



WI-FI NETWORK

JLA-Guest

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Community#1





Transportation Policy Board Meeting

April 15, 2024

ITEM 1: CERTIFICATION OF QUORUM



ITEM 2: PUBLIC COMMENTS



ITEM 3: EXECUTIVE SESSION



ITEM 4: REPORT FROM THE TAC CHAIR



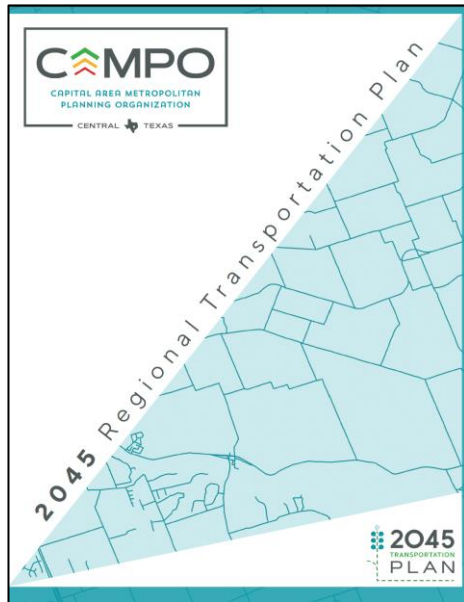
**ITEM 5: PUBLIC HEARING AND
PRESENTATION OF DRAFT 2025-2028
TIP AND AMENDMENT TO 2045 RTP**





Regional Transportation Plan

Transportation Improvement Program



As projects in the Regional Transportation Plan receive a commitment of transportation funding, they are submitted for inclusion in the Transportation Improvement Program to obtain funding authorization by the Transportation Policy Board

Transportation Improvement Program

2025-2028



20 Year Horizon
Adopted Every 5 Years
Amended Regularly
Environmental Clearance
Federal Funding Eligibility

Public Hearing

4 Year Horizon
Adopted Every 2 Years
Amended Regularly
Federal Funding Authorization
Letting Certification





2025-2028 Transportation Improvement Program (TIP) Summary

Section	Section Detail	Funding
Highway Individual Listings	Individual highway programs and multimodal projects funded through FHWA formula and discretionary programs	\$4,632,539,598
Transit Individual Listings	Individual Transit Programs and Projects funded through FTA formula and discretionary programs	\$341,132,866
Grouped Listing	Grouped projects are projects, or phases of projects, that are not considered to be of appropriate scale for individual identification base on scope.	\$750,143,770
Project Development List	Projects that are moving through the early development process including Engineering and Environmental Clearance.	\$2,861,141,032
Local Project List	Projects that have been requested for inclusion and funded with local sources for all phases. These projects are not subject to federal authorization requirements.	\$115,901,730
Additional Sections	Additional sections include performance measures, administrative policies, self-certification, and additional resources.	-

TPB Approval Required for Funding Authorization





IH-35 Capital Express Central - Project Phasing

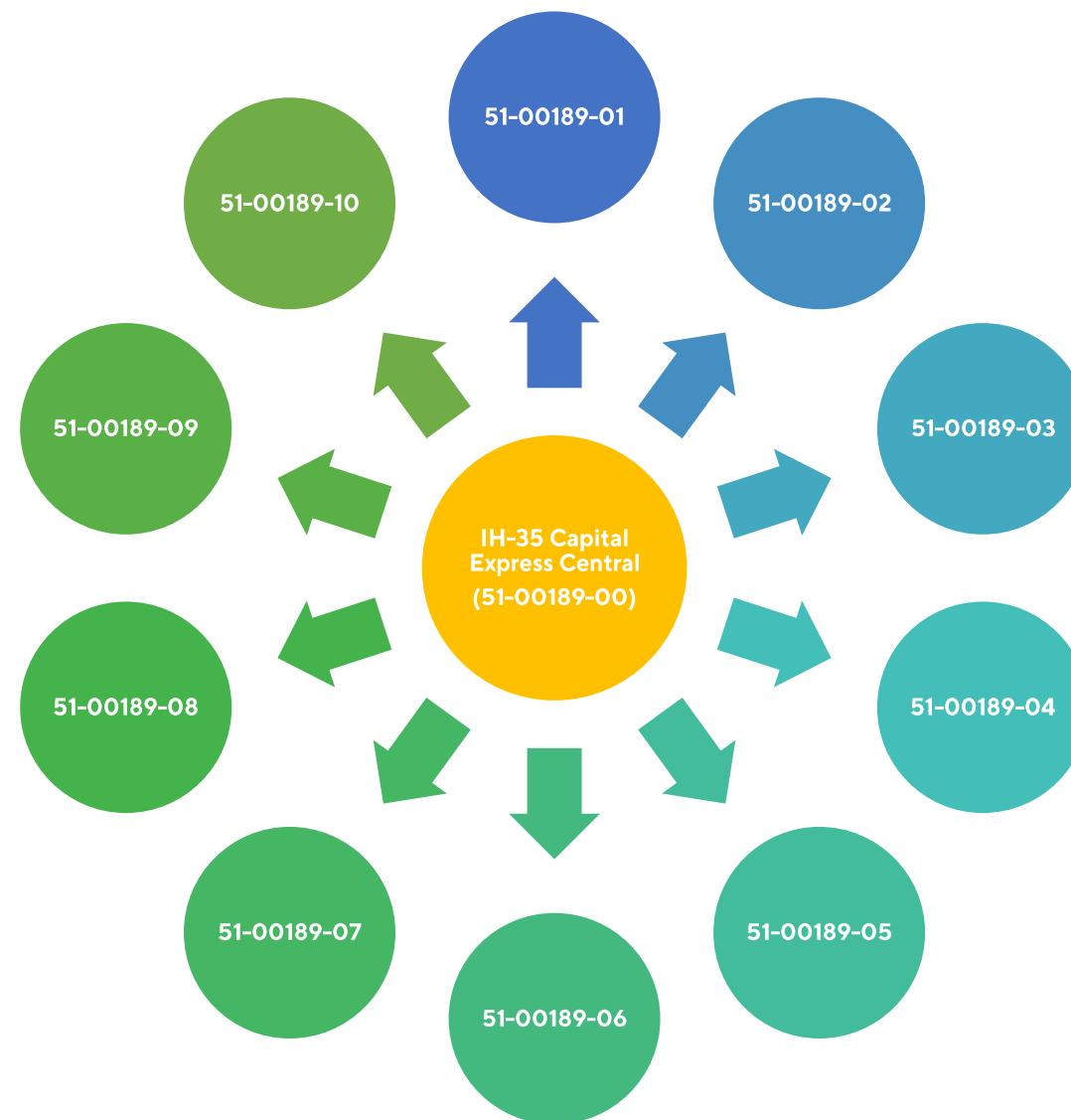
The overall project (MPO ID 51-00189-00) is being built in phases and broken out into multiple smaller segments (MPO IDs 51-00189-01 through 10)

As TxDOT continues to refine the phasing plan, these projects funding may change.

These changes will continue to be brought back to the TPB for approval in future amendment cycles.

