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Transportation Policy Board Meeting

February 12, 2024

ITEM 1: CERTIFICATION OF QUORUM



ITEM 2: PUBLIC COMMENTS



ITEM 3: EXECUTIVE SESSION



ITEM 4: REPORT FROM THE TAC CHAIR



**ITEM 5: DISCUSSION AND ACTION ON
JANUARY 8, 2024 MEETING MINUTES**





Recommendation



Staff requests the TPB approval of the January 8, 2024 Meeting Minutes.



**ITEM 6: DISCUSSION AND ACTION ON
FY 2024-2025 UPWP AMENDMENT #2**





What is the UPWP?



The Unified Planning Work Program (UPWP) is a **federally required document** that **identifies the planning priorities** and **activities** to be carried out within the CAMPO region. The UPWP is adopted every two years and may be amended.





**FY 2024-2025
UPWP
Amendment #2**



- **Carryover \$250,000 unexpended FY 2023 PL funds for moving and operation expenses. (Previously approved by the TPB on June 12, 2023)**
- **Amend Cap Metro's studies, subtasks 4.4.1 and 4.4.2.**





Recommendation



Staff requests the TPB approval of FY 2024-2025 UPWP Amendment #2 and accompanying Resolution 2024-2-6.

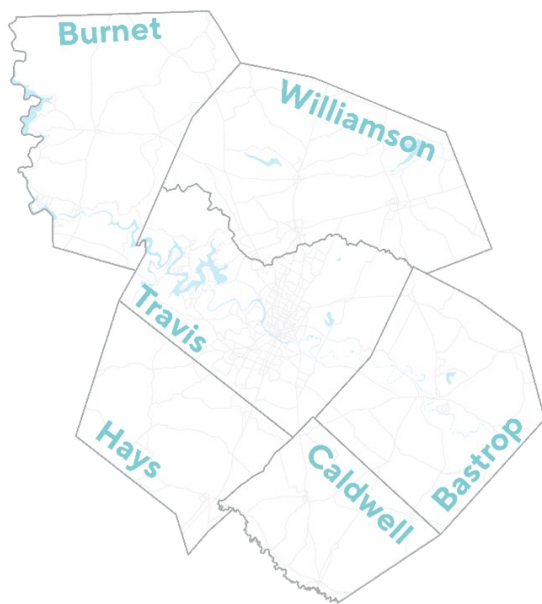


**ITEM 7: DISCUSSION AND TAKE
APPROPRIATE ACTION TO BEGIN
NEGOTIATION ON REGIONAL SAFETY
ACTION PLAN CONTRACT**





RFP for Regional Safety Action Plan (RSAP)



- **Development of a Regional Safety Action Plan and county-specific Safety Action Plans**
- **Projects, programs, and strategies become eligible for Safe Streets for All (SS4A) implementation grants**
- **Top-ranked Consultant: DKS Associates**





Recommendation



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



**ITEM 8: DISCUSSION AND TAKE
APPROPRIATE ACTION ON FUNDING OF
DEFERRED PROJECTS**





Project Assessment and Recommendation Report

CAMPO, in coordination with TxDOT and project sponsors, has completed the Project Assessment and Recommendation Report. The report includes the following sections:

- Executive Summary
- Refunding Scenario
- Set-Aside Scenario
- Financial Forecast
- Financial Impact Analysis
- Appendices A through E

Surface Transportation Block Grant (STBG)


