



**TECHNICAL ADVISORY COMMITTEE MEETING**  
**Monday, February 26, 2024**  
**2:00 p.m.**

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

**AGENDA**

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

**ACTION:**

2. [Election of Officers for Technical Advisory Committee \(TAC Chair and Vice Chair\)](#)  
..... Mr. Chad McKeown, CAMPO  
*Mr. McKeown will seek TAC approval of the candidates for the TAC officer positions.*
3. [Approval of January 22, 2024 Meeting Summary](#)..... Mr. Chad McKeown, CAMPO  
*Mr. McKeown will seek TAC approval of the January 22, 2024 meeting summary.*
4. [Discussion and Recommendation on 2024 Performance Measure Targets](#)  
.....Mr. Nirav Ved, CAMPO  
*Mr. Ved will present the 2024 performance measure target updates and seek TAC recommendation.*

**INFORMATION:**

5. [Discussion on Deferred Project Outcomes and Funding Impacts](#).....Mr. Ryan Collins, CAMPO  
*Mr. Collins will discuss the outcomes of the deferred project process, next steps, and financial impacts.*
6. [Presentation on Travel Demand Model Web Map](#).....Ms. Lena Krajicek, CAMPO  
*Ms. Krajicek will present CAMPO’s ArcGIS-based Web Map allowing users to view the travel demand model attributes for the Regional Transportation Plan networks.*
7. [Update on 2050 Regional Transportation Plan \(RTP\)](#) ..... Mr. William Lisska, CAMPO  
*Mr. Lisska will provide an overview of the process and timeline for development of the 2050 RTP.*
8. Report on Transportation Planning Activities

**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.*

9. TAC Chair Announcements
  - March 11, 2024 TPB Meeting – Canceled
  - Next TAC Meeting – March 25 , 2024, 2:00 p.m.
  - Next TPB Meeting – April 15, 2024, 2:00 p.m.
  
10. 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.*



**Date:** February 26, 2024  
**Continued From:** N/A  
**Action Requested:** Approval

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**To:** Technical Advisory Committee  
**From:** Mr. Chad McKeown, Deputy Executive Director  
**Agenda Item:** 2  
**Subject:** Election of Officers for Technical Advisory Committee (TAC) Chair and Vice-Chair

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**RECOMMENDATION**

Staff recommends that the Technical Advisory Committee approve the TAC Nominating Committee's recommendation for Chair and Vice-Chair.

**PURPOSE AND EXECUTIVE SUMMARY**

The purpose of this item is for the Technical Advisory Committee to vote on the recommendations for the positions of Chair and Vice-Chair.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

Per the Technical Advisory Committee bylaws: "The Technical Advisory Committee shall elect a Chair and a Vice-Chair, each to serve for a term of one year. Elections shall be held at the first meeting of each calendar year. The current Chair shall appoint a nominating committee of three (3) members prior to the first meeting of each calendar year for the purpose of bringing before the TAC a slate of officers for consideration. In the event the Chair is unable to serve the entire term of office, the Vice-Chair shall succeed to the office of Chair and the new Chair shall appoint a committee member to serve as Vice-Chair for the remainder of the term. This appointment shall be subject to approval by the majority of the TAC present at the next called meeting."

Chair Laurie Moyer, P.E. appointed a TAC Nominating Committee to deliberate and recommend candidates for the 2024 officer positions. Appointments to the Committee were as follows:

1. Ms. Aimee Robertson, Bastrop County
2. Mr. Tom Gdala, City of Cedar Park
3. Mr. Charlie Watts, Travis County

The TAC Nominating Committee will present its recommendations for Chair and Vice-Chair at the February meeting.

**SUPPORTING DOCUMENTS**

None.



**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	



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.



**Date:** February 26, 2024  
**Continued From:** January 22, 2024  
**Action Requested:** Recommendation

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**To:** Technical Advisory Committee  
**From:** Mr. Nirav Ved, Data and Operations Manager  
**Agenda Item:** 4  
**Subject:** Discussion and Recommendation on Federal Performance Measure Targets

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**RECOMMENDATION**

Staff is requesting the Technical Advisory Committee provide a recommendation to the Transportation Policy Board (TPB) regarding the 2024 Performance Measure Report and target updates.