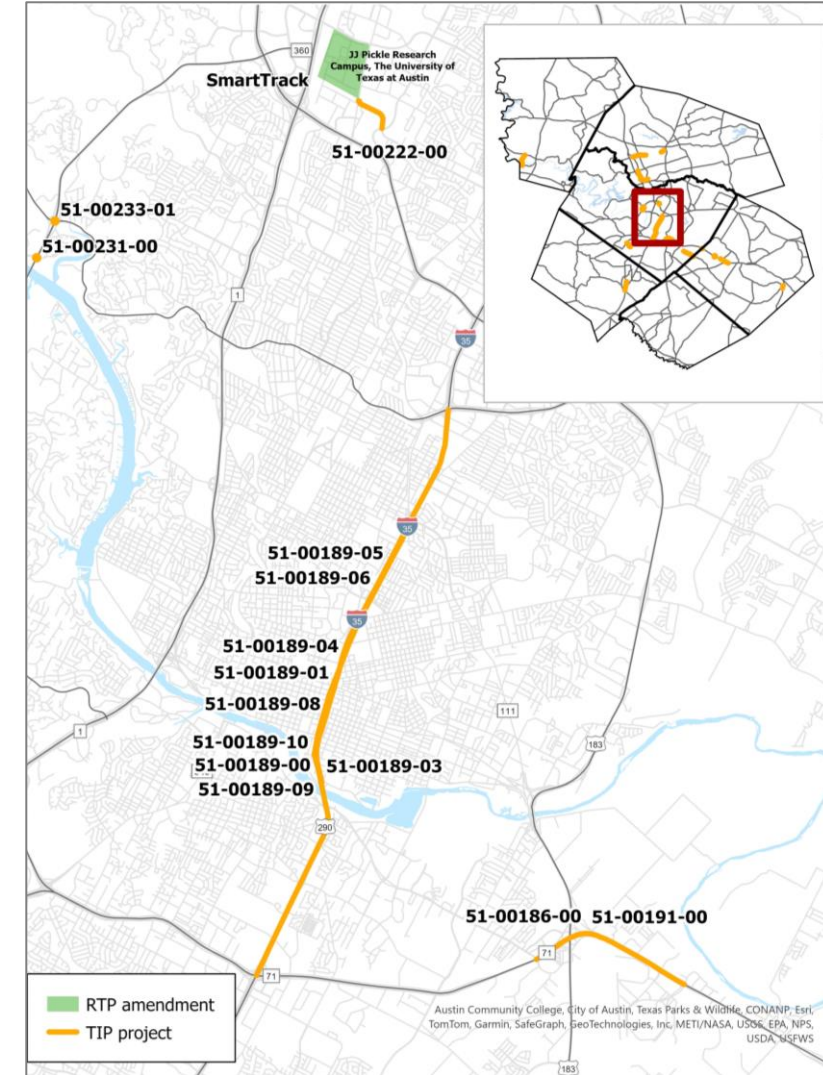
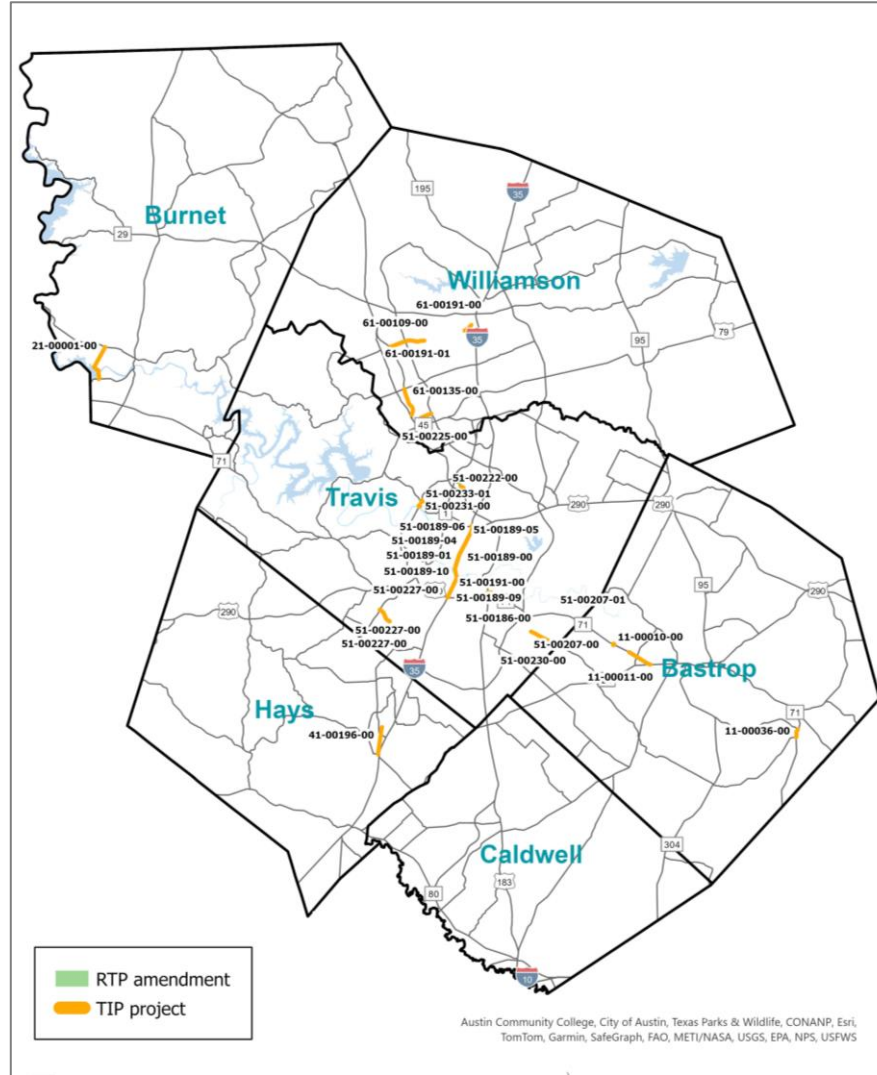
Key Takeaway

The overall project scope and funding amounts remain the same as previously approved and no major scope changes or additional funding are being requested.





2023-2025 TIP Individual Listings & 2045 RTP Amendment



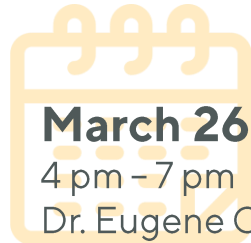


2025-2028 TIP Outreach

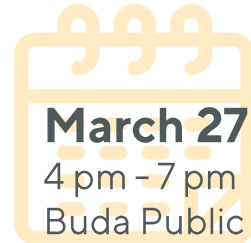


Comment Period:

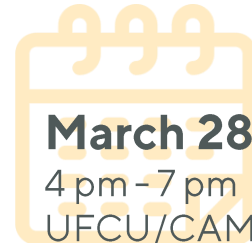
**March 15-
April 16**



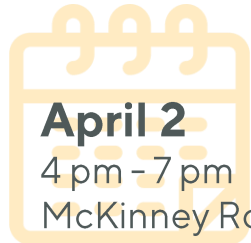
March 26
4 pm - 7 pm
Dr. Eugene Clark Library
Lockhart, TX 78644



March 27
4 pm - 7 pm
Buda Public Library
Buda, TX 78610



March 28
4 pm - 7 pm
UFCU/CAMPO Office
Austin, TX 78704



April 2
4 pm - 7 pm
McKinney Roughs
Nature Park
Cedar Creek, TX 78612



April 3
4 pm - 7 pm
Marble Falls Public
Library
Marble Falls, TX 78654



April 4
4 pm - 7 pm
Cedar Park Recreation
Center
Cedar Park, TX 78613



Email comments:
comments@campotexas.org



Online Open House:
[campotexas.org/get-involved/](https://www.campotexas.org/get-involved/)



Mail comments:
**CAMPO c/o CD&P PO Box
5459 Austin, TX 78763**



Leave voicemail comments or
request info by phone:
737-229-0896



**ITEM 6: DISCUSSION AND TAKE
APPROPRIATE ACTION ON FEBRUARY 12,
2024 MEETING MINUTES**





Recommendation



Staff requests the TPB approval of the February 12, 2024 Meeting Minutes.



