travis County is being supported through a separate grant, and coordination between the Regional Safety Action Plan and the Travis County safety action plan will be needed. The Regional Safety Action Plan will build upon ongoing regional safety planning efforts by CAMPO, while ensuring consistency with the 2045 Regional Transportation Plan (RTP) goals, the approaching 2050 RTP, and other recent planning work from CAMPO and its member agencies.

#### 2. BACKGROUND

The United States Department of Transportation (USDOT) released a notice of funding opportunity (NOFO) in May 2022 for the Safe Streets and Roads for All (SS4A) discretionary grant program.

CAMPO was awarded an SS4A action plan grant to develop a roadway safety action plan for the agency's six-county planning area. The CAMPO planning area for the purposes of this study encompasses Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties (Figure 1) in rapidly growing Central Texas. CAMPO seeks to develop county-specific and municipally-focused safety action plans that nest into an overarching Regional Safety Action Plan, address the varying scales of regional and local networks, and include the following elements: leadership commitments and goal setting; a clearly defined planning structure; safety data collection/distribution and analysis; engagement and collaboration; strategies to promote equity; policy and process recommendations; strategy and project identification and prioritization; and a focus on progress and transparency.

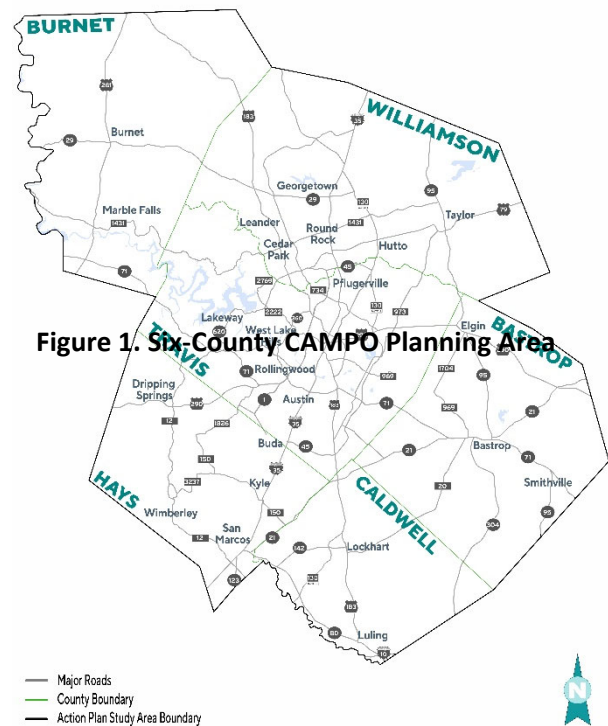


Figure 1. Six-County CAMPO Planning Area

All plans will address equitable investment in the safety needs of historically disadvantaged communities. The municipal and county plans will be nested and incorporated into the overall Regional Safety Action Plan in a manner that avoids redundancy. The results of the Travis County safety action plan (led directly by Travis County through a separate grant award) will be incorporated into the CAMPO Regional Safety Action Plan. The CAMPO-led plans will incorporate safety considerations such as low-cost, high-impact strategies; inclusive public engagement and public safety campaign(s); adoption of innovative technologies and strategies; and inclusion of evidence-supported projects and strategies. All projects and strategies will be identified through a data and evidence driven process.

CAMPO is seeking a team of consultants (collectively referred to as the “Consultant”) to oversee all aspects of the Regional Safety Action Plan development process. While CAMPO staff will provide management and public outreach support, the Consultant will coordinate with member agencies; present to the CAMPO Technical Advisory Committee (TAC) and County-level safety task forces; conduct public outreach; perform regional safety analyses; develop static and online mapping products; and draft and finalize plan documents that meet all the federally-specified requirements for a safety action plan and that can be referenced and understood by decision makers, member agency staff, and the general public.

### **3. TIMELINE AND BUDGET**

The Regional Safety Action Plan will need to be completed and submitted to USDOT for review within two years of the grant agreement date of execution (August 16, 2023). The component county-level safety action plans must be completed and approved by applicable commissioner courts and councils prior to the finalization, recommendation by the TAC, and approval of the Regional Safety Action Plan by the CAMPO Transportation Policy Board (TPB). The project schedule will need to account for regular updates to both the TAC and TPB, which both meet monthly.

The budget for this work shall not exceed **\$2,064,500**.

### **4. DETAILED SCOPE OF WORK**

The detailed scope of work below describes the tasks that CAMPO and the Consultant will need to complete for the Regional Safety Action Plan and the component county-level safety action plans. Since this is a collaborative planning process involving many agencies and stakeholders, tasks may change as the needs of the process evolve, and the Consultant must remain flexible in both their approach and management of all work activities.

#### **TASK 1 – PROJECT ADMINISTRATION AND MANAGEMENT**

This task includes project coordination and administration; preparation of project schedule with key deliverables; preparation of monthly invoices and progress reports; meetings and coordination activities; preparation of meeting agendas, sign-in sheets, and minutes; quality assurance/quality control (QA/QC); action item tracking; and other project management activities specified by CAMPO.

##### **Task 1.1 Project Management Plan (PMP)**

The Project Management Plan (PMP) will serve as the guiding document to allow for a clear and organized strategy for managing the five county-level plans in parallel with the overarching Regional Safety Action Plan. The PMP outlines project team organization, roles, and responsibilities; program schedule; coordination and communication procedures; document and graphics formatting protocols; QA/QC plan and procedures; filing protocols and contract close-out procedures; and other operational information. The PMP will not only dictate how the Consultant will perform the essential functions of the planning process, but it will make clear

the organizational strategies the team will employ to effectively manage the full scope and the many tasks that will be running in parallel at any given time during the duration of the project.

### **Task 1.2 Quality Assurance/Quality Control**

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

### **Task 1.3 Management of Work Activities**

The Consultant shall ensure that management of all project activities and work is conducted and completed in accordance with applicable CAMPO requirements and applicable Federal and State statutes, regulations, rules, and guidelines. The project management of work activities shall include the following routine tasks and protocols:

- **Project Schedule** – A schedule will be developed, maintained, and actively monitored for major work programs or tasks. Progress will be reviewed during coordination meetings. The schedule and accompanying work plan shall be structured to ensure that the Regional Safety Action Plan and component county-level plan will be completed by August 2025. It is assumed that one or more of the County-Level Safety Action Plans may be completed and adopted ahead of the overarching Regional Safety Action Plan, allowing potential project sponsors within those counties to move forward with SS4A implementation grant applications.
- **Invoice Preparation and Submittal** – Monthly invoices shall be prepared in accordance with current CAMPO invoicing procedures.
- **Progress Report Preparation and Submittal** – Unless otherwise directed in the work authorization, progress reports shall be submitted no later than the tenth day of the month following the month to which they apply. Each invoice shall include a copy of the progress report or reports for the period covered by the invoice. Each progress report shall specify, for each type of work that has been assigned under a work authorization, any deliverables that were completed during that month or other backup documentation as requested; physical and financial percent complete for that work; the precise nature of work that was done that did not result in a deliverable; whether the work is on schedule or not; any issues that may delay the work in the future; any actions by CAMPO or other remedial actions that are required; and, for the following month, the anticipated work to be performed and the deliverables that will be submitted. Since this project is funded by a federal grant, there will be additional reporting requirements to meet FHWA/USDOT guidelines.
- **Kick-off and Coordination Meetings** – A kick-off meeting is to be held immediately after the work authorization is approved to discuss the PMP and set expectations. Coordination meetings with the consultant team and CAMPO project leadership are to be held at regular intervals as established in the contract to review project progress and management. The regular coordination meetings will be supplemented by meetings to discuss specific and technical tasks, as needed.
- **Action Tracking Log** – The Consultant shall develop and maintain a log of action items. The log shall identify the action item, its status, responsible party, date assigned, and date completed. The log shall be a tool for managing assignments and shall be reviewed with CAMPO staff during coordination meetings.
- **Document Control** – The Consultant shall develop, implement, and maintain an electronic document control and filing system that shall govern the distribution and file copies of all program-related correspondence, reports, plans and technical data.

- **Project Files** – Project files (electronic and hard copy) shall be assembled, maintained, and delivered to CAMPO with a complete index at project closeout or as directed by CAMPO.
- **Information Technology** – Establishment and/or maintenance of an online electronic management tool (EMT) for internal and external transfer of program and planning data, document management, scheduling, and coordination.

### **Deliverables**

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

- Project Management Plan
- Quality Assurance and Quality Control Plan
- Program schedule
- Monthly invoices
- Monthly progress reports
- Meeting summaries
- Action tracking log
- Indexed project file (electronic and hard copy)

### **TASK 2 – PLANNING STRUCTURE**

The Regional Safety Action Plan, the five County-Level Safety Action Plans (with chapters for constituent jurisdictions), and the Travis County Safety Action Plan will be coordinated so that each follows a similar process of analysis, public engagement and public safety campaigns, project identification, and progress tracking. It is expected that, while the initial stages of the regional planning effort may take place first, the County-Level Plans can be developed at their own pace. Thus, the Consultant should be well organized and staffed to ensure that proper coordination, agreement on process and methodology, and public engagement between all the plans is coherent.

#### **Task 2.1 County-Level Safety Task Forces (Bastrop, Burnet, Caldwell, Hays, and Williamson)**

The five County-Level Safety Task Forces will be composed of staff from jurisdictions and agencies within each of the five counties. The Consultant will assist in the selection and recruitment of members in consultation with CAMPO staff. Membership of the County-Level Task Forces will include agencies that have expressed interest in involvement, as well as representatives from TxDOT or other relevant agencies.

#### **Task 2.2 Technical Advisory Committee (TAC)**

The CAMPO TAC shall fill the role of the Safety Task Force (i.e., steering committee), guiding the development of the Regional Safety Action Plan. The TAC will be briefed and consulted at key milestones in the development of the Regional Safety Action Plan to review and confirm planning scope and approach, provide feedback, offer guidance on project prioritization, assist with public engagement efforts, and serve as the body for the monitoring of progress on implementation.

#### **Task 2.3 Coordination with Travis County safety action plan**

The planning efforts led by CAMPO (e.g., the Regional Safety Action Plan and the five County-Level Safety Action Plans) will need to occur in close coordination those guiding the Travis County safety action plan. The Consultant must ensure that adequate dialog and feedback is taking place so that outcomes from the Travis County safety action plan process can be integrated into the Regional Safety Action Plan.