**PURPOSE AND EXECUTIVE SUMMARY**

As part of the performance-based transportation planning process the 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.

**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*

**Attachment B** – *2024 Performance Measure Report*

# 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**.









adopted the Pavement and Bridge Performance Measures (PM2) targets set by the Texas Department of Transportation. Please refer to CAMPO’s [performance measure dashboards](#) for more information on regional performance.

Infrastructure (PM2)	Current Target	Baseline	2-Year Target	4-Year Target
IH Pavement in Good Condition	66.5%	64.5%	63.9%	63.6%
IH Pavement in Poor Condition	.2%	.1%	.2%	.2%
NHS Pavement in Good Condition	54.1%	51.7%	45.5%	46%
NHS Pavement in Poor Condition	14.2%	1.3%	1.5%	1.5%
Bridge Deck in Good Condition	50.4%	49.2%	48.5%	47.6%
Bridge Deck in Poor Condition	1.5%	1.1%	1.5%	1.5%

Please note, in updating this year’s performance measure targets for PM2, the Texas Department of Transportation (TxDOT) has set 2 and 4-year targets for 2022 through 2025. These targets were set utilizing the most recent data available (baseline) regarding performance metrics.

### System and Freight Performance (PM3)

The Transportation Policy Board has prioritized addressing congestion in the region by establishing system performance measures and setting targets for travel time reliability. The Transportation Policy Board currently supports the state’s efforts and adopted the System and Freight Performance targets set by the Texas Department of Transportation. Please refer to

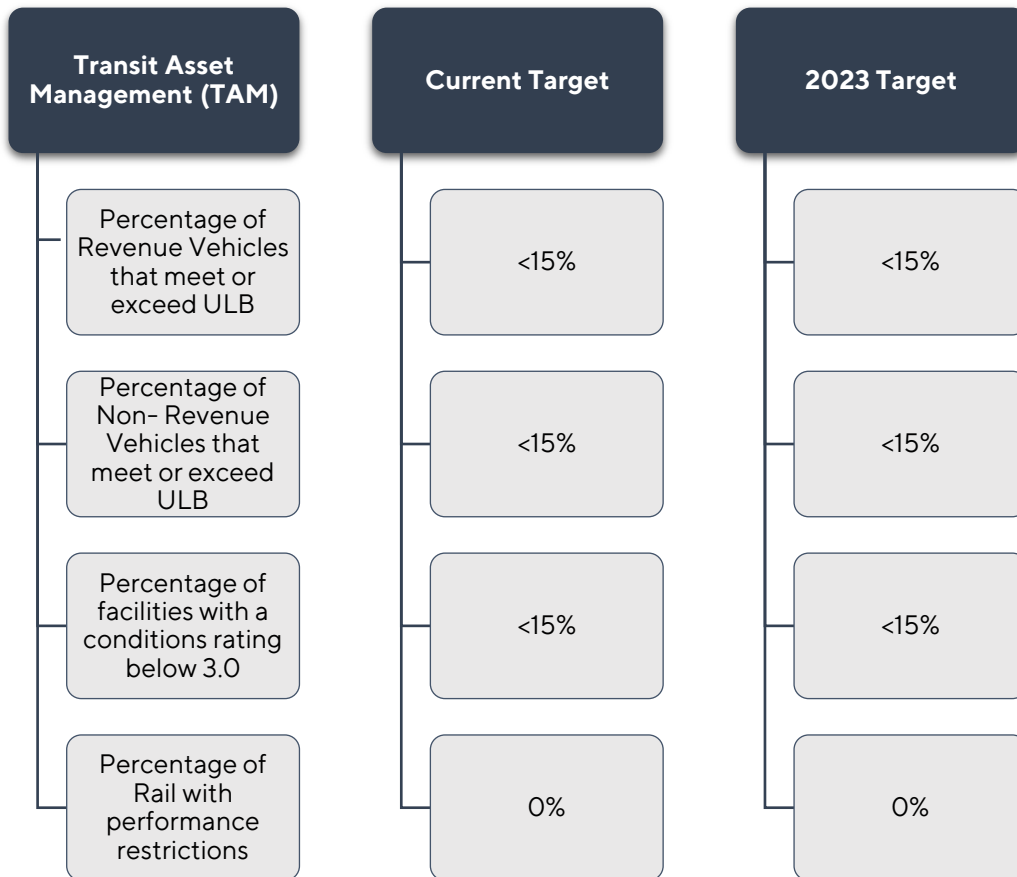
CAMPO's [performance measure dashboards](#) for more information on regional performance.