**ITEM 7: DISCUSSION AND TAKE
APPROPRIATE ACTION ON FEDERAL
PERFORMANCE TARGET UPDATES**





Transportation Performance Management

- 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 Report

2023

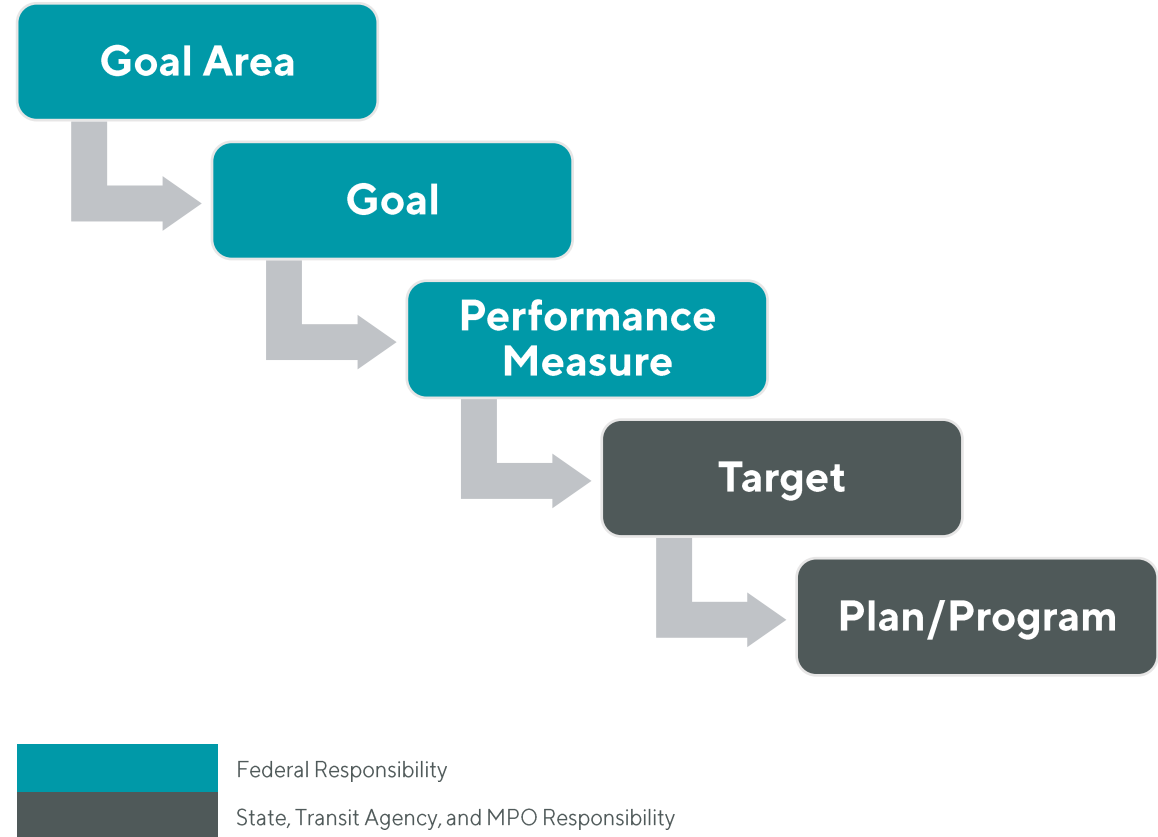


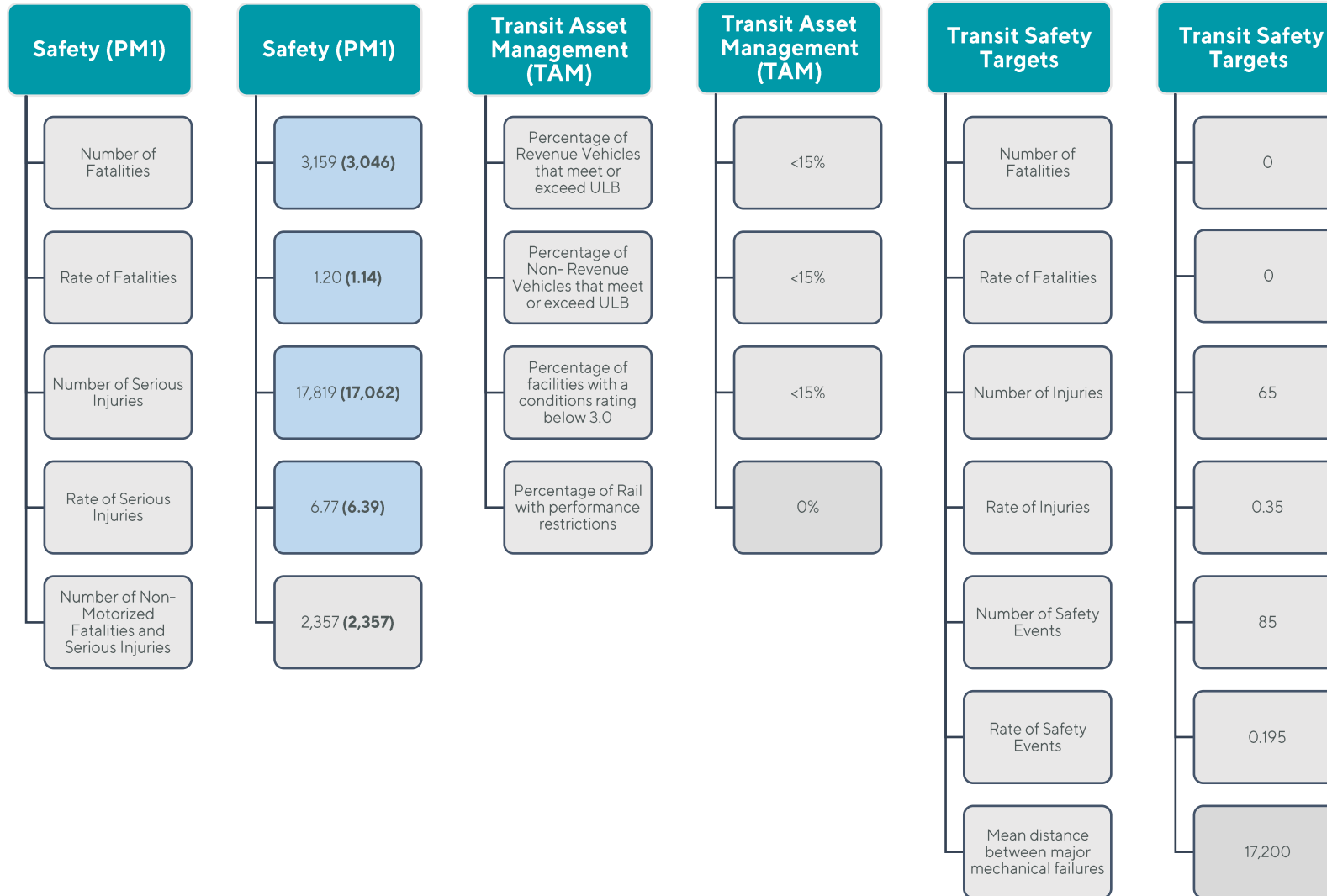


Performance Measure Goal Areas

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

Performance Measure Process





 Lower Target
 No Change

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

select language ▼ search... 🔍

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[CONTACT](#)

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](#)

CAMPO
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 bridge conditions across the region. 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).



Recommendation



Staff and the Technical Advisory Committee recommend the Transportation Policy Board adopt the 2024 Performance Measure Report and Targets and accompanying Resolution 2024-4-7.



**ITEM 8: DISCUSSION AND TAKE
APPROPRIATE ACTION ON SET-ASIDE
SCENARIO**





Conclusion of the Deferral Process

On June 8, 2020, the TPB approved the final selection STBG (Category 7) 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 when funding became available.

Today's action regarding the Set-Aside Scenario and previously deferred ITS projects will definitively conclude the deferral process that began in June 2020.





Original Awards for Set-Aside Scenario Projects

Sponsor	Project Name	Original Award	Local Match	TDC	Total
City of Austin	Vehicle Detection	\$8,960,000	\$2,240,000	-	\$11,200,000
City of Austin	Traffic Monitoring System	\$1,120,000	\$280,000	-	\$1,400,000
City of Austin	EMS/Transit Signal Priority	\$7,280,000	\$1,456,000	-	\$7,280,000
City of Cedar Park	New Hope Dr.	\$12,403,200	-	5,654,990	\$12,403,200

Previously Approved Set Aside (February 2024)

Sponsor	Project Name	STBG Award	Local Match*	Total
City of Cedar Park	TBD	\$22,619,961	\$5,654,990	\$28,274,951

CAMPO and the City of Cedar Park are currently reviewing candidate projects and funding and matching scenarios. These will be brought back to the TPB for programming at a future date.

*While TDCs were not part of the Set-Aside action, the City of Cedar Park may submit an updated TDC application for consideration once projects are identified and Maintenance of Effort (MOE) is verified.





Set-Aside Scenario Summary

Project Name	Original Award Information			Evaluation Results			
	STBG Award	Local Match	Total	Expenditures	Local Allocation	Need (FY 2024)	Need (FY 2028)
Vehicle Detection	\$8,960,000	\$2,240,000	\$11,200,000	\$725,728	\$3,008,000	\$8,484,000	\$9,925,080
Traffic Monitoring System	\$1,120,000	\$280,000	\$1,400,000	\$747,026	\$500,000	\$550,800	\$644,358
EMS/Transit Signal Priority	\$7,280,000	\$1,456,000	\$7,280,000	\$2,676,682	\$4,987,466	\$4,872,200	\$5,699,785
Total	\$15,904,000	\$3,976,000	\$19,880,000	\$4,149,436	\$8,495,466	\$13,907,000	\$16,269,223

Summary Option 1 (Set-Aside for Future Project)

Project Name	STBG Award	Local Match	Total
TBD	\$8,495,466	\$2,123,867	\$10,619,333

Summary Option 2 (Refunding Deferred Projects)

Project Name	STBG Award	Local Match	Total
Vehicle Detection	\$7,940,064	\$1,985,016	\$9,925,080
Traffic Monitoring System	\$515,486	\$128,872	\$644,358
EMS/Transit Signal Priority	\$4,559,828	\$1,139,957	\$5,699,785
Total	\$13,015,378	\$3,253,845	\$16,269,223

Staff recommends Option 2 for TPB approval. This option will refund the deferred projects with inflation adjustments to the fiscal year of first funding availability.