#### **Task 2.4 Development of Plan Development Guidelines and Templates for County-Level Safety Action Plans**

The Consultant, working with CAMPO staff, will develop guidelines and templates that the County-Level plans can follow to ensure consistency and cohesion. The Consultant team will refine the guidelines and templates

with each County-Level Safety Task Force, as needed, to make sure the specific roadway safety concerns for each county are adequately represented.

**Deliverables**

The Consultant shall produce all materials related to Task Force and TAC coordination. Materials to be produced include, but are not limited to, the following:

- Task Force and TAC Coordination Plan, to be updated as needed during the project
- County-Level Task Force formation, directives, and meeting schedule
- Task Force, TAC, and TPB correspondence
- Plan Development Guidelines
- Templates for County-Level Safety Action Plans

**TASK 3 – GOAL SETTING**

The CAMPO region has many existing plans and adopted policies focused on transportation safety and related topics, which include CAMPO plans (Regional Incident Management Study, Regional State of Safety Report, and Open Roads Policy); TxDOT statewide and district plans (e.g., TxDOT’s Road to Zero goal, Texas Strategic Highway Safety Plan, and the Austin District Annual Safety Plan); and county and municipal plans (e.g., the Austin Strategic Mobility Plan). A number of these also set goals with either specific safety targets, crash/fatal crash reductions, or desired safety related improvements.

**Task 3.1 Review of Existing Regional Safety Goals**

The Consultant shall lead the effort in collecting all existing safety goals in adopted planning documents, summarizing them, and providing analysis of common elements for each of the counties and for the whole region. This review should include all municipalities and counties in the region, CAMPO, TxDOT, CapMetro, CARTS, CTRMA, and any other entities relevant to roadway safety.

**Task 3.2 Develop Goal Recommendations for Regional Safety Action Plan**

In coordination with the Technical Advisory Committee, the Consultant shall lead the development of regional roadway safety goals and objectives. These goals and objectives will build on the goals of the CAMPO 2045 RTP and relevant goals in member-agency safety plans.

**Task 3.2 Develop Goal Recommendations for County-Level Safety Action Plans**

In coordination with County-Level Safety Task Forces, the Consultant shall lead the development of county-specific safety goals and objectives. While they may mirror goals identified for the whole region, guidance from County-Level Safety Task Forces and existing conditions research and analysis may lead to the development of specific goals and objectives for one or more of the counties. County-specific goals/objectives must remain reasonably consistent with the Regional Safety Action Plan goals/objectives.

**Deliverables**

The Consultant shall produce all materials related to goal setting. Materials to be produced include, but are not limited to, the following:

- Review of Existing Regional Safety Goals memo
- Regional and County-Level Safety Goals and Objectives memo

**TASK 4 – SAFETY ANALYSIS AND ISSUES IDENTIFICATION**

The Consultant shall build on the analysis and issue identification in the CAMPO Regional Traffic Safety Plan and perform a roadway safety analysis that includes the following elements: existing conditions and historical trends to set a baseline level for crashes involving fatalities and serious injuries across the region and within



each of the counties; identification of significant historical crash locations by total, severity, contributing factors, and other characteristics; determination of systemic and specific safety needs; and geospatial identification of higher risk locations based on historical, predictive, and systemic safety analysis methods.

#### **Task 4.1 Review and Synthesis of Previous Planning and Analysis**

This task involves the review and evaluation of current local, state, and regional plans relevant to transportation and supportive land use planning. This shall include past CAMPO plans and ongoing efforts, including the Project Readiness Program. The Consultant shall develop a succinct summary of these various plans and their relevance to the CAMPO safety action planning efforts.

#### **Task 4.2 Data Collection**

Using the CAMPO Regional Traffic Safety Plan as a starting point, the Consultant will work with CAMPO staff, the TAC, and relevant stakeholders to collect all necessary data to evaluate the safety of transportation facilities within the region. This planning effort shall rely on both traditional crash data sets and innovative/emerging data sources, which can help to fill knowledge gaps related to the causes of crashes, near-misses, or issues of equity.

#### **Task 4.3 Regional Analysis**

This analysis will build upon the CAMPO Regional Traffic Safety Plan. The analysis will focus on roadways and other facilities that are defined as regionally significant per the 2045 RTP. The following analyses will be performed:

- **Historical Crash Analysis** – Historical crash trends and characteristics will examine the location and severity of crashes, contributing factors, crash types, and other characteristics.
- **Systemic Safety Analysis** – This analysis will focus on the use of data to predict locations that are more susceptible to fatal and serious injuries using factors such as roadway design, operational characteristics, and known conflicts. Following a Safe Systems Approach, the analysis will be used to help identify locations that would both reactively and proactively help prevent future serious crashes, if improved. The Consultant should consider the Proven Safety Countermeasures (PSCi) developed by FHWA. These strategies include speed management, pedestrian/bicyclist safety, roadway departure, intersections, and crosscutting. The goal of this analysis is to help the Regional Safety Action Plan proactively identify and address risks associated with the existing transportation system.
- **Hotspot and High-Injury Network Development** –The geospatial identification of safety issues, including but not limited to high risk of fatal and serious injuries, traffic stress for active transportation, excessive speeding, and safe transit access. It will be integrated with equity analysis, as described in Task 8.

#### **Task 4.4 County-Level Analysis**

Following a similar methodology to the regional analysis, the County-Level analyses will consider all roadway classes, including local roads (i.e., the analysis will not be constrained by the regional significance thresholds defined in the 2045 RTP). The following analyses will be performed:

- **Historical Crash Analysis** – This analysis will be undertaken at a finer level of detail than the Regional Safety Action Plan analysis so that local roadway crash trends can also be presented for each County-Level Safety Action Plan.
- **Systemic Safety Analysis** – This analysis will focus on the use of data to predict locations that are more susceptible to fatal and serious injuries. Compared to the Regional Safety Action Plan analysis, the systemic safety analysis for the County-Level Safety Action Plans may focus in more detail on specific roadway safety issues that are important to each of the constituent counties and/or municipalities.
- **Hotspot and High-Injury Network Development** – This analysis will lead to the geospatial identification of safety issues, including but not limited to high risk of fatal and serious injuries, traffic

stress for active transportation, excessive speeding, and safe transit access. The methodology will vary based on values and goals of the county and constituent jurisdictions identified in initial conversations with County-Level Safety Task Force. It will be integrated with equity analysis, as described in Task 8.

### **Deliverables**

The Consultant shall produce all materials related to the safety analysis. Materials to be produced include, but are not limited to, the following:

- Existing Conditions and Planning Framework memo
- Data Collection and Analysis Methods memo
- Regional Safety Analysis and High-Injury Networks memo
- County-Level Safety Analysis and High-Injury Networks memo
- Static maps and web maps showing results of both the Regional and County-Level analyses
- Databases and any relevant calculations

### **TASK 5 – ENGAGEMENT AND COLLABORATION**

The Consultant shall, with the guidance of CAMPO staff, develop and execute a comprehensive and inclusive public involvement strategy that will lead to thorough and meaningful participation of various stakeholders in the development of the Regional Safety Action Plan and public safety campaigns. The Consultant will incorporate information received from the engagement and collaboration into the planning process.

#### **Task 5.1 Public Engagement Plan and Outreach Database**

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

#### **Task 5.2 Collaboration with County-Level Safety Task Forces**

Throughout the development of the plan County-level Safety Task Forces will guide plan development, project identification, and implementation. As described in Task 2, the Consultant will support the formation of these Task Forces, communicate with the members throughout the development of the plan and the life of the grant, and work with them and their agencies to promote and further the goals of the action plan.

#### **Task 5.3 Stakeholder Identification and Outreach**

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

- business leaders,
- community leaders,
- staff from member agency departments
- School District(s),
- and other entities or specific groups recommended by the Safety Task Forces.

The Consultant will engage and solicit feedback from stakeholders throughout the process and specifically during development of the existing conditions and safety analysis; policies and process assessment; equity assessment; and the project identification and prioritization. At least one round of stakeholder interviews and public meetings for each county plan shall be held as part of the planning process. CAMPO envisions at least two separate rounds of engagement for the regional planning effort.

#### **Task 5.4 Public Meetings and Open Houses (Virtual and In-Person)**

The Consultant shall hold public meetings/open houses both online and in-person in the study vicinity at milestone points during the study to gain the perspective of residents, advocacy groups, homeowner

associations, business and community leaders, school boards, as well as other stakeholders. To the extent possible, virtual and in-person public meetings/open houses shall be coordinated and held in conjunction with those for related planning processes. One round of public meetings/open houses will be hosted throughout the region to introduce the Regional Safety Action Plan process and preliminary data analysis. A second round of public meetings/open houses will focus on County-Level Safety Action Plan project identification and confirmation. A final round of public meetings/open houses will solicit comment on the draft Regional Safety Action Plan. Additionally, there shall be at least two presentations held to each local governing body that wishes to formally adopt their component Safety Action Plan.

#### **Task 5.5 Online Engagement**

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

#### **Task 5.6 Public Safety Campaigns**

The Consultant shall coordinate with CAMPO on the development of public safety campaigns, including but not limited to a study website, social media, and collateral material such as print and online ads, radio spots, and media opportunities. The Consultant shall be responsible for producing all materials, seeking events and opportunities to promote these campaigns, and supporting CAMPO staff in implementation of the events and outreach opportunities.

#### **Task 5.7 Public Involvement Summary**

The Consultant shall develop a summary of all outreach activities and public involvement throughout the course of the planning process. This shall include documentation of all public events, Task Force meetings, and presentations, as well as all written comments and summaries of any surveys or questionnaires. This document will be part of the full plan report.

#### **Task 5.8 Additional Engagement**

The Consultant shall coordinate and execute any additional outreach and engagement as deemed necessary by the study process, including with the TPB, TAC, other CAMPO subcommittees, local governments, transportation authorities, TxDOT, and other State and Federal agencies.