System Performance (PM3)	Current Target	Baseline	2-Year Target	4-Year Target
IH Travel Time Reliability	70.0%	84.6%	70%	70%
NHS Travel Time Reliability	70.0%	90.3%	70%	70%
Freight Time Reliability	1.76%	1.39	1.55	1.55

Please note, in updating this year's performance measure targets for PM3, the Texas Department of Transportation (TxDOT) has set 2 and 4-year targets for 2022 through 2025. These targets were set utilizing the most recent data available (baseline) regarding performance metrics.

## Transit Asset Management (TAM)

Direct recipients of federal funds from the Federal Transit Agency (FTA), must comply with the FAST Act by adopting Transit Asset Management (TAM) performance measures and targets. These direct recipients, including Capital Metro and the City of Round Rock, must develop a Transit Asset Management (TAM) Plan with performance measure goals related to capital assets. In addition to the plan, the transit agencies must set annual performance measure targets for asset classes that they manage.



Note that regional transit providers approach Transit Asset Management target setting differently; whereas some providers set specific targets for their asset classes, others set a more generalized range in their Transit Asset Management Plans. Because of this, CAMPO adopts an overall range that is inclusive of both the agency specific targets and set ranges across providers.

## Transit Safety Targets

Direct recipients of 5307 federal funding from the Federal Transit Agency (FTA), must comply with the federal regulations by adopting a Public Transportation Agency Safety Plan (PTASP) which includes transit safety targets that are adopted annually by the agency and the Transportation Policy Board. These direct recipients, including Capital Metro, the City of Round Rock and the City of San Marcos. Please note that rate targets are weighted averages between the providers, whereas specific number targets are the combined targets of the recipients.

Transit Safety Targets	Current Targets	2024 Targets
Number of Fatalities	1	0
Rate of Fatalities	0	0
Number of Injuries	65	65
Rate of Injuries	0.54	.35
Number of Safety Events	85	85
Rate of Safety Events	0.195	0.195
Mean distance between major mechanical failures	17,200	17,200

**Performance Measure Resources**

Transportation Performance Management (TPM) is a federally mandated strategic approach that uses system information to inform investment and policy decisions to achieve national performance goals. While target setting provides those critical benchmarks to measure success, it is the actionable investment decisions that directly impact the region. With that in mind, CAMPO has prioritized performance management in its investment strategies, planning activities, and has also developed digital tools to help provide real-time information and in-depth analysis regarding performance.

<b>Transportation Performance Management Resources</b>	
<b><u>Project Selection Criteria</u></b>	Project selection process that included a significant focus on the prioritization of projects that provide significant safety benefits, specifically in a project's ability to directly reduce fatalities and serious injuries.
<b><u>Performance Measure Dashboards</u></b>	Comprehensive digital dashboards that provide the most up-to-date regional performance information. The dashboard provides users with the ability to do in-depth analyses on safety, performance, and pavement/bridge conditions
<b><u>Planning Activities</u></b>	<p>CAMPO's planning activities from the Regional Transportation Plan and Transportation Improvement Program to the numerous regional and local studies include transportation performance management as an integral part of the planning process. Examples include:</p> <ul style="list-style-type: none"> <li>• Regional Transportation Plan</li> <li>• Transportation Improvement Program</li> <li>• Regional Safety Plan</li> <li>• Regional Freight Study</li> <li>• Regional Bottlenecks/Interchange Study</li> <li>• Mobile Emission Reduction Plan</li> <li>• Local Studies</li> </ul>