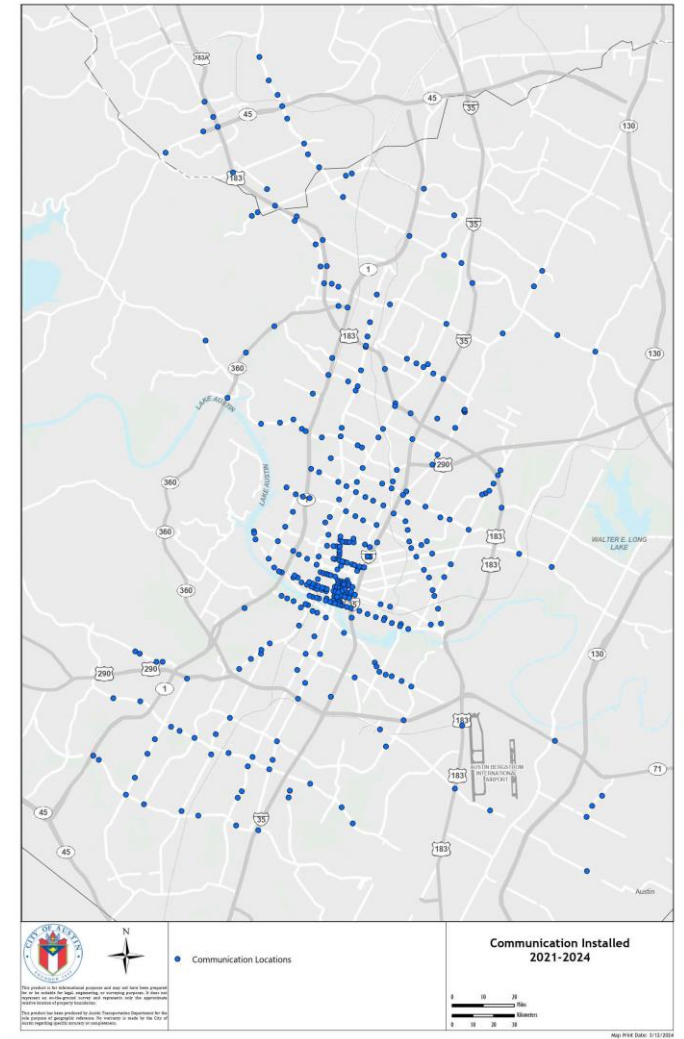
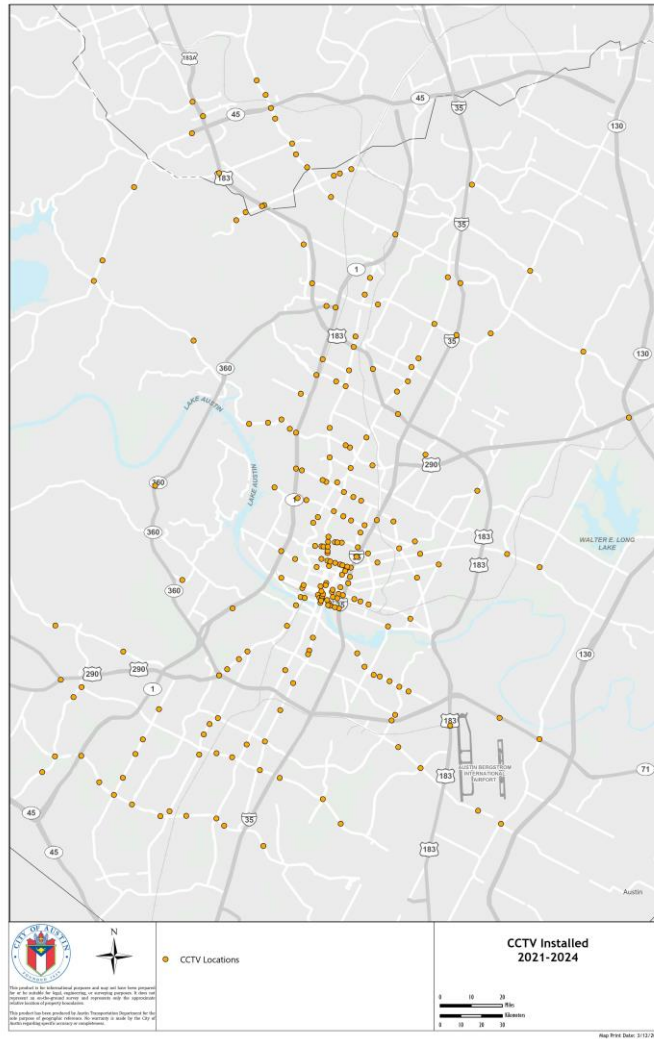
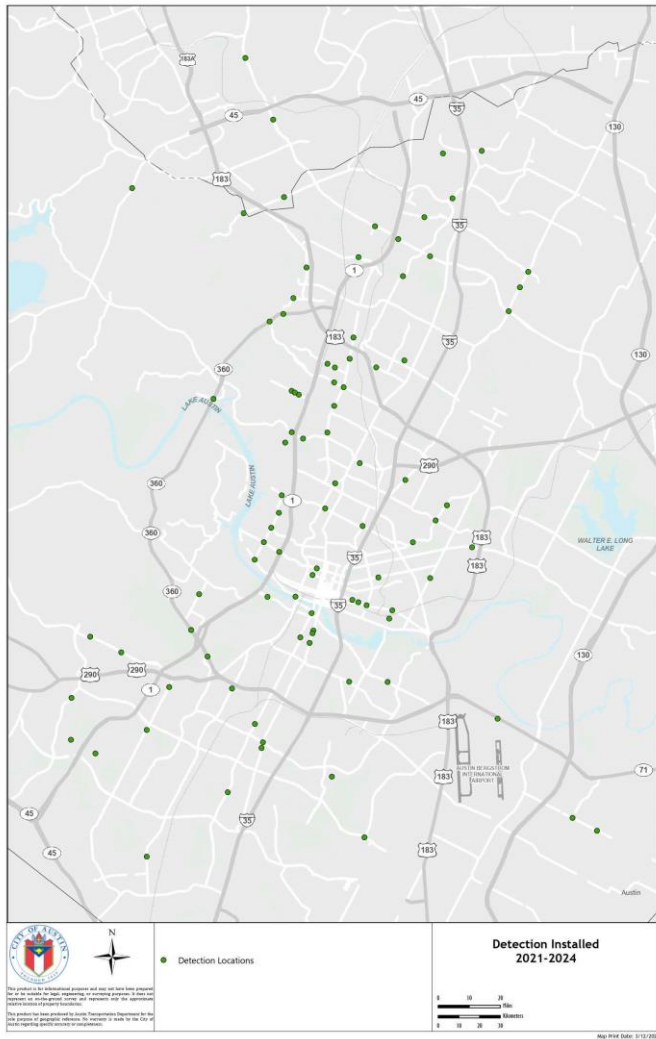