#### **Deliverables**

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

- Public Engagement Plan
- Stakeholder Outreach Database
- Presentations to local governing bodies
- Public Meeting, Open House, and Public Safety Campaign materials (virtual and printed)
- Safety Action Plan landing page
- Social media posts and advertisements
- Public surveys (online and in-person)
- Additional outreach materials
- Public Involvement Summary Report

### **TASK 6 – POLICIES AND PROCESS ASSESSMENT**

The Policies and Process Assessment will offer a thorough review of the existing state of policies related to transportation safety around the CAMPO region. It will provide sufficient context for the existing conditions

and safety analysis and offer clear paths forward for regional- and county-level policy recommendations to improve safety.

#### **Task 6.1 Assessment of Existing Policies, Guidelines, and Standards**

The Consultant shall assess current policies, plans, guidelines, and/or standards to identify opportunities to improve how local processes prioritize safety. This assessment will be done at both the regional and county level and delve into municipal policies as needed. In general, this review and assessment should focus on any policies, guidelines, or standards that impact the safety of roadways, sidewalks, trails, and other transportation facilities and identify issues where particular countermeasures or designs may be ineffective or restricted.

#### **Task 6.2 Regional Policy Recommendations**

The Consultant shall develop recommendations at the regional level to improve safety and address issues identified in Task 4. The Consultant shall make clear the existing governance frameworks of all implementing agencies and make sure that any recommendations are achievable for their specific jurisdictions or agencies. While Task 7 will focus on specific safety improvement projects and strategies, the Task 6.2 recommendations should be centered on regional and local policies and ordinances that can be adopted to further safety goals.

#### **Task 6.3 County-Level Policy Recommendations**

The Consultant shall develop recommendations at the county level to improve safety. As with the regional recommendations, county-level recommendations are to be focused on implementable and supported policies that are shown to improve safety. While there may be recommendations that can apply to all county plans, it is particularly important that the Consultant identify policies that would have the most impact in reducing serious injury and fatal crashes for the specific jurisdictions of each county-level plan.

#### **Task 6.4 Template for Local Context-Sensitive Multimodal Streets Policies**

The Consultant shall develop, in consultation with CAMPO staff, a template for local context-sensitive multimodal street policies that may be adopted or otherwise used as guidance by local governments that wish to put these policies in place in their community or in specific locations. This template should be founded on the best practices and guidance of the Federal Highway Administration and offer tools for successful planning, analysis, design, and monitoring.

#### **Deliverables**

The Consultant shall produce all materials related to the regional and local policy recommendations. Materials to be produced include, but are not limited to, the following:

- Existing Policies, Guidelines, and Standards Assessment memo
- Regional and County-Level Policy Recommendations memos
- Local Context-Sensitive Multimodal Policies Template for Municipal and County Governments

### **TASK 7 – PROJECTS AND STRATEGIES SELECTION**

The Consultant shall lead the identification of a set of projects and strategies to address the roadway safety issues identified in the plan, including time ranges when projects and strategies will be deployed, sponsor(s), relevant next steps, and a process of project prioritization. The projects and strategies will be presented as a list and include cost estimates, phasing, and potential funding sources.

#### **Task 7.1 County-Level Safety Improvement Projects and Strategies**

The Consultant will lead the process of identifying potential improvement projects, grouped projects, and strategies that can best meet the goals and objectives set forth in the plan and the needs determined through analysis and public engagement. Since SS4A Implementation Grant funding is available for all roadway

classes, potential projects in the County-Level Safety Action Plans should not be limited by regional significance. It is important to be able to tie the projects and strategies back to the issues identified, to the high injury networks developed, and to the countermeasures discussed previously. Coordination with the County-Level Safety Task Forces is essential to making sure that there is potential support from local jurisdictions and partners. Each project/strategy shall also be assessed through the lens of implementation, and candidate projects for programs including but not limited to SS4A and the Highway Safety Improvement Program (HSIP) shall be identified. Projects/strategies that could be strong candidates for local HSIP funding shall be developed in a way that gives potential sponsor agencies a head start in the application process, including the identification of TxDOT-approved countermeasures and the calculation of the Safety Improvement Index (SII).

### **Task 7.2 Regional Safety Improvement Projects and Strategies**

The Regional Safety Action Plan will identify regionally significant improvement projects and strategies, many of which may be identified during the County-Level Safety Action Plan processes. The list should tie back to the specific goals and objectives of the regional plan and be supported by the underlying analysis of the high injury networks and the public engagement findings.

### **Task 7.3 Project Prioritization Rankings**

The identified projects and strategies will be prioritized through a methodology developed by the Consultant and with feedback from the TAC, Task Forces, and CAMPO staff. As best as possible, the criteria should mirror the goals and objectives set in the planning process and should be easily understood and communicated to policymakers and the public. Projects will be ranked for each of the County-Level Safety Action Plans and for the Regional Safety Action Plan.

### **Deliverables**

The Consultant shall produce all materials related to project and strategy identification and prioritization. Materials to be produced include, but are not limited to, the following:

- County-Level Safety Improvement Projects and Strategies List and Maps, including cost estimates, phasing, and funding sources.
- Regional Safety Improvement Projects and Strategies List and Maps, including cost estimates, phasing, and funding sources.
- County-Level and Regional Project Prioritization Criteria memo and presentation of process to Task Forces
- County-Level Project Prioritization Rankings and Maps
- Regional-Level Project Prioritization Rankings and Maps

## **TASK 8 – EQUITY CONSIDERATIONS**

The Consultant shall lead the effort to ensure that the planning process is inclusive and representative of the diverse demographics of the CAMPO region. An equity analysis will also be performed to assess the initial equity impact of proposed projects and strategies.

### **Task 8.1 Identification of Underserved Communities and Vulnerable Populations**

The Consultant shall further CAMPO's efforts at identifying underserved communities and vulnerable populations in the six-county CAMPO region using tools provided by USDOT and supplemented with GIS-based analyses to identify additional disadvantaged communities within the region. This effort will build upon the analysis that CAMPO put forward in the 2045 RTP. Following this analysis, the Consultant shall develop plans for targeted engagement. This will also include a robust and coordinated effort to engage individuals and populations that are traditionally underserved and under-represented in the planning process. Efforts may include strategies such as meeting underserved populations where they are already receiving services

and providing telephone, mail, and other non-tech information and participation methods. Many underserved and under-represented populations are often more likely to not have access to high-speed internet or limited connected devices to be able to engage online. Thus, outreach efforts will need to be flexible and be able to reach public spaces and resources that these groups commonly engage with.

### **Task 8.2 Development of Regional and County-Level Equitable Safety Strategies**

To ensure that the overall planning effort is focused on equity and the inclusion of underrepresented groups, the Regional and County-Level Safety Action Plans shall feature overarching strategies that will help to further equity in the distribution of safety benefits. For all Regional and County-Level recommendations, strategies, and projects, the Consultant shall assess the equity of the potential improvements. Working with CAMPO staff and Task Force members, the Consultant will determine the composition of groups for the analysis, the methodology utilized, and how to best present the results.

### **Task 8.3 Additional Equity Outreach and Engagement**

The Consultant shall coordinate and execute any additional outreach and engagement with underserved communities and/or vulnerable populations as deemed necessary by the study process, including with local governments, transportation authorities, TxDOT, and other state and federal agencies.

### **Deliverables**

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

- Underserved Communities and Vulnerable Populations Assessment memo
- Equitable Safety Strategies proposed in the Regional and County-Level Safety Action Plans
- Equity Impact Assessment memo

## **TASK 9 – SAFETY ACTION PLAN REPORTS**

The final deliverable shall consist of six reports: one Regional Safety Action Plan and one County-Level Safety Action Plan for each of the five counties that CAMPO is studying in-depth (Bastrop, Burnet, Caldwell, Hays, and Williamson). The Consultant shall prepare drafts for review by CAMPO staff. This will be followed by a round of review by TAC and Task Force members. Comments will then be incorporated into a final draft of the plan documents. The reports must be easy to read, visually appealing, and provide quick takeaways for policymakers, elected officials, agency staff, and the general public. It is assumed that the reports will primarily be viewed digitally (in PDF format), but the documents should also be formatted for easy and legible printing.

### **Task 9.1 County-Level Safety Action Plans**

The Consultant shall develop report templates and branding guidelines for the County-Level Safety Action Plan and Regional Safety Action Plan that are consistent with the Logo Style Guide and other CAMPO documentation protocols. Maps and exhibits for the plans shall reflect a consistent style and branding.

### **Task 9.2 County-Level Safety Action Plans**

It is expected that the County-Level Safety Action Plans will be finalized prior to the overarching Regional Safety Action Plan. The County-Level Safety Action Plans shall be stand-alone documents that can be incorporated into the Regional Safety Action Plan. Each County-Level Plan will serve as a synthesis of the component memoranda and include an executive summary, chapters, appendices, and section summaries as needed. At a minimum, the documents will each include the following sections:

- Executive summary
- Outreach and engagement summary
- Goals and objectives

- Safety analysis and issues identification
- Policies and process assessment
- Equity considerations
- Projects and strategies selection
- Implementation plan
- Appendices

The County-Level Safety Action Plans will be supplemented by the Consultant to assist with local government adoption, as needed. This may include the development of municipally specific pull-out chapters, presentations for local decision-making bodies, and staff support for local review and adoption.

### **Task 9.3 Development of Regional Safety Action Plan Report**

The Regional Safety Action Plan Report will serve as a synthesis of the safety action planning process for transportation facilities of regional significance, incorporating the results of the County-Level safety action plans, as applicable. In addition to the report sections described in Task 9.2, the Regional Safety Action Plan Report shall include the following items:

- A section on regional implementation through the adoption of new policies and strategies, potential projects, and recommendations. An implementation matrix shall outline the necessary agencies, timeline, resources, and funding opportunities.
- Safety performance measurement recommendations, in collaboration with the TAC.

The Regional Safety Action Plan report will be presented by the Consultant at least once for information and once for action to both the TAC and TPB. The Consultant shall prepare any necessary summaries and presentation materials to aid in TAC and/or TPB review of the plan.

### **Task 9.4 Supplemental Mapping**

One or more web map platforms/viewers should be created to supplement maps that are otherwise too difficult to read and/or interpret at the standard resolution of the PDF documents. All mapping products shall also be delivered in a format that can be easily updated by CAMPO staff in the future.