Project Assessment and Recommendation Report





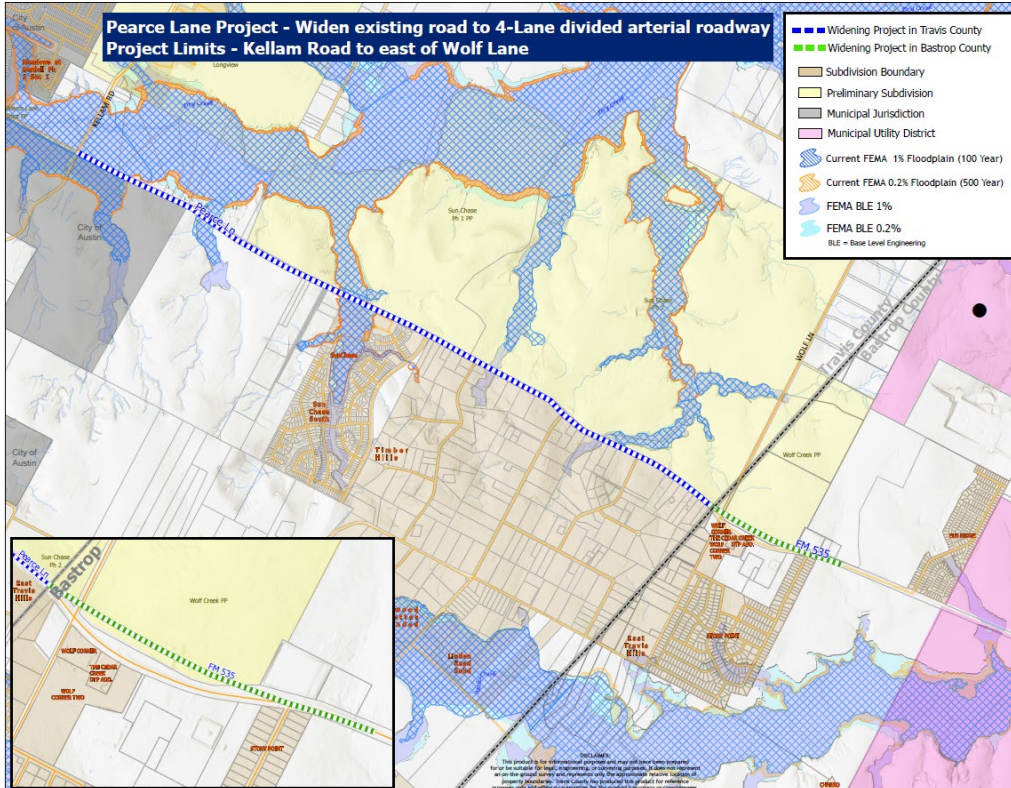
Surface Transportation Block Grant (STBG)

Project Assessment and Recommendation Report



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
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





Pearce Lane - Readiness Summary

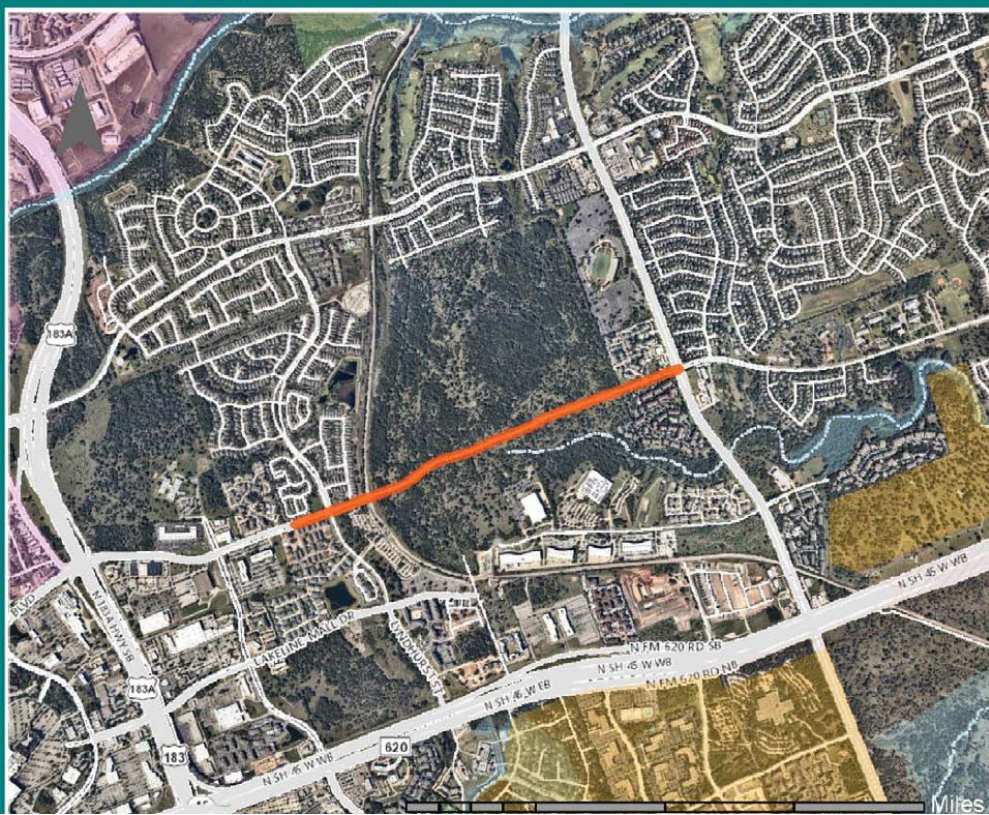
Sponsor	Travis County
Project Name	Pearce Lane
Original Application	FY 2022, \$22,000,000, Roadway Ranking 10
Scope	Upgrade 2-lane roadway to 4-lane divided with sidewalks and bike lanes.
AFA	Active AFA for Engineering and Environmental
Design	90% to Wolf Lane/30% East of Wolf Lane
Environmental	Estimated completion in February 2024
ROW/Utilities	43 Parcels in Travis County
Cost Estimate	\$65,750,000 to Wolf Lane (Construction) \$70,515,000 to East of Wolf Lane (Construction)
Fiscal Year	2028
Additional Info	Limit amendment to Wolf Lane approved in 2019. East of Wolf Lane limit change requirement by TxDOT. TxDOT/Bastrop/Travis County discussion on-going.