Vehicle Detection

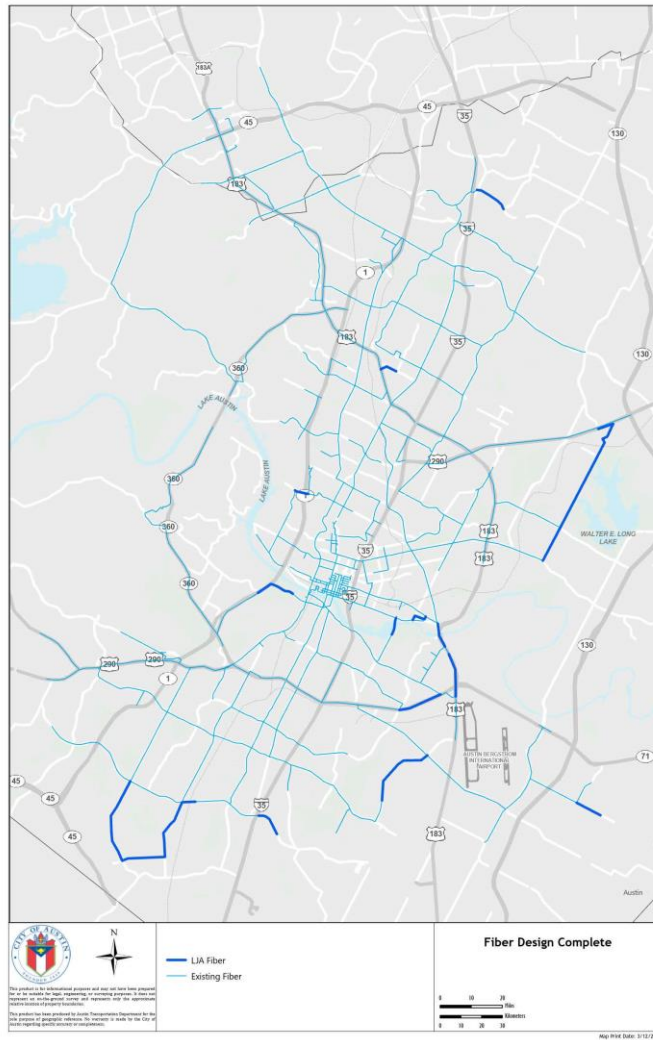
Traffic Monitoring System

EMS/Transit Signal Priority

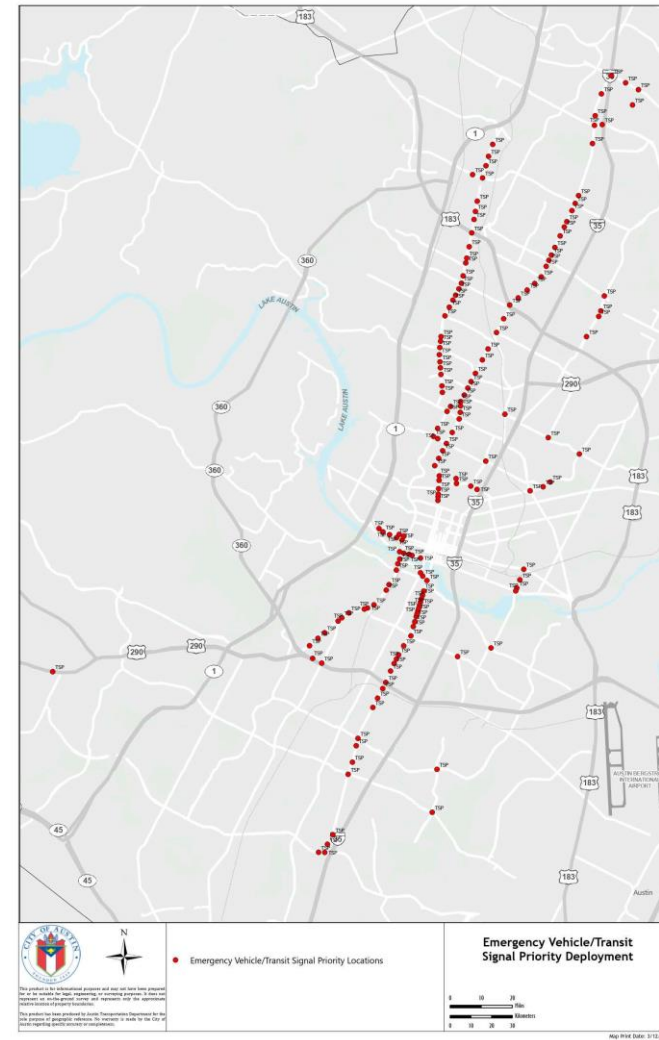




EMS/Transit Signal Priority



EMS/Transit Signal Priority





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	\$100,955,673
Approved Set-Aside Scenario	\$22,619,961
FY 2028 Available for Recommendation	\$19,758,308

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)





Recommendation



Staff recommends the TPB approve the Set-Aside Scenario as detailed in the Addendum to the Project Evaluation and Recommendation Report as detailed in Resolution 2024-4-8.



**ITEM 9: PRESENTATION AND DISCUSSION
ON AIR QUALITY**



Preview

- Particulate Matter (PM) updates
 - Designations process
 - Requirements for PM nonattainment areas
- Ozone standard updates
 - Revised designations process
 - Requirements for ozone nonattainment areas

What is PM?

- PM is solid particles or liquid droplets that are in the air.
- Some particles are large/dark enough to be seen by the naked eye: dust, soot, dirt.
- Other particles can only be seen under a microscope.

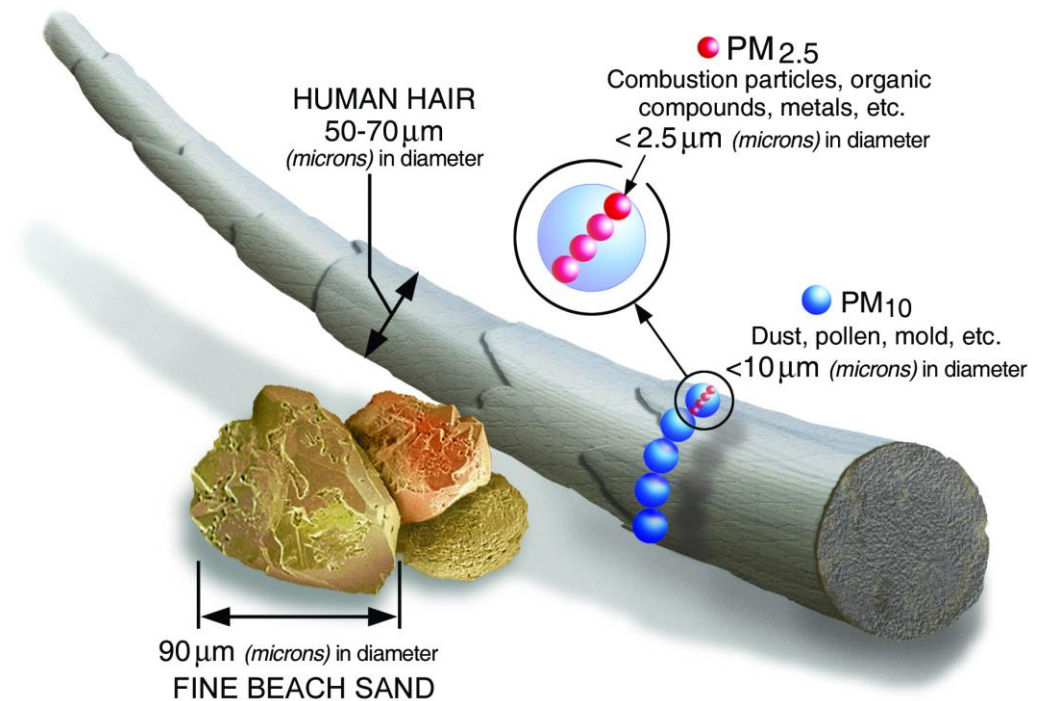


Image Courtesy U.S. EPA

Sources of Particulate Matter

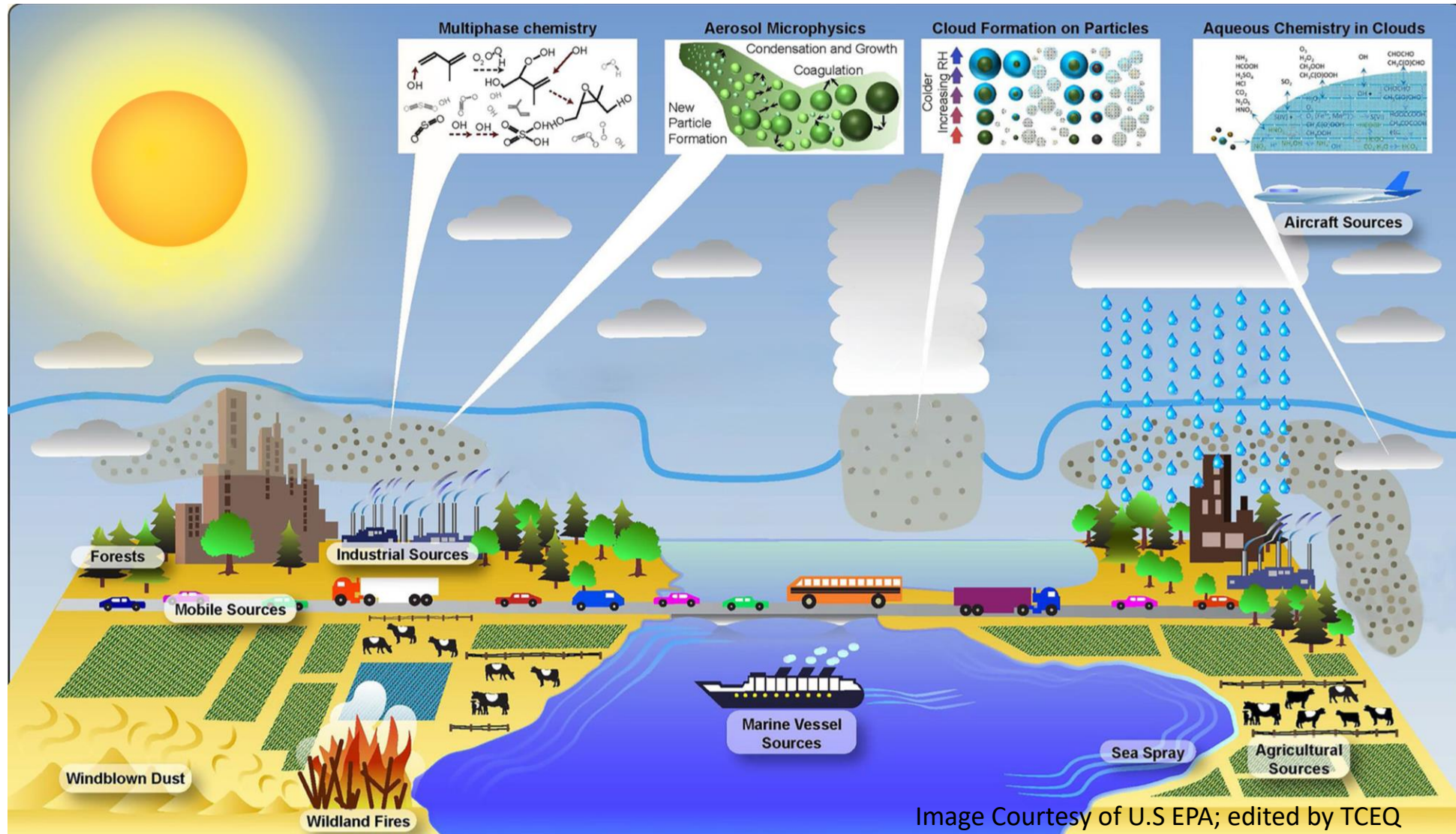


Image Courtesy of U.S EPA; edited by TCEQ

2012 PM National Ambient Air Quality Standard (NAAQS)

- 2012 PM_{2.5} NAAQS
 - Primary Annual Standard: 12.0 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$)
 - Secondary Annual Standard: 15.0 $\mu\text{g}/\text{m}^3$
 - Primary and Secondary 24-Hour Standard: 35 $\mu\text{g}/\text{m}^3$
- 2012 PM₁₀ NAAQS
 - Primary and Secondary Standard: 150 $\mu\text{g}/\text{m}^3$