### **Deliverables**

The Consultant shall produce all reports and materials related to both the Regional Safety Action Plan and the County-Level Safety Action Plans. Materials to be produced include, but are not limited to, the following:

- Regional Safety Action Plan Report, which will include an Executive Summary and full Appendix. Electronic format for draft document. Up to 30 hard copies, printed in color and bound, for the final document.
- Separate Reports for each County-Level Safety Action Plan. Electronic format for draft documents. Up to 10 hard copies for each final County-Level Plan, printed in color and bound.
- Presentation slides, handouts, and additional materials for all presentations to CAMPO TPB, TAC, and additional governing bodies.
- Supplemental web maps.
- All GIS, Photoshop, InDesign, Illustrator, MS Word, MS Excel, photos, graphics, and other associated files.

## **TASK 10 – ACTION PLAN PROGRESS TRACKING AND ADMINISTRATION**

The life of the Regional Safety Action Plan will go on past the plan’s adoption and result in a program of work, including the tracking of progress toward the plan’s goals, objectives, and performance targets and an update of regional data dashboards.

**Task 10.1 Program of Safety Planning Work**

The Consultant shall, with guidance from CAMPO staff, develop a program of work for the continuation of the safety planning work by CAMPO after the plan's approval.

**Task 10.2 Action Plan Implementation and Progress Tracking**

The Consultant shall support CAMPO staff with a methodology and applicable materials for measuring implementation progress, progress toward the goals and objectives of the plan, and progress toward reducing roadway fatalities and serious injuries. This could be done through an annual report cards process, other communications with stakeholders, and other methods.

**Task 10.3 Regional Data Dashboard Recommendations**

The Consultant will recommend ways to integrate data sets gained through the safety planning process into the existing CAMPO data dashboards. The data recommendations should be relevant to both the region as a whole and for each county and jurisdiction.

**Deliverables**

The Consultant shall produce all materials related to progress tracking. Materials to be produced include, but are not limited to, the following:

- Program of Safety Planning Work memo
- Action Plan Implementation and Progress Tracking Matrix, templates and materials
- Presentations to TAC on Implementation and Progress Tracking
- Regional Data Dashboard Recommendations memo





**Date:** February 12, 2024  
**Continued From:** January 8, 2024  
**Action Requested:** Approval

**To:** Transportation Policy Board  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 8  
**Subject:** Discussion and Take Appropriate Action on Funding of Deferred Projects

**RECOMMENDATION**

Staff recommends the Transportation Policy Board approve the selection of projects as detailed in the attached Recommendation Report and provided in the accompanying Resolutions 2024-2-8a and Resolution 2024-2-8b.

**PURPOSE AND EXECUTIVE SUMMARY**

CAMPO, in coordination with TxDOT and project sponsors, has conducted a readiness assessment of the four remaining deferred Surface Transportation Block Grant (STBG) projects listed below. Staff also reviewed projects for the potential set-aside scenario as directed by the Transportation Policy Board (TPB). Staff will provide an overview of the review process, assessment results, and recommendation report which will include finalized readiness assessments of each project, scheduling options, and funding recommendation. Staff will also review the results of the set-aside scenario endeavor and provide this information to the TPB for review and action.

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

**FINANCIAL IMPACT**

This item involves the potential allocation of future Surface Transportation Block Grant (STBG/Category7) funding. The final determination of the TPB regarding the deferred projects and set-aside scenario will impact the availability of future STBG.

**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** – *Project Assessment and Recommendation Report*
- Attachment B** – *Resolution 2024-2-8a and 2024-2-8b (Draft)*

# Surface Transportation Block Grant (STBG)

## Project Assessment and Recommendation Report



# Contents

Executive Summary .....	2
Refunding Scenario .....	3
Set-Aside Scenario.....	4
Financial Forecast .....	5
Financial Impact Analysis.....	6
Appendix A - Timeline .....	7
Appendix B - Individual Project Readiness Assessments .....	8
Appendix C - Deferred Project Process Information Packet .....	14
Appendix D - Original Deferral List and Set-Aside Review .....	26
Appendix E - Previous Deferral Information .....	28

## **Executive Summary**

On June 8, 2020, the Transportation Policy Board (TPB) approved the final selection of Surface Transportation Block Grant (STBG) funded projects to be deferred in support of the IH-35 Capital Express project. Upon approval, the TPB formally endorsed the prioritization of these deferred projects for refunding and directed project sponsors to continue the project development process to ensure the projects would be ready at the earliest funding availability.

Through active management of the deferral list, the majority of the deferred projects have either been refunded or removed from refunding consideration due to affecting factors including major scope changes, chronic development issues, or because they have been implemented with local funding. With future funding forecast to become available beginning in Fiscal Year (FY) 2026, staff initiated the process to evaluate the status of the four remaining deferred projects to assess the potential to program these projects in the upcoming 2025-2028 Transportation Improvement Program (TIP) and conclude the deferral process through a final commitment of funding to these projects as described in the recommendation.

The evaluation process, a collaboration between CAMPO, the project sponsors, and the Texas Department of Transportation (TxDOT) - Austin District, evaluated the status of the project development milestones and included a comparison of the original application, development progress, inflationary impacts, sponsor responsibilities, and other elements that provided a comprehensive review of the project status. A summary of the review and resulting recommendation is provided in the Refunding Scenario Section. Additional information on individual project assessments and the review process is available in Appendix B and C.

In addition to the deferred projects evaluated for readiness and rescheduling, the TPB directed staff to review the original 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 evaluated, four projects met these criteria. After further direction from the TPB in January, staff requested confirmation of implementation and actual costs from project sponsors. A summary of the review and resulting recommendation is provided in the Set-Aside Scenario Section. Additional information on the deferral list review is available in Appendix D.

## Refunding Scenario

The table below details the final determination of the readiness review and deferral process for consideration by the Transportation Policy Board (TPB). This refunding scenario represents one-time inflation adjustments to the first fiscal year of full funding availability for the deferred projects. This scenario is also predicated on the timely completion of the remaining development milestones as determined by the readiness review.

Upon reprogramming, these projects will be continuously monitored and evaluated to ensure compliance with the TPB policy on continual progress. As with all TPB selected projects, any cost overruns and funding requirements beyond this commitment are the responsibility of the local government, and further, if it is determined reasonable progress is not being made, the projects will be brought back to the TPB for potential action consideration.

Refunding Scenario							
Sponsor	Project	Phase <sup>‡</sup>	Federal	State/Local	TDC	Total Cost	Fiscal Year
City of Austin	W. Rundberg*	C	\$13,738,122	\$3,790,563	-	\$17,528,685	2028
City of Austin	Lakeline Blvd	C	\$16,742,551	\$4,702,383	-	\$21,444,934	2027
Travis County	Pearce Lane <sup>†</sup>	C	\$65,750,000	\$4,765,000	16,437,500	\$70,515,000	2028
Travis County	Brake Lane N.	-	-	-	-	-	-
<b>Total Cost</b>			<b>\$96,230,673</b>	<b>\$13,257,946</b>	<b>16,437,500</b>	<b>\$109,488,619</b>	

\*West Rundberg Lane was not previously recommended. The information required to complete the readiness assessment, due on September 1, 2023, was provided on January 26, 2024, and reviewed by staff and the TxDOT-Austin District.

†The state/local funding amount covers the construction of Pearce Lane east of Wolf Lane and is currently under discussion with TxDOT and Bastrop County. Should the Transportation Policy Board consider funding the portion east of Wolf Lane to cover the entire limits, the total STBG commitment would be \$70,515,000 with corresponding TDCs of 17,628,750.

‡ The associated federal and local share amounts and total costs are for the construction phase only and do not include right-of-way acquisition or engineering phase funding amounts or cost.

## Set-Aside Scenario

The table below details the final determination of the projects evaluated for the potential set-aside scenario. The set-aside scenario evaluation began by reviewing the initial deferral list of projects previously funded with Surface Transportation Block Grant (STBG) funding. This review identified projects that were removed from STBG refunding consideration and voluntarily implemented utilizing local funding. Four projects were identified as potentially meeting these criteria.

On January 10, 2024, staff reached out to sponsors and requested documentation confirming implementation and actual expenditures by January 24, 2024, to ensure a timely review process. Verification documentation was requested so that implementation and actual costs could be confirmed. This documentation could include bidding documentation, invoices, or any other project related documentation that provided the necessary information to verify actual implementation. Staff received updated implementation information and verification documentation from the City of Cedar Park on January 10, 2024. Staff received updated implementation information without verification documentation from the City of Austin on January 24, 2024.

Following Transportation Policy Board (TPB) approval of the set-aside scenario, staff will utilize the adopted evaluation process and selection criteria to facilitate the distribution of the set-aside funding. This process will include a complete readiness assessment and benefit analysis of candidate projects to ensure informed project selection and compliance with federal performance-based planning and programming requirements. The specific project selection for the set-aside scenario will be brought back to the TPB for approval and programming in the Transportation Improvement Program.

Set Aside Scenario				
Sponsor	Project	Original Award	Local Expenditure	Confirmed
City of Austin	Vehicle Detection*	\$8,960,000	\$3,008,000	No
City of Austin	Traffic Monitoring System*	\$1,120,000	\$500,000	No
City of Austin	EMS/Transit Signal Priority*	\$7,280,000	\$4,987,466	No
City of Cedar Park	New Hope Dr.	\$12,403,200	\$22,619,961	Yes
	<b>Total</b>	<b>\$28,307,200</b>	<b>\$31,115,427</b>	

\*The local expenditure amounts were provided on the January 24, 2024, deadline, however verification documentation was not provided in time for review and confirmation. The information is provided for Transportation Policy Board consideration, but staff is not making a recommendation on these projects.

## Financial Forecast

Staff have developed the financial forecast to determine funding availability for Transportation Policy Board decision-making. Please note that the forecast is an estimate and snapshot in time based on available information from the Federal Management Information System (FMIS), TxDOT’s Financial Reports, and other federal financial resources.