LAKELINE BOULEVARD

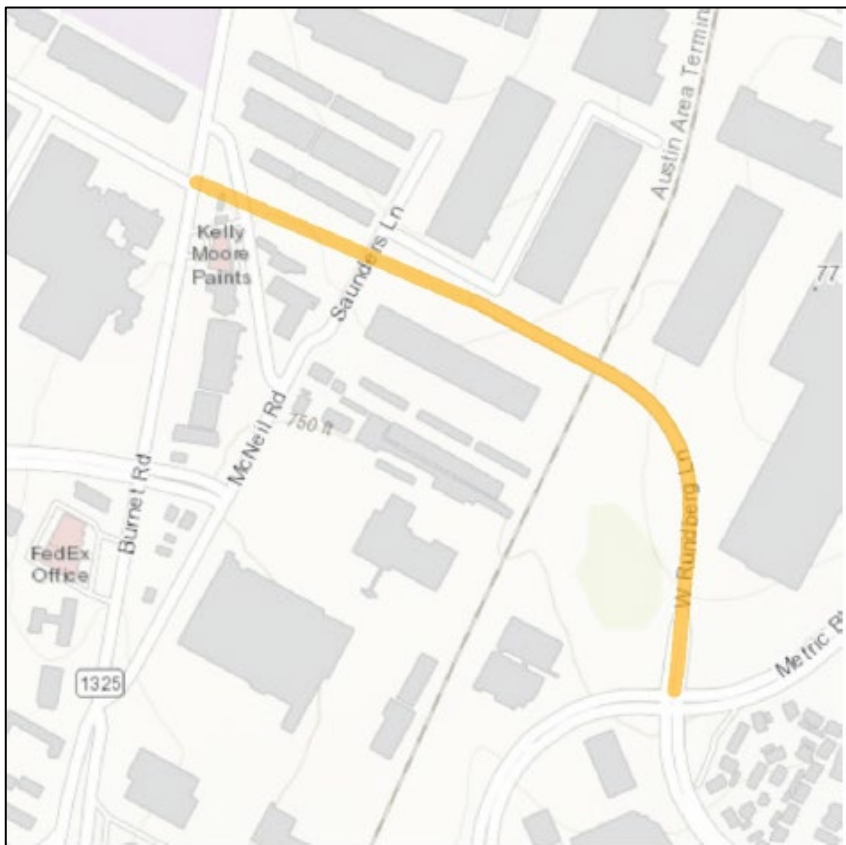
1000' west of Lyndhurst Blvd to Parmer Ln



Lakeline Blvd - Readiness Summary

Sponsor	City of Austin
Project Name	Lakeline Blvd.
Original Application	FY 2018, \$11,540,000, Roadway Ranking 11
Scope	From two-lane to four-lane with bicycle facilities and sidewalks.
AFA	Active AFA for Engineering and Environmental
Design	60% Schematic (Refunded by CAMPO in 2021)
Environmental	Estimated completion in Summer 2024
ROW/Utilities	No ROW acquisitions needed.
Cost Estimate	\$21,444,934 (Construction)
Fiscal Year	2027
Additional Info	Watershed Department requirements pending.