NAAQS Revision

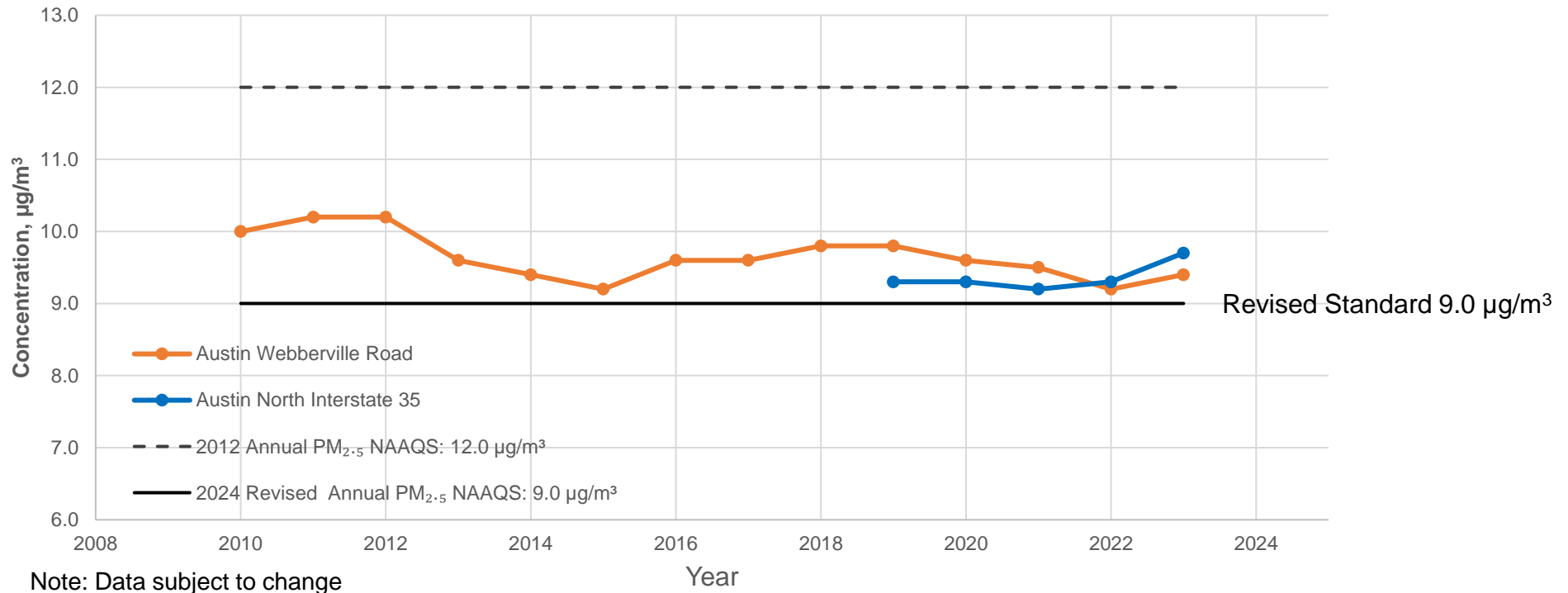
- On February 7, 2024, the U.S. Environmental Protection Agency (EPA) took final action on the reconsideration of the PM_{2.5} NAAQS.
 - Lowered the primary annual standard from 12.0 to 9.0 µg/m³.
 - Retained the secondary annual standard of 15.0 µg/m³.
 - Retained the 24-hour standard of 35 µg/m³.
- The new 2024 primary annual PM_{2.5} standard will become effective May 6, 2024.

Preliminary PM_{2.5} Design Values for 2023

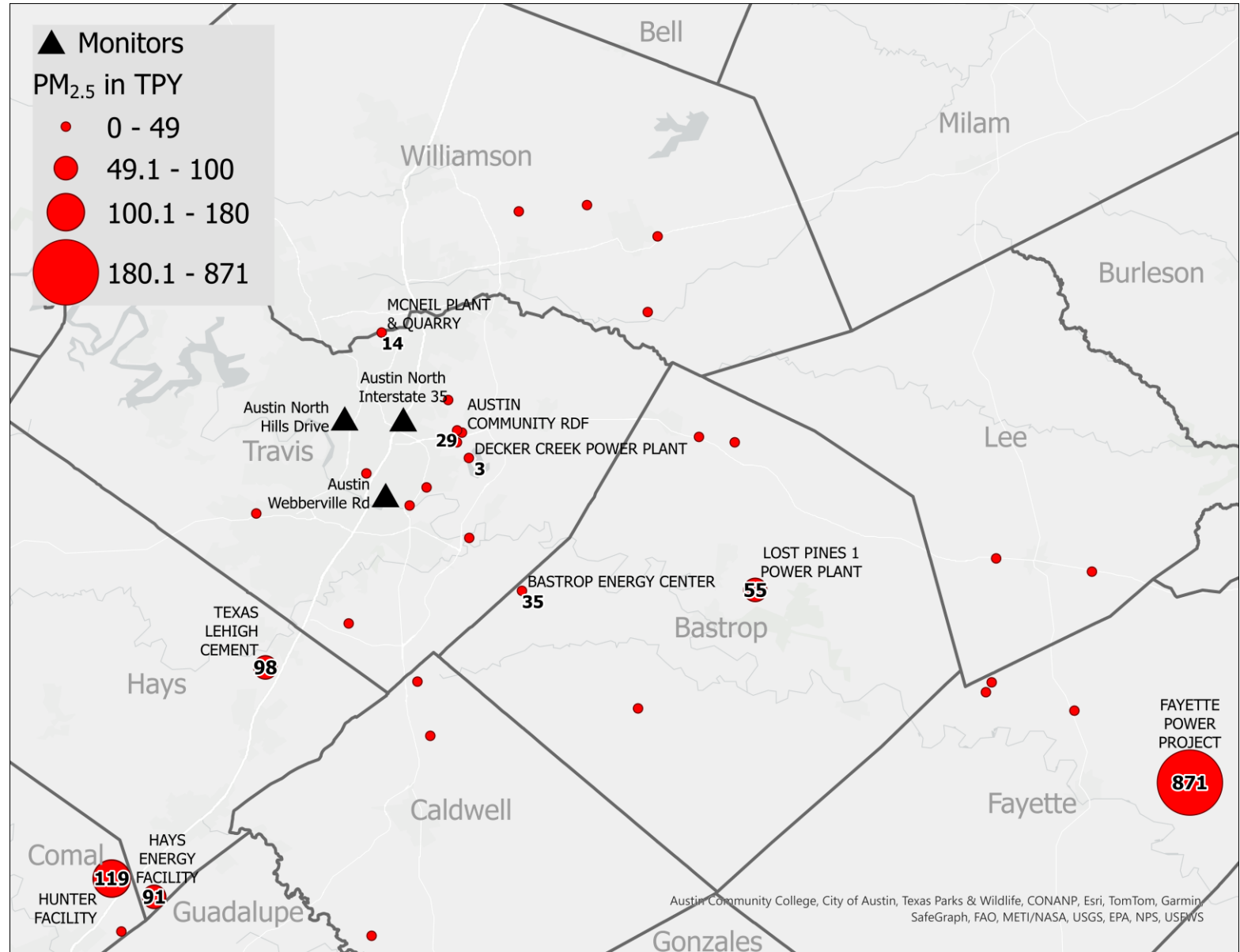
Site Name	24-Hr 2023 Design Value* (µg/m ³)	Annual 2023 Design Value* (µg/m ³)
Austin North Hills Drive	22.6	8.8
Austin Webberville Rd	22.1	9.4
Austin North Interstate 35	22.5	9.7

*Values calculated use preliminary data and are subject to change.