Funding Forecast <sup>‡</sup>				
Fiscal Year	CRP	STBG	TASA	Total
2024	\$13,941,207	\$56,696,207	\$9,137,859	\$79,775,273
2025	\$5,979,980	\$48,073,599	\$5,574,292	\$59,627,871
2026*	\$6,099,587	\$49,035,132	\$5,685,785	\$60,820,504
2027	\$5,865,017	\$47,149,405	\$5,467,128	\$58,481,550
2028	\$5,865,017	\$47,149,405	\$5,467,128	\$58,481,550
2029	\$5,865,017	\$47,149,405	\$5,467,128	\$58,481,550
2030	\$5,865,017	\$47,149,405	\$5,467,128	\$58,481,550
2031	\$5,865,017	\$47,149,405	\$5,467,128	\$58,481,550
2032	\$5,865,017	\$47,149,405	\$5,467,128	\$58,481,550
2033	\$5,865,017	\$47,149,405	\$5,467,128	\$58,481,550
Total	\$67,075,893	\$483,850,773	\$58,667,832	\$609,594,498
Scenario	Funding Usage			
Committed	\$107,687,744			
Refunding Scenario	\$96,230,673			
Set-Aside Scenario <sup>†</sup>	\$31,115,427			

\*The current federal authorization, the Infrastructure and Investments Jobs Act (IIJA), ends in Fiscal Year 2026. Projections beyond assume the congressional approval of continual resolutions (CR).

†The Set-Aside Scenario shows all local expenditures confirmed and unconfirmed for illustrative purposes in this forecast.

‡All funding amounts in this forecast are for the federal funding share only and does not include the required state/local share.

## Financial Impact Analysis

The scheduling of a potential call for projects will be significantly impacted by the decisions of the Transportation Policy Board regarding the refunding and set-aside scenarios. Below is a tentative schedule for future funding opportunities based on the approved scenarios. The project call process scheduling is based on a year-long project evaluation process with TPB approval of the selection of projects taking place prior to the fiscal year of funding availability.

Financial Impact Analysis				
Scenario	Call Information	STBG	TASA*	CRP*
Committed	Schedule	Summer 2024 – Summer 2025	Summer 2024 – Summer 2025	Summer 2024 – Summer 2025
	Funding Available	\$190,483,347	\$27,657,132	\$29,674,618
	Fiscal Years	2026-2029	2026-2029	2026-2029
Refunding Scenario	Schedule	Summer 2026 – Summer 2027	Summer 2025 – Summer 2026	Summer 2025 – Summer 2026
	Funding Available	\$188,597,620	\$27,549,968	\$29,559,655
	Fiscal Years	2028 -2031	2027-2030	2027-2030
Set-Aside Scenario	Schedule	Summer 2027 – Summer 2028	Summer 2025 – Summer 2026	Summer 2025 – Summer 2026
	Funding Available	\$188,597,620	\$27,549,968	\$29,559,655
	Fiscal Years	2029-2032	2027-2030	2027-2030

\*TASA and CRP funding become available earlier than STBG, the amounts available for the project call include five years of federal apportionment and that the scenario schedules assumes the commitments of the scenarios listed above.



## Appendix A - Timeline

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 (see note below)	September – January
Set-Aside Scenario Project Review	December
Transportation Policy Board	January 8, 2024
Set-Aside Information Request	January 10, 2024
Technical Advisory Committee	January 22, 2024
Set-Aside Information Due	January 24, 2024
Funding Recommendation Report	February 2, 2024
Transportation Policy Board	February 12, 2024
2025-2028 Transportation Improvement Program	May 13, 2024

The technical review included a review of all sponsor-submitted materials by CAMPO, TxDOT, and technical consultants and continued coordination and collaboration throughout.

## **Appendix B – Individual Project Readiness Assessments**

Pearce Lane - Original Application Summary	
CSJ	0807-05-024/0914-04-329
Sponsor	Travis County
Project Name	Pearce Lane
Limits (From)	Travis/Bastrop County Line
Limits (To)	Kellam Road
Description	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks
Phase	Construction
Original Let Year	2022
Cost	\$22,000,000
Federal Award	\$22,000,000
Local Match	-
Local Contribution	-
TDCs	5,500,000
Roadway Ranking	10

Pearce Lane - Readiness Assessment Summary	
Management	Project will be managed by consultants and Travis County Department of Natural Resources (TNR). TNR provided a current LGPP certification.
AFA	Active AFA for Engineering and Environmental. Construction amendment to be processed.
Scope	Limits were amended in the Transportation Improvement Program (TIP) in 2019 to extend the limits to the intersection of Wolf Lane in Bastrop County as required by TxDOT. TxDOT's recent 30% design review determined the limits need to go further east of Wolf Lane to accommodate horizontal curvature. The limits within Bastrop County are on-system. The funding adjustment recommendation from the Transportation Policy Board account to the limits to the Wolf Lane as amended in 2019 and deferred in 2020. Travis County is continuing to coordinate with TxDOT-Austin District and Bastrop County to ensure construction and right-of-way funding is secured for the section east of Wolf Lane.
Schedule	In discussions with TxDOT and Travis County, it was determined that the project should be programmed in 2028 with the potential to move into 2027 if the milestones are completed ahead of schedule. The recommended estimate is adjusted for inflation to 2028.
Cost	The construction estimate is currently \$70,515,000 (2028) for the entire limits from Kellam Road to east of Wolf Lane. The estimated cost to Wolf Lane, the limits at the time of the deferral, are \$65,750,000. The additional \$4,765,000 for construction is under discussion with TxDOT-Austin District, in coordination with Bastrop County.
Financial Commitment	The initial project was supported with Transportation Development Credits in lieu of the local match. The recommendation provides additional TDCs to adjust for the increased federal funding. Travis County, and potentially TxDOT, will provide additional information on qualifying Maintenance of Effort (MOE) transportation projects to ensure compliance with the TDC policy and requirements.
Coordination/Agreements	TxDOT Plan Review and City of Austin review and permitting. An interlocal agreement with TxDOT, Bastrop County, and Travis County may be initiated as necessary pending the outcome for the portion east of Wolf Lane.
Public Involvement	An Open House and Public Hearing were held on January 10, 2023.

Engineering/Design	60% plans provided for the Travis County portion were provided. 90% anticipated in December 2023. The additional design portion in Bastrop County is at 30% design review at TxDOT. These designs accommodate the design change requests to east of Wolf Lane.
Environmental Compliance	Project is being processed as an Open-ended Categorical Exclusion (CE) with an anticipated completion in February 2024.
Right-of-Way /Utilities	The Travis County portion requires acquisition of 43 parcel prior to construction. Additional Right-of-Way requirements in Bastrop County have been identified and are under review.
Additional Information	Functionally classified as a Major Collector.

<b>Braker Lane North - Original Application Summary</b>	
CSJ	0914-04-316
Sponsor	Travis County, City of Austin
Project Name	Braker Lane North
Limits (From)	Harris Branch Parkway
Limits (To)	Samsung Blvd.
Description	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities
Phase	Right-of-Way, Construction
Original Let Year	2018
Cost	\$22,715,790
Federal Award	\$11,737,000
Local Match	\$2,934,250
Local Contribution	\$8,044,540
TDCs	-
Roadway Ranking	15

<b>Braker Lane North - Readiness Assessment Summary</b>	
Management	Project will be managed by consultants and Travis County Department of Natural Resources (TNR). TNR provided a current LGPP certification.
AFA	AFA for Engineering and Environmental (2014). New AFA needed for Right-of-Way and Construction is required.
Scope	Scope remains the same.
Schedule	Detailed schedule was provided illustrating milestones through 2026.
Cost	Construction cost is now \$51,186,000 (2026).
Financial Commitment	City of Austin does not have financial commitment currently. City limit changes have also increased the City's financial responsibility for the project.
Coordination/Agreements	Agreement between City of Austin and Travis County will need to be reworked to address recent changes in project scope and funding commitments.
Public Involvement	Open Houe on November 15, 2016. Public Hearing not scheduled.

Engineering/Design	Design schematic approved by City of Austin. Intersection design underway with 30% anticipated in March 2024. 90% December 2024.
Environmental Compliance	Anticipated completion Spring 2024. Environmental Assessment (EA/FONSI). TxDOT has reviewed draft technical reports except Noise which is pending revised traffic study and approved projections.
Right-of-Way /Utilities	15 parcels (26 acres) need to be acquired.
Additional Information	This project is being removed from consideration at the joint request of City of Austin and Travis County. Impacts from city limit changes and financial responsibilities have impacted the development of the project. The City of Austin will resubmit this project as lead sponsor in a future project call as appropriate.

Lakeline Blvd - Original Application Summary	
CSJ	0914-05-194
Sponsor	City of Austin
Project Name	Lakeline Blvd.
Limits (From)	Parmer Lane
Limits (To)	Lyndhurst Blvd.
Description	Add two additional travel lanes and upgrade bicycle facilities and sidewalks
Phase	Construction
Original Let Year	2018
Cost	\$14,425,000
Federal Award	\$11,540,000
Local Match	\$2,885,000
Local Contribution	-
TDCs	-
Roadway Ranking	11

Lakeline Blvd - Readiness Assessment Summary	
Management	City of Austin project manager provided a current LGPP certification.
AFA	Active AFA for Engineering and Environmental. Construction amendment to be processed.
Scope	Ultimate configuration of the roadway design scope remains the same. Additional drainage may be required due to Watershed Department rules under discussion.
Schedule	Detailed schedule provided for review. Project will be scheduled in Fiscal Year 2027 with potential to move up as milestones progress.
Cost	Updated cost estimate provided. New construction costs are \$21,444,934. CAMPO portion would be \$16,742,551 with local funding covering \$4,702,383. The local amount also includes the indirect costs. The estimate also showed the engineering phase which was previously refunded by CAMPO in 2021 and not part of the recommendation.
Financial Commitment	The Transportation and Public Works Department and Austin City Council committed the 20% match for the design and construction on August 8th, 2019. Resolution remains valid.