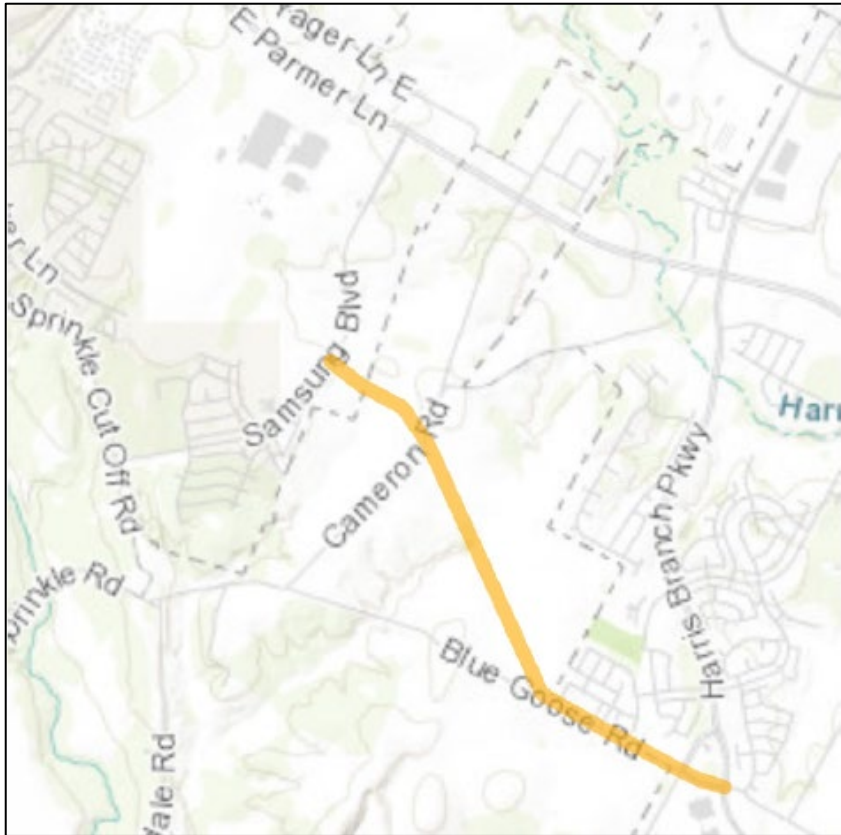




West Rundberg Lane - Readiness Summary

Sponsor	City of Austin
Project Name	West Rundberg Lane
Original Application	FY 2018, \$11,540,000, Roadway Ranking 8
Scope	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection
AFA	New AFA Required
Design	Schematic (2010) updated required
Environmental	Two technical reports completed.
ROW/Utilities	6 Parcels, 1 acquired
Cost Estimate	\$17,528,685 (Construction)
Fiscal Year	2028
Additional Info	N/A





Braker Lane North - Readiness Summary

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





Refunding Scenario

This refunding scenario, which assumes inflation adjustments, would require a TPB commitment of \$96,230,673 in federal funding and 16,437,500 in TDCs (see orange boxes)

Scenario Discussion - Refunding of Ready Projects at Adjusted Amounts

Sponsor	Project Name	Phase	Federal Share	Local Share	TDC	Total Cost	FY
City of Austin	W. Rundberg Lane	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*	C	\$65,750,000	\$4,765,000	16,437,500	\$70,515,000	2028
Travis County	Braker Lane North	C	-	-	-	-	-
		Total	\$96,230,673	\$13,257,946	16,437,500	\$109,488,619	

*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 TPB 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.