**Date:** February 26, 2024  
**Continued From:** January 22, 2024  
**Action Requested:** Information

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**To:** Technical Advisory Committee  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 5  
**Subject:** Discussion on Deferred Project Outcomes and Funding Impacts

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**RECOMMENDATION**

None. This item is for informational purposes only.

**PURPOSE AND EXECUTIVE SUMMARY**

CAMPO, in coordination with TxDOT and project sponsors, completed the Project Readiness and Recommendation Report which was finalized and approved by the Transportation Policy Board (TPB) on February 12, 2024. Staff will provide an overview of the final report that reflects the TPB approvals, discuss the outcomes, financial impacts, next steps for project sponsors, and future funding opportunities.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

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

**SUPPORTING DOCUMENTS**

**Attachment A – Project Assessment and Recommendation Report**

# Surface Transportation Block Grant (STBG)

Project Assessment and Recommendation Report



# Contents

Executive Summary .....	2
Approved Scenarios .....	3
Refunding Scenario .....	4
Set-Aside Scenario.....	5
Financial Forecast .....	6
Financial Impact Analysis.....	7
Appendix A - Timeline .....	8
Appendix B - Individual Project Readiness Assessments.....	9
Appendix C - Deferred Project Process Information Packet.....	15
Appendix D - Original Deferral List and Set-Aside Review .....	26
Appendix E - Previous Deferral Information .....	28







































## **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 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.



**Date:** February 26, 2024  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Technical Advisory Committee  
**From:** Ms. Lena Krajicek, GIS and Data Analyst  
**Agenda Item:** 6  
**Subject:** Presentation on Travel Demand Model Web Map

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**RECOMMENDATION**

None. This presentation is for informational purposes.

**PURPOSE AND EXECUTIVE SUMMARY**

Informational presentation of CAMPO's ArcGIS based web map that will allow users to view the travel demand model attributes for 2045 and Pre-2050 Regional Transportation Plan (RTP) networks.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

An online ArcGIS based web map has been developed to allow users to interact with CAMPO's 2045 Travel Demand Model as well as previous networks. Users will be able to view and interact with the different components of each of the model years including new alignments, traffic volumes, and lane numbers. The current app includes the pre-RTP 2050 model for TAC members to view but will be removed from public viewing until the May 2025 RTP approval.

**SUPPORTING DOCUMENTS**

[CAMPO TDM web map](#)



Below is a detailed schedule of important dates in the 2050 RTP development process:

- **February 2024** – TAC information – Plan process and schedule
- **April 2024** – TPB information – Plan process and schedule
- **April 2024** – TAC information – RTP call for projects review and discussion
- **March to May 2024** – Meet with project sponsors to discuss 2045 RTP project list and potential changes/additions for 2050 RTP
- **May 2024** – Project sponsor workshop for RTP call for projects
- **May to August** – Application intake for RTP call for projects
- **June 2024** – TAC information – Revenue forecasting and fiscal constraint methodology review and discussion
- **August 2024** – TAC information – Summary of projects received
- **September 2024** – TPB Information – Summary of projects received and revenue forecasting/fiscal constraint methodology
- **September to November 2024** – First round of public outreach meetings
- **September to December 2024** – Compile draft 2050 RTP document
- **January 2025** – TAC Information – Draft plan document and first round public outreach summary
- **February 2025** – TPB Information – Draft plan document and first round public outreach summary
- **February to April 2025** – Second round of public outreach meetings
- **April 2025** – TPB Information – Final plan document and second round public outreach summary
- **April 2025** – TAC Recommendation – Final plan document
- **May 2025** – TPB Action – Final plan document (2050 RTP adoption)

#### SUPPORTING DOCUMENTS

None.