Coordination/Agreements	CapMetro license agreement application for working in the transit rail easement and proposed transit locations.
Public Involvement	Based on the schedule, a Public Meeting will be held prior to Environmental Clearance to display the project and seek feedback.
Engineering/Design	For the Lakeline Boulevard project, the Preliminary Engineering Report was completed in May 2023 the 60% Design Phase is currently underway.
Environmental Compliance	Environmental Clearance is anticipated in Summer 2024
Right-of-Way /Utilities	At this design phase, Right-of-Way acquisition is not required. Utilities are being coordinated during the design phase and any relocations will be completed with the construction of Lakeline Boulevard.
Additional Information	Functionally classified as a Major Collector

West Rundberg Lane - Original Application Summary	
CSJ	0914-04-314
Sponsor	City of Austin
Project Name	West Rundberg Lane
Limits (From)	Metric Blvd.
Limits (To)	Burnet Rd.
Description	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection
Phase	Construction
Original Let Year	2018
Cost	\$11,000,000
Federal Award	\$8,800,000
Local Match	\$2,200,000
Local Contribution	-
TDCs	-
Roadway Ranking	8

West Rundberg Lane - Readiness Assessment	
Management	City of Austin project manager provided a current LGPP certification.
AFA	Cancelled AFA. New Construction AFA required.
Scope	The scope includes the original construction design. Additional drainage is required by Atlas-14 to be covered by the local funding portion.
Schedule	Schedule provided on January 26, 2024. Schedule will need to include TxDOT Milestones including AFA and additional review time based on updated schematics.
Cost	Updated cost estimate of \$17,528,685 for construction and includes the direct state costs.
Financial Commitment	The Transportation and Public Works (TPW) Department has committed to the funding for the design and remaining right-of-way acquisition for the project. The City of Austin's City Council

	has approved resolution No. 20171214-056 which commits COA for 45% of the project, should this project be selected. TPW has identified a source of funding for the design and acquisition of the right-of-way.
Coordination/ Agreements	Application for working in CapMetro’s transit rail easements and transit locations required.
Public Involvement	Public meeting is required for environmental clearance, anticipated in February 2025.
Engineering/Design	West Rundberg Lane is currently at 100% Design Phase (Dated in 2013) that will need to be significantly updated to TxDOT and City of Austin standards.
Environmental Compliance	Two technical reports completed. Seven reports are needed in addition to the NEPA process.
Right-of-Way /Utilities	The City of Austin acquired the largest parcel (approx. \$5 million) after the CAMPO deferment, to preserve the opportunity for this roadway extension. There are five parcels remaining that are required to be able to construct the project. These parcels are owned by the same property Owner: Met Phase I95 Ltd. From the TCAD Property Information, the parcels land value is approximately \$663,000. In the Cost Estimate and Budget, the value has been escalated to twice the 2023 value for a total cost of approximately \$1.3 million. Utility Relocation will be identified and cleared if possible before or during the construction of the project.
Additional Information	West Rundberg Lane is functionally classified as a minor arterial to Metric Blvd. New location project will need to be classified.

## **Appendix C – Deferred Project Process Information Packet**

(From August 11, 2023)



# Surface Transportation Block Grant (STBG)

Scheduling and Refunding of Remaining Deferred STBG Projects

August 11, 2023



## **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 – January
Individual Project Team Meetings	
Recommendation Development	
Technical Advisory Committee – Information	January 22, 2024
Transportation Policy Board – Information	February 12, 2024
Technical Advisory Committee – Recommendation	February 26, 2024
Transportation Policy Board – Action	March 11, 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 is subject to change.

## **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](mailto: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.

**Appendix D – Original Deferral List and Set-Aside Review**

CSJ	Sponsor	County	Project Name	Limits (From)	Limits (To)	Description	Phase	Cost	Federal Award	Local Match	TDCs	Initial Review	Initial Review Results	Secondary Review	Expenditure
N/A	CAMPO	Regional	Regional Transportation Demand Management (TDM) Study	VA	VA	Development of regional TDM implementation strategies	Study	\$375,000	\$300,000	\$75,000	0	Removed from refunding consideration. Sponsor moved forward with PL funding. Does not need to be considered for set-aside per sponsor.	No		
0914-33-083	CAMPO	Hays	US 290/RM12 & Mercer District	NA	NA	Land use, corridor and node analysis	Study	\$450,000	\$360,000	\$90,000	0	Removed from refunding consideration. Project was cancelled because of the City of Dripping Springs Master Transportation Study which included the scope of this project.	No		
0914-04-323	City of Austin	Travis	Vehicle Detection	VA	VA	Procure and install vehicle detection at 400 signalized intersections	Construction	\$11,200,000	\$8,960,000	\$2,240,000	0	Removed from refunding consideration. Sponsor utilized bond funding for implementation. (Need to confirm implementation and costs)	Yes	Summary information received on January 24, 2024. Verification documentation was not provided so expenditures are unconfirmed at this time.	\$3,008,000
0914-04-324	City of Austin	Travis	Traffic Monitoring System	VA	VA	Expand the Traffic Monitoring System including 275 CCTV cameras and video management system	Construction	\$1,400,000	\$1,120,000	\$280,000	0	Removed from refunding consideration. Sponsor utilized bond funding for implementation. (Need to confirm implementation and costs)	Yes	Summary information received on January 24, 2024. Verification documentation was not provided so expenditures are unconfirmed at this time.	\$500,000
0914-04-243	City of Austin	Travis	Northern Walnut Creek Trail	Northern Walnut Creek Trail	West of Lamar Blvd. to IH- 35	Construct bike/ped trail.	Construction	\$1,881,188	\$1,504,950	\$376,238	0	Removed from refunding consideration. Project was unable to move forward as of the 2020 deferral as originally scoped and awarded in 2005. This project was scheduled to be brought to the TPB for defunding consideration prior to the deferral for violation of the policy on continual progress.	No		
0914-04-325	City of Austin	Travis	Emergency/Transit Vehicle Signal Priority	VA	VA	Enhance the Advanced Transportation Management System (ATMS)	Construction	\$7,280,000	\$5,824,000	\$1,456,000	0	Removed from refunding consideration. Sponsor utilized bond funding for implementation. (Need to confirm implementation and costs)	Yes	Summary information received on January 24, 2024. Verification documentation was not provided so expenditures are unconfirmed at this time.	\$4,987,466
0914-05-197	City of Cedar Park	Williamson	New Hope Dr.	CR 175/Sam Bass Rd.	Ronald Reagan Blvd.	Widen and extend as a new four-lane divided roadway with bicycle and pedestrian facilities	Construction	\$12,403,200	\$12,403,200	\$0	3,100,800	Removed from refunding consideration at sponsor request. Sponsor utilized bond funding for implementation. (Need to confirm implementation and costs)	Yes	Summary information received on January 10, 2024. Verification documentation was received including the awarded contract, bidding documentation.	\$22,619,961
0914-05-187	City of Georgetown	Williamson	North and South Austin Avenue Bridges	Morrow Street	2nd Street	Reconstruct the North and South Austin Avenue Bridges	Construction	\$1,623,967	\$1,299,174	\$324,793	0	Removed from refunding consideration. Project was unable to move forward as originally scoped and awarded in 2014.	No		
0151-09-148	CTRMA/TxDOT	Travis	Colorado River Scenic Byway (US 183)	At Colorado River		Construct a bicycle and pedestrian path	Construction	\$4,550,000	\$3,640,000	\$910,000	0	Removed from refunding consideration. Project was unable to move forward as original scoped and awarded in 2014.	No		
0914-33-900	Hays County	Hays	Lime Kiln Road	Hilliard Road	Post Road	Realignment and intersection improvements	Construction	\$5,222,500	\$4,178,000	\$1,044,500	0	Removed from refunding consideration. Project was cancelled due to being in-eligible for federal funding after FHWA functional classification request denial.	No		
1754-01-024	TxDOT	Travis	RM 1826	Hays County Line	US 290	Reconstruct existing 2-lane roadway to a 4-lane divided roadway with bike and pedestrian path	Preliminary Engineering	\$5,400,000	\$4,320,000	\$1,080,000	0	Removed from refunding consideration and does not need to be considered for set-aside scenario.	No		

## **Appendix E – Previous Deferral Information**

### [Transportation Policy Board Meeting \(June 8, 2020\)](#)

This meeting includes the Special Project Funding Report that details the original deferral action taken by the Transportation Policy Board.

### [Transportation Policy Board Meeting \(January 11, 2021\)](#)

This meeting includes project refunding utilizing available Transportation Alternatives Set-Aside (TASA) funding and discussion on the prioritization process.

### [Transportation Policy Board Meeting \(February 8, 2021\)](#)

This meeting includes the formal approval of the refunding prioritization process.

### [Transportation Policy Board Meeting \(November 8, 2021\)](#)

This meeting includes the formal approval of refunding projects with available COVID-relief funding and deferral list management.



## Resolution 2024-2-8a

### **Acknowledging the Transportation Policy Board's Authorization and Approval of Surface Transportation Block Grant Funding for Deferred Projects.**

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

**WHEREAS**, CAMPO's Transportation Policy Board (TPB) 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**, on June 8, 2020, the TPB approved the final selection of Surface Transportation Block Grant (STBG) funded projects to be deferred in support of the IH-35 Capital Express project and the prioritization of these deferred projects for refunding when future STBG becomes available; and

**WHEREAS**, with STBG funding forecast to become available beginning in Fiscal Year (FY) 2026, staff initiated the process to evaluate the status of the remaining deferred projects to assess the potential to program these projects in the upcoming 2025-2028 Transportation Improvement Program (TIP) and definitively conclude the deferral process; and

**WHEREAS**, the results of the readiness and evaluation process are detailed in the Project Assessment and Recommendation Report; and

**WHEREAS**, the approved projects will be continuously monitored and evaluated to ensure compliance with the TPB policy on continual progress; and

**WHEREAS**, any cost overruns and funding requirements beyond this commitment are the responsibility of the local government; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to approve the refunding of the deferred projects as provided in the Project Assessment and Recommendation Report and reflected in this Resolution; and

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

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

The above resolution being read, a motion to approve the refunding of the deferred projects as listed in the Project Assessment and Recommendation Report as reflected was made on February 12, 2024 by \_\_\_\_\_ duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of February 2024.

\_\_\_\_\_  
**Chair, CAMPO Board**

Attest:

\_\_\_\_\_  
**Executive Director, CAMPO**





## **Resolution 2024-2-8b**

### **Acknowledging the Transportation Policy Board's Authorization and Approval of Surface Transportation Block Grant Funding for the Set-Aside Scenario.**

**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 (TPB) 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**, on June 8, 2020, the TPB approved the final selection of Surface Transportation Block Grant (STBG) funded projects to be deferred in support of the IH-35 Capital Express project and the prioritization of these deferred projects for refunding when future STBG becomes available; and

**WHEREAS**, TPB directed staff to review the original deferral list to identify those that were removed voluntarily from refunding consideration and implemented with local funding for a potential future funding set-aside scenario; and

**WHEREAS**, of the 12 projects evaluated, four projects were identified preliminarily as having moved forward with local funding; and

**WHEREAS**, staff requested confirmation of implementation and actual costs from project sponsors including supporting documentation for verification; and

**WHEREAS**, the results of the set-aside scenario evaluation process are detailed in the Project Assessment and Recommendation Report; and

**WHEREAS**, upon approval of the set-aside scenario funding, staff will utilize the adopted evaluation process and selection criteria to facilitate the distribution of the set-aside funding; and

**WHEREAS**, the specific project selection for the set-aside scenario funding will be brought back to the TPB for approval and programming in the Transportation Improvement Program; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to approve the set-aside scenario funding as provided in the Project Assessment and Recommendation Report and reflected in this Resolution; and

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

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

The above resolution being read, a motion to approve the set-aside scenario as listed in the Project Assessment and Recommendation Report as reflected was made on February 12, 2024 by \_\_\_\_\_ duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of February 2024.