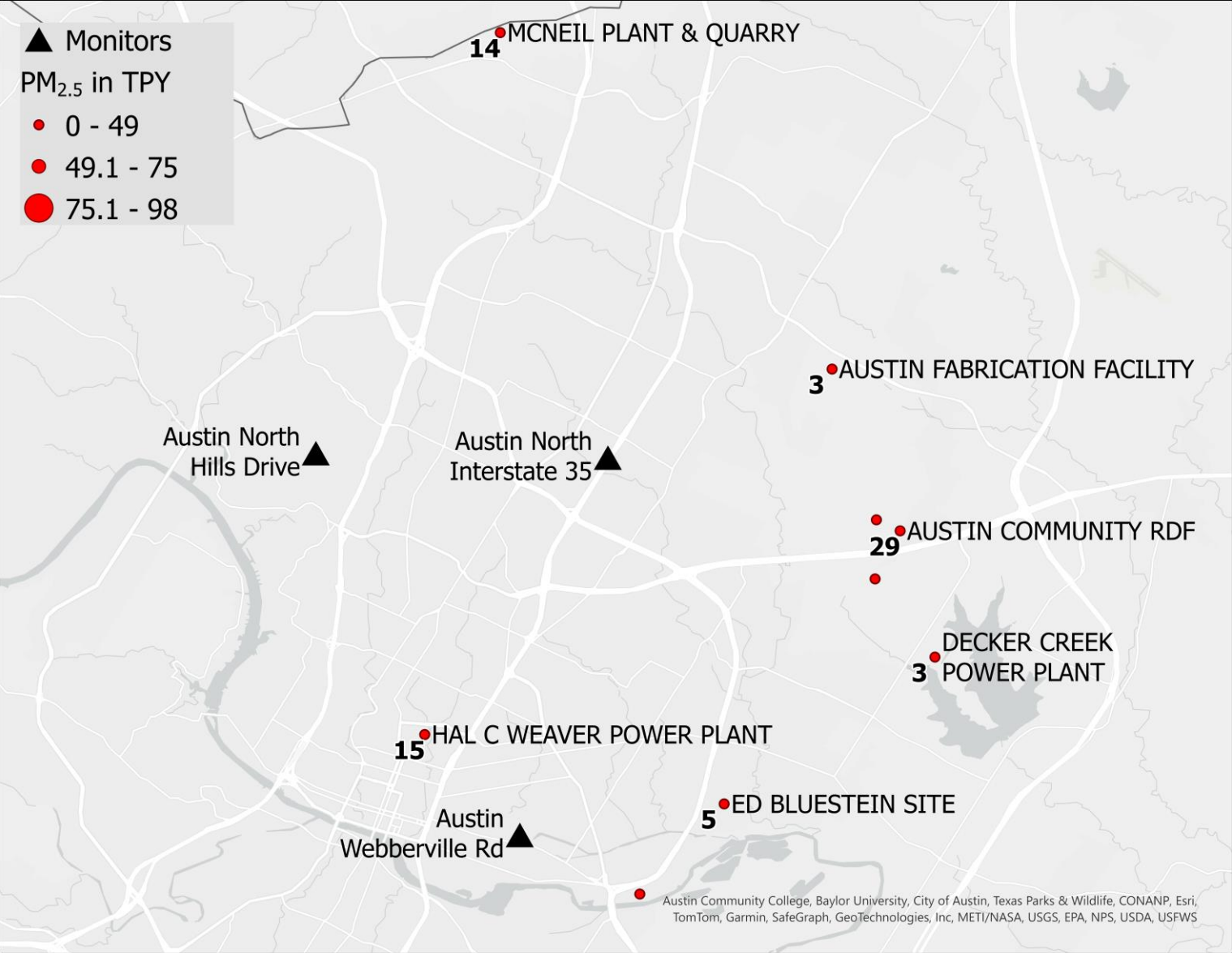
Annual PM_{2.5} Design Values for Austin-Round Rock



PM_{2.5} Point Sources and Monitors in Central Texas



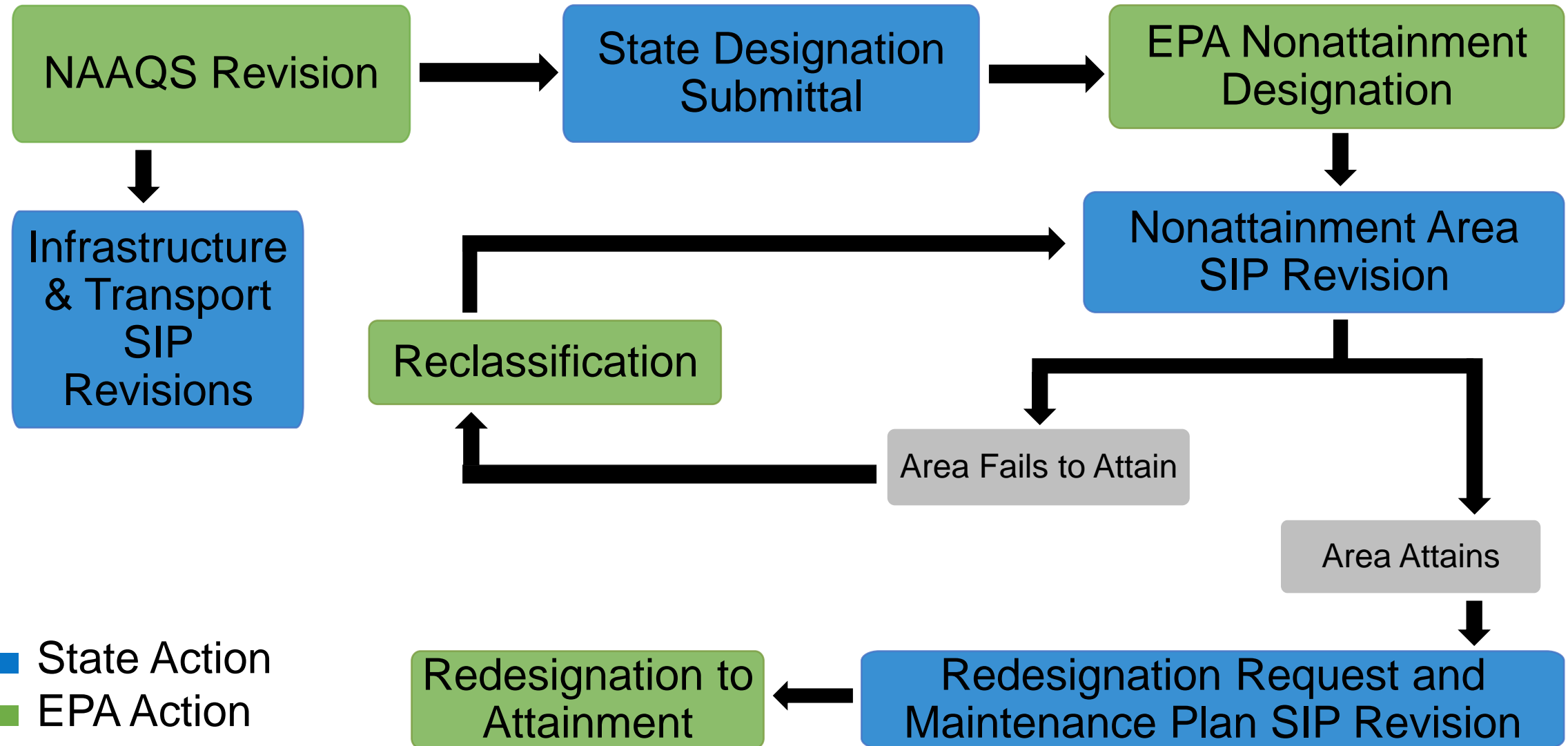
PM_{2.5} Point Sources and Monitors in the Austin Area



Designations Process

- EPA sets a new or revised NAAQS
- State designations submitted to EPA
 - *Attainment*: the area meets the NAAQS
 - *Nonattainment*: the area does not meet the NAAQS
 - *Unclassifiable*: the area cannot be classified based on available information
- EPA makes final designations
 - 120-day notice to states if EPA designations differ from state designations

Designation and Nonattainment Area SIP Revision Cycle



Potential PM_{2.5} NAAQS Implementation Timeline

Date	Event
February 2024	PM _{2.5} NAAQS revision finalized
February 2025	State designation submittal
October 2025	120-day Letter from EPA to Governor
March 2026	Final designations effective
February 2027	Infrastructure and Transport SIPs due
September 2027	Nonattainment area SIPs due
December 2032	Attainment date

PM Nonattainment Area Requirements

- Moderate PM nonattainment area SIP requirements:
 - Nonattainment new source review permitting requirements;
 - Federal Clean Air Act (FCAA), §176(c) conformity; and
 - SIP revision due 18 months after initial designation.
- Reclassification to serious nonattainment if area fails to attain by the applicable moderate attainment date.
- EPA approval of redesignation request and maintenance plan SIP revision required to remove the nonattainment designation once area attains.