Set-Aside Scenario

At the request of the TPB, staff reviewed the deferral list to identify those that were removed voluntarily and implemented with local funding for a potential future funding set-aside scenario. 4 projects were identified, and confirmation information was requested from the sponsors.

Scenario Discussion - Set-Aside Scenario				
Sponsor	Project Name	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
	Total	\$28,307,200	\$31,115,427	

* 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 TPB consideration, but staff is not making a recommendation on these projects.





Financial Funding Forecast

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

Scenario	Funding Usage
Currently Committed	\$107,687,744
Refunding Scenario	\$96,230,673
Set-Aside Scenario	\$22,619,961

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

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





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





Recommendation Assumptions

The recommendations provided in the Project Assessment and Recommendation Report make assumptions regarding project development, sponsor responsibilities, and post-award process.

Surface Transportation Block Grant (STBG)

Project Assessment and Recommendation Report



Recommendation Assumptions

Completion of outstanding development milestones in a timely manner.

Quarterly reporting requirements and coordination with CAMPO/TxDOT.

LG responsible for cost overruns and additional funding requirements

Utilization of adopted evaluation process and criteria for set-aside funding





Recommendation



Staff recommends the TPB approve the refunding scenario as provided in the Project Assessment and Recommendation Report and Resolution 2024-2-8a





Recommendation



Staff recommends the TPB approve the set-aside scenario as provided in the Project Assessment and Recommendation Report and Resolution 2024-2-8b