\_\_\_\_\_  
**Chair, CAMPO Board**

Attest:

\_\_\_\_\_  
**Executive Director, CAMPO**



**Date:** February 12, 2024  
**Continued From:** N/A  
**Action Requested:** Information

---

**To:** Transportation Policy Board  
**From:** Mr. Nirav Ved, Data and Operations Manager  
**Agenda Item:** 9  
**Subject:** Discussion on Federal Performance Measure Target Updates

---

**RECOMMENDATION**

None. This item is for information only.

**PURPOSE AND EXECUTIVE SUMMARY**

As part of the performance-based transportation planning process the Transportation Policy Board (TPB) has adopted performance targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) as well as Transit Asset Management (TAM) and Transit Safety. As part of this process, the TPB must adopt PM1, TAM, and Transit Safety annually. PM2 and PM3 are adopted in response to TxDOT’s target updates which typically occur every two years.

The updated PM1 targets have been received from TxDOT; staff is currently waiting for the updated target information for the other measures from TxDOT and area transit providers. Once received, the 2024 Performance Measure Report will be updated and provided to the Technical Advisory Committee for recommendation and TPB for approval.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

The use of a performance-based transportation planning process is required in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) including the adoption of performance targets in key areas. On an annual basis, the TPB adopts updated performance measure targets included in the Performance Measure Report, which are then incorporated into the programming and planning processes.

**SUPPORTING DOCUMENTS**

**Attachment A – TxDOT 2024 Safety Performance Measure Targets**

# FY2024 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

## PERFORMANCE TARGETS

**Performance Measures and Target Setting** – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

### Performance Targets:

**Target: Total number of traffic fatalities**

2024 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,567 fatalities in 2024. The FY 2024 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2020	3,874
2021	4,486
2022	3,272
2023	3,159
2024	3,046
2024 Target expressed as 5-year avg.	<b>3,567</b>

As noted in the table above, the calendar year target for 2024 would be 3,046 fatalities.

**Target: Total number of serious injuries**

2024 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 serious injuries in 2024. The FY 2024 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2020	14,659
2021	19,434
2022	17,539
2023	17,819
2024	18,242
2024 Target expressed as 5-year avg.	<b>18,096</b>

As noted in the table above, the calendar year target for 2024 would be 18,242 serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 17,062.

# FY2024 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

## PERFORMANCE TARGETS

### Target: Fatalities per 100 million vehicle miles traveled

2024 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.36 fatalities per 100 MVMT in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	1.49
2021	1.70
2022	1.25
2023	1.20
2024	1.14
2024 Target expressed as 5-year avg.	<b>1.36</b>

As noted in the table above, the calendar year target for 2024 would be 1.14 fatalities per 100 MVMT.

### Target: Serious Injuries per 100 million vehicle miles traveled

2024 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.39 serious injuries per 100 MVMT in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	5.63
2021	7.35
2022	6.70
2023	6.77
2024	6.77
2024 Target expressed as 5-year avg.	<b>6.64</b>

As noted in the table above, the calendar year target for 2024 would be 6.77 serious injuries per 100 MVMT. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 6.39.

### Target: Total number of non-motorized fatalities and serious injuries

2024 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,357 non-motorized fatalities and serious injuries in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	2,206
2021	2,628
2022	2,321
2023	2,340
2024	2,360
2024 Target expressed as 5-year avg.	<b>2,371</b>

As noted in the table above, the calendar year target for 2023 would be 2,360 non-motorized fatalities and serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 2,357.

Agenda Item	January	February	March	April	May	June	July	August	September	October	November	December
Deferred Project Recommendation Report	Information Item	Action Item										
Spring Amendment Cycle (TIP/RTP)				Information Item	Action Item							
2025-2028 Transportation Improvement Program (TIP)												
Project Progress Report		Information Item			Information Item			Information Item			Information Item	
Fall Amendment Cycle (TIP/RTP)								Information Item	Action Item			
FY 2024 & 2025 UPWP Amendment #2		Action Item										
FY 2023 Audit Results						Information Item						
2050 Regional Transportation Plan					Information Item				Information Item	Community Outreach	Community Outreach	Community Outreach

Graph Key
Action Item
Information Item
Community Outreach

\*Schedule is estimated and subject to change



**To:** Transportation Policy Board  
**From:** Ashby Johnson, Executive Director  
**Subject:** EPA Area Designation Process for Ozone National Ambient Air Quality Standards  
**Date:** February 5, 2024

During the Transportation Planning Activities item at the January 2024 meeting of the Transportation Policy Board, CAMPO staff informed board members regarding the possibility of the CAMPO region being designated by the Environmental Protection Agency (EPA) as not meeting the National Ambient Air Quality Standards for the pollutant ozone. This memorandum details the process of how EPA will determine whether the region meets the standard and the impact of that decision.

### **Terms to Know**

The process pertaining to air quality and transportation likely introduces new verbiage which necessitates a brief introduction.

**National Ambient Air Quality Standards (NAAQS)** – The Clean Air Act of 1990 requires the Environmental Protection Agency (EPA) to set NAAQS for six principal pollutants which can be harmful to public health and the environment. Ozone is one of the pollutants.

**2015 Standard for Ozone** – In 2015, EPA finalized a rule that lowered the NAAQS standard for acceptable presence of ozone in the air from 75 parts per billion (ppb) to 70.

**Design Value** – The term used to describe the concentration of a pollutant in a region which is an annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years.

**Designation** – The process used by EPA to determine whether a region, or only certain counties in a metropolitan region, meets the NAAQS. **Attainment/Non-Attainment** – Terms used to indicate whether a region does or does not meet the NAAQS. Currently all six counties in the CAMPO region are in attainment for all NAAQS pollutants.

**Federally Registered Monitor (FRM)** – Monitors operated by the Texas Commission on Environmental Quality (TCEQ) to monitor air quality in the region. As required by federal law, an area with our population requires at least two FRMs.

**State Air Quality Implementation Plan (SIP)** – A document that demonstrates how air pollutant emissions from regional transportation plans, transportation improvement programs, and projects are consistent with, or conform to, the NAAQS.

**Transportation Conformity** – A required process to ensure that Federally-supported transportation activities are consistent with, or conform to, the SIP. Transportation Conformity determinations are made by the Federal Highway Administration (FHWA).

**Motor Vehicle Emissions Budget (MVEB)** – The portion of the total allowable emissions in the SIP that is allocated to on-road mobile sources such as cars, trucks, and buses.

**Congestion Mitigation Air Quality Program (CMAQ)** – A federally-funded program that provides a funding source for State and local governments to fund transportation projects and programs to help attain the NAAQS.

**Category 5 Funding** – A reference to how the Texas Department of Transportation categorizes CMAQ funding. Only MPOs that are designated as non-attainment have access to this fund. The State is responsible for distributing CMAQ funding. Annually, it receives approximately \$230 million. In FY 2024, the Alamo Area MPO, an MPO with similar size and population to CAMPO’s, received approximately \$22.7 million.

**Precursors to Ozone** – As a pollutant, ozone is not an emission itself but is formed photochemically by the reaction of Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC). NOx and VOC come from a number of course including biogenic sources, vehicles, point sources, and others.

**Air Pollution Transport** – Refers to the travel of pollutants across borders. These pollutants can travel great distances affecting air quality regionally and make it difficult for downwind areas to meet air quality standards for ozone and PM<sub>2.5</sub>

**PM<sub>2.5</sub>**– Fine inhalable particles that are a mixture of solid particles and liquid droplets found in the air that are less than or equal to 2.5 micrometers (a human hair is about 70 micrometers in diameter).

**Background**

The first step towards determining if a region is in attainment is by monitoring its air quality which is done through monitors purchased and installed by TCEQ. Federal law requires that a region of our size have at least two monitors, known as Federally Registered Monitors (FRMs), that collects data on the six principal pollutants identified in the Clean Air Act of 1990. This data is sent to the EPA and is used by the agency when making a designation decision.

The table below details the six principal, or criteria, pollutants, their standard, and how exceedances are calculated. Units of measure are parts per million (ppm), parts per billion (ppb), and micrograms per cubic meter of air (µg/m<sup>3</sup>).