Current Ozone NAAQS Status

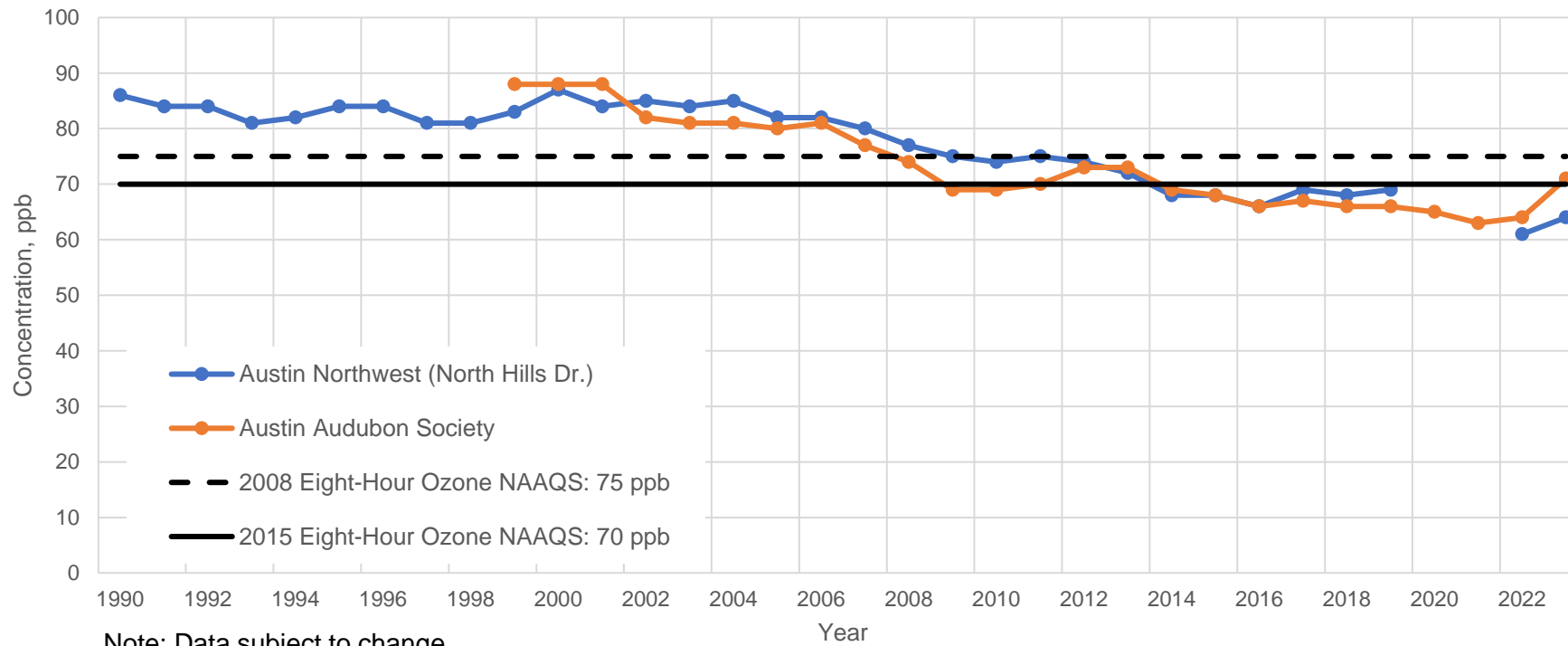
- 2015 eight-hour ozone NAAQS is 0.070 parts per million (ppm).
 - Design values of 70 parts per billion (ppb) or less are attainment.
- Austin-Round Rock is currently designated attainment/unclassifiable for the 2015 eight-hour ozone NAAQS.

Preliminary Eight-Hour Ozone Design Values for 2023

Site Name	Design Value* (ppb)
Austin North Hills Drive	71
Austin Audubon	67

* Values calculated use preliminary data and are subject to change.

Eight-Hour Ozone Design Values for Austin-Round Rock



Revised Designations Process

- If an attainment/unclassifiable area exceeds the NAAQS, the area is not automatically redesignated to nonattainment.
- A revised designation would be made at EPA Administrator's discretion.
 - EPA would notify the state that the current designations should be revised.
 - Revising the designation requires a formal process similar to initial designations, per FCAA, §107(d)(3).

Ozone Nonattainment Area Requirements

- Marginal ozone nonattainment SIP requirements
 - Nonattainment new source review (NSR) permitting
 - Emissions inventory (EI) SIP revision
 - Emissions statement
- FCAA, §176(c) conformity requirements
 - Federal actions cannot cause new NAAQS violations, worsen existing NAAQS violations, or delay attainment.

Contact Information

SIP Rules inbox, Air Quality Division:
siprules@tceq.texas.gov

To join the SIP/Air Quality update email list go to:
www.tceq.texas.gov/airquality/sip/sipcontact.html

**ITEM 10: UPDATE ON 2050 REGIONAL
TRANSPORTATION PLAN (RTP)**





CAMPO's Planning Process

2 Regional Long-Range Plan

CAMPO uses recommendations from plans and studies to create a cohesive, multimodal plan. **Local governments** participate in plan development. **Long range plan does not allocate funding.** The 2045 RTP was adopted in May 2020.

1 Local and Regional Plans and Studies



CAMPO works with **local governments, leadership, and communities** to identify and incorporate needs

3 Project Selection and Funding



Local project sponsors submit applications to **CAMPO** to fund projects identified in plans. The current TIP was adopted on **May 9, 2022.**

4 Project Implementation

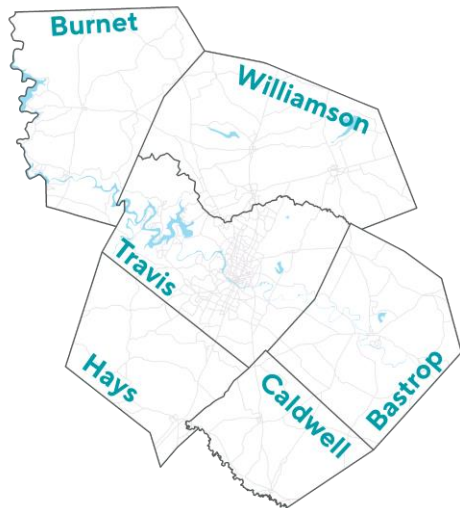


Local project sponsors analyze, design, and construct projects





Development of the 2050 Regional Transportation Plan (RTP)



- **Requirements of the RTP**

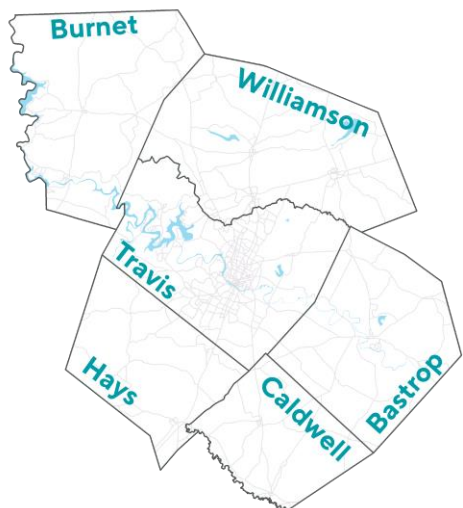
- » 20+ year planning horizon
- » Inventory of existing and planned modal systems
- » Prioritized list of regionally significant transportation projects and programs
- » Performance measurement and reporting
- » Fiscal constraint
- » Update every 5 years

- **2050 RTP must be adopted by TPB in May 2025**





CAMPO Planning Process Informs the 2050 RTP



• Completed

- » San Marcos Transportation Corridors Study
- » Bergstrom Spur Corridor Study
- » Regional Traffic Safety Plan
- » Western Caldwell County Transportation Study
- » Congestion Management Process
- » County Thoroughfare Plans
- » Travel Demand Model Update

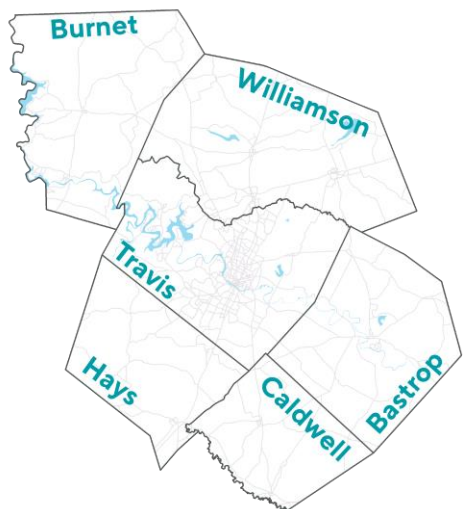
• Ongoing

- » Regional Freight Plan
- » Regional Bicycle and Pedestrian Inventory Update
- » Regional Transit Update
- » Project Readiness Program
- » Partnership studies (Georgetown, Buda, Burnet County)
- » Transportation Demand Management Program
- » Mobile Emission Reduction Plan
- » Interchange/Bottleneck Study





Early Action Items



- **2045 RTP Review** – individual meetings with project sponsors
- **Call for Projects** – review procedures and criteria with TAC and host application workshop
- **Fiscal Constraint** – revenue estimation
- **IIJA Compliance** – recommendations for 2050 RTP





Tentative Schedule

Date	Item
February 2024	TAC Information – Plan process and schedule
March to May 2024	Project sponsor meetings to review 2045 RTP
April 2024	TPB Information – Plan process and schedule
May 2024	TAC Information – Project call; Project call workshop
June 2024	TPB - Project call; TAC Information – Fiscal constraint discussion
June to August 2024	Application intake for project call
August 2024	TAC Information – Summary of projects received
September 2024	TPB Information – Summary of projects received and fiscal constraint discussion
Fall 2024	First round of public outreach
December 2024	Draft 2050 RTP document

Draft Schedule Subject to Change

Date	Item
January 2025	TAC Information – Draft Plan
February 2025	TPB Information – Draft Plan
Spring 2025	Second round of public outreach meetings
March 2025	TAC Information – Final Plan