**ITEM 9: DISCUSSION ON PERFORMANCE
MEASURE TARGETS**





Transportation Performance Management

Performance Measure Report

2023



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

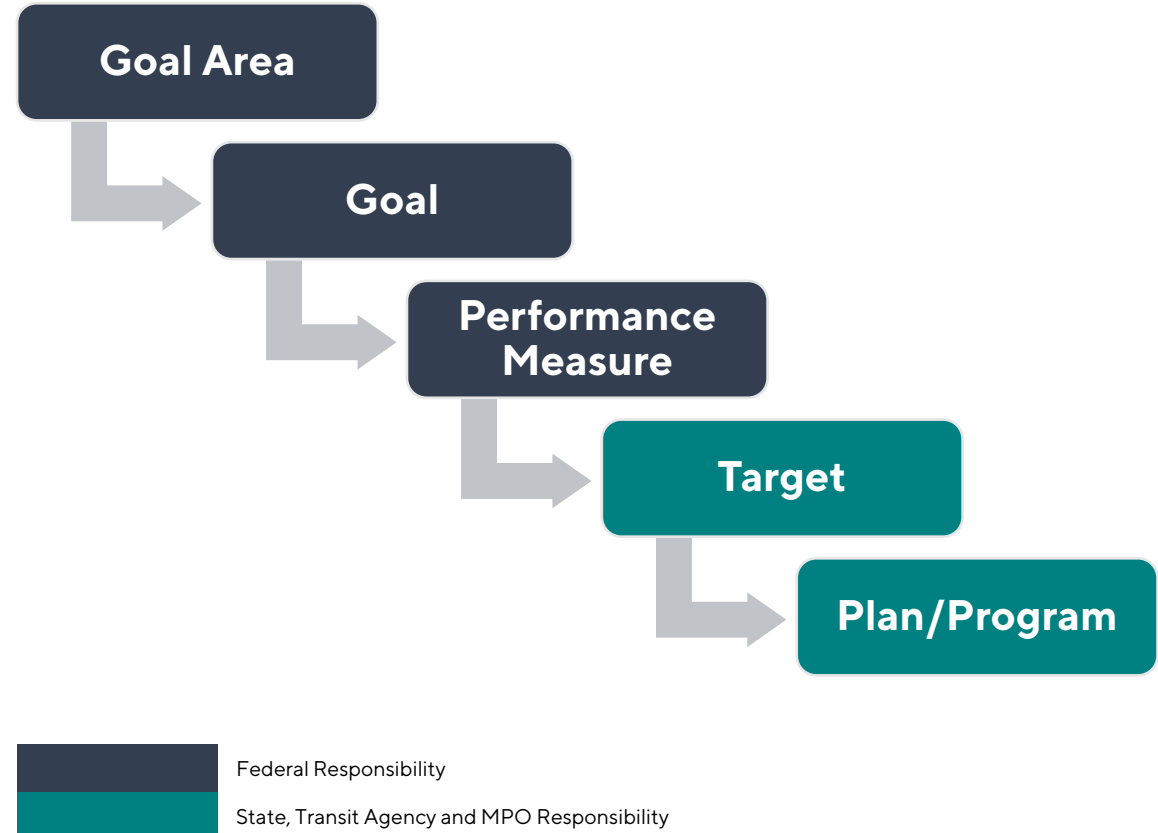




Performance Measure Goal Areas

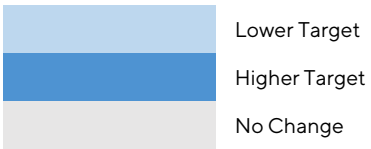
- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

Performance Measure Process





Safety (PM1)	Safety (PM1)	Transit Asset Management (TAM)	Transit Asset Management (TAM)	Transit Safety Targets	Transit Safety Targets
Number of Fatalities	3,159 (3,046)	Percentage of Revenue Vehicles that meet or exceed ULB	<15%	Number of Fatalities	-
Rate of Fatalities	1.20 (1.14)	Percentage of Non- Revenue Vehicles that meet or exceed ULB	<15%	Rate of Fatalities	0
Number of Serious Injuries	17,819 (17,062)	Percentage of facilities with a conditions rating below 3.0	<15%	Number of Injuries	-
Rate of Serious Injuries	6.77 (6.39)	Percentage of Rail with performance restrictions	0%	Rate of Injuries	0.35
Number of Non-Motorized Fatalities and Serious Injuries	2,357 (2,357)			Number of Safety Events	-
				Rate of Safety Events	0.195
				Mean distance between major mechanical failures	17,200



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





Performance Measure Dashboard

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

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

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DATA DASHBOARDS

- [ACS Dashboard 2017-2019](#)
- [ACS Dashboard 2020 and Beyond](#)
- [CAMPO Performance Metrics Dashboard](#)
- [CRIS Dashboard](#)
- [Roadway Inventory Dashboard](#)

CAMPO PERFORMANCE METRICS DASHBOARD

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

[View Dashboard](#)

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CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

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

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

Navigate to each page of the dashboard using the page navigator to the right.

More information about the regional performance targets can be found in [CAMPO's](#) current Metropolitan Transportation Plan.

Example Performance Metrics Cards

17.2% Example Performance Metric

35.9% Example Performance Metric

Example Performance Metrics Table

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

Example Graphic

Map showing performance metrics by location. Legend: Good (Green), Fair (Yellow), Poor (Red).

Example Graphic

Stacked bar chart showing Total Death and Serious Injury from 2015 to 2020. Legend: FATAL INJURY (Red), SUSPECTED SERIOUS INJURY (Yellow), Total Death and Serious Injury (Black line).

2015: 146 (Fatal), 175 (Suspected), Total: 321

2016: 115 (Fatal), 179 (Suspected), Total: 294

2017: 181 (Fatal), 160 (Suspected), Total: 341

2018: 174 (Fatal), 188 (Suspected), Total: 362

2019: 174 (Fatal), 204 (Suspected), Total: 378

2020: 174 (Fatal), 204 (Suspected), Total: 378



**ITEM 10: EXECUTIVE DIRECTOR'S REPORT
ON TRANSPORTATION PLANNING
ACTIVITIES**





2024 Planning Activities Schedule*

*Schedule is estimated and subject to change

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)				Information Item	Action Item							
Project Progress Report		Information Item			Information Item			Information Item			Information Item	
Fall Amendment Cycle (TIP/RTP)		Action Item						Information Item	Action Item			
FY 2024 & 2025 UPWP Amendment #2		Action Item				Information Item						
FY 2023 Audit Results						Information Item						
2050 Regional Transportation Plan					Information Item			Information Item	Information Item	Information Item	Information Item	Information Item
Graph Key												
Action Item												
Information Item												
Community Outreach												
*Schedule is estimated and subject to change												



ITEM 11: ANNOUNCEMENTS



ADJOURNMENT