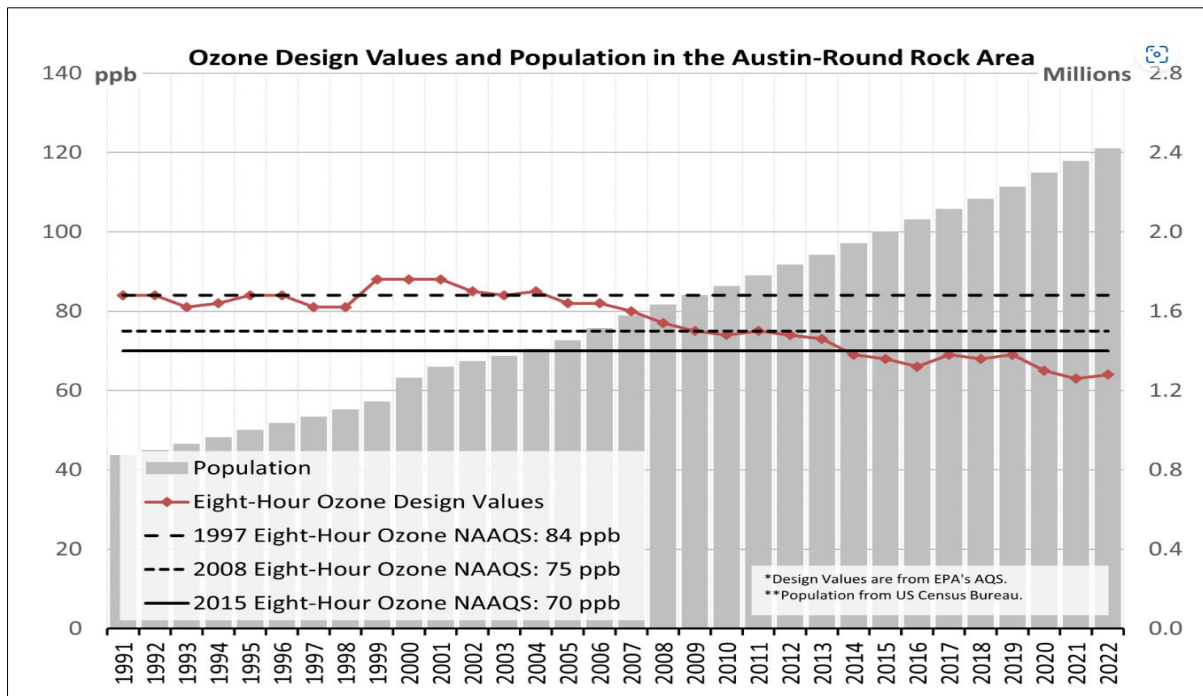
Pollutant	Standard	Exceedance Calculation
Carbon Monoxide (CO)	9 ppm	Not to be exceeded more than once per year
Lead (Pb)	0.15 µg/m <sup>3</sup>	Not to be exceeded
Nitrogen Dioxide (NO <sub>2</sub> )	100 ppb	98 <sup>th</sup> percentile of 1-hour daily concentrations, averaged over 3 years
Ozone (O <sub>3</sub> )	70 ppb	Annual fourth highest daily maximum 8-hour concentration, averaged over 3 years
Particle Pollution (PM <sub>2.5</sub> )	12 µg/m <sup>3</sup>	Annual mean, averaged over 3 years
Sulfur Dioxide (SO <sub>2</sub> )	75 ppb	99 <sup>th</sup> percentile of 1-hour daily maximum concentrations, averaged over 3 years



An FRM collects data every minute that it is in operation. It conveys whether the level of pollutant is lower than or exceeds the NAAQS. In 2015, EPA lowered the standard for the acceptable presence of ozone in the air from 75 ppb to 70 ppb. When the three-year average of each year’s fourth-highest reading is higher than 70 ppb, then the region is considered as having exceeded that standard for ozone. For example, for the years of 2017-2019, the readings for the region’s two FRMs look like this:

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

Ever since passage of the Clean Air Act of 1990 and up until August 2023, despite an explosive increase in population and multiple decreases in the standard, the region has maintained its attainment status as the graphic below shows.



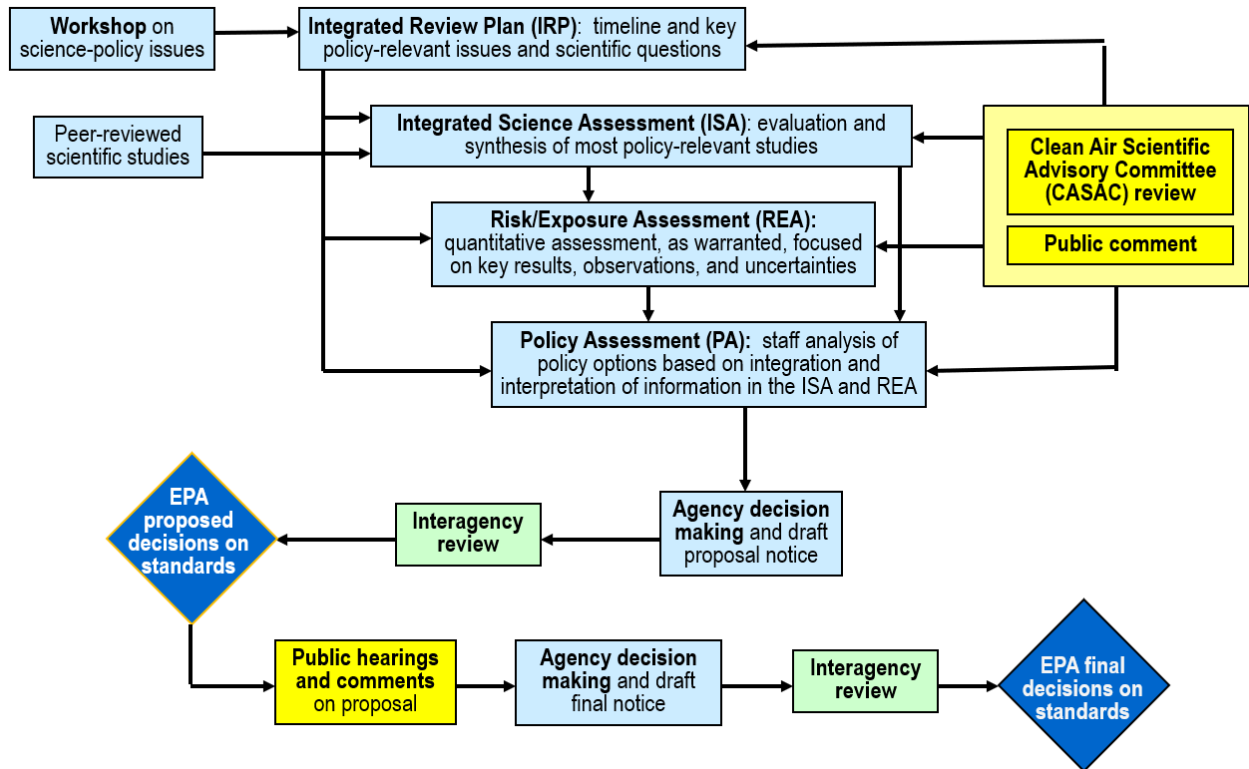
In 2023, the fourth-highest average measurement of ozone was met or exceeded at the two Austin-area FRMs.

Monitoring Site	Fourth Highest Average			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**

Once a region exceeds the NAAQS for a pollutant, it does not automatically designate a region as non-attainment. On a periodic basis, EPA initiates a review of the NAAQS for each pollutant. The purpose of this review is to determine whether to lower, maintain, or raise the national standard. Only once that review is complete, and a decision is made by the EPA Administrator on whether the standard changes, does the process for designation begin. Please note the EPA NAAQS review is not related to the exceedance of the current standard at the Austin North Hills Drive C3 monitor.

In August 2023, EPA initiated a review of the NAAQS for ozone. The graph below details the review process.



Key milestones for the completion of this process include:

- Spring 2024 – EPA convenes a policy workshop to gather input and information
- Summer 2024 – EPA summarizes the proceedings from the workshop
- Fall 2024 – EPA will release its Integrated Review Plan to guide consideration by the Clean Air Scientific Advisory Committee
- TBD – EPA Administrator will announce a decision to keep or revise the NAAQS

If the EPA Administrator decides to revise the NAAQS, then the rulemaking process to reflect that decision begins. Once finalized, the process for designation begins.

**Designation**

Once revision is complete, States must send to the EPA all regions designated as non-attainment no later than 12 months after the date of revision. No later than 12 months after receipt of non-attainment areas from the States, the EPA determines a final designation. It is possible for EPA to provide another 12 months before making a final designation.

Without specific dates, it is difficult to accurately project when a final designation occurs. Based on past revision processes, the earliest that a final designation may arrive is Winter 2027. That potential timeline is based on the following assumptions:

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

Assumptions 1 and 2 are the most vulnerable to changes in policy or administration. Any delays in those two steps result in delays in for the remaining steps.

### **Transportation Conformity**

The first step after designation as non-attainment is determining the region's classification: Marginal, Moderate, Serious, Severe, or Extreme. These classifications are determined by how much a region exceeds the NAAQS. According to the 2015 Standard, areas classified as Marginal have ozone concentrations of 71 to 81 ppb. Each additional level of classification requires additional planning efforts required in order to achieve attainment and more time given by EPA to accomplish those efforts.

A Marginal classification for an area means that it has three years to attain the NAAQS. The efforts required by an MPO are:

- No later than 12 months after designation, submit a plan demonstrating how the region will reach attainment within three years
- Demonstrate conformity with the State Air Quality Implementation Plan every time the RTP or TIP is adopted
- Demonstrate conformity with the SIP every time the RTP or TIP is amended

The MPO has primary responsibility for demonstrating transportation conformity. For this process to be completed, it requires interagency consultation with EPA, FHWA, Federal Transit Administration, TxDOT, TCEQ, Capital Metro, local governments and the general public. The process can be lengthy which restricts CAMPO's ability to amend the Regional Transportation Plan (RTP) or TIP on a frequent basis.

In development of the RTP, in addition to a base year and a horizon year – the horizon is 2045 for CAMPO's current RTP – intermediate staging years must also be developed with accompanying travel model networks to conduct air quality modeling. These intermediate years are required to demonstrate progress toward attainment, but they will require project sponsors to be much more precise in the documentation of their project submittals and schedules. Agencies must ensure timely progress for transportation improvements, and ensure they stay on schedule for project completion due to increased federal scrutiny.

### **Air Pollution Transport**

A region's air quality is not only affected by local sources as vehicles or factories within the region emitting pollutants. Air quality is also affected by pollutants from other regions where wind patterns blow them into an upwind area.

Even though a significant percentage of ozone concentration can be attributed to mobile sources such as cars and trucks, the CAMPO region is also vulnerable to ozone that is transported from the Houston area and the Fayette Power Project.

Unlike ozone, the majority of PM<sub>2.5</sub> emissions come from non-mobile sources, non-vehicular, sources. For the CAMPO region in particular, the concentration of PM<sub>2.5</sub> is affected by events such as the burning of agricultural fields in south Texas, wildfire soot, and the arrival of Saharan dust.

However, the origins of pollutants do not matter when considering whether an area has exceeded the NAAQS for any of the six pollutants. On January 6, 2023, the EPA announced its proposed decision to revise the standard for PM<sub>2.5</sub> from 12.0 µg/m<sup>3</sup> to within the range of 9.0 to 10.0 µg/m<sup>3</sup>. For the years of 2021-2023, the CAMPO region's design value for PM<sub>2.5</sub>, for local conditions, is 8.7. However, likely due to transport, the EPA projects the CAMPO region has a concentration of 9.5 µg/m<sup>3</sup>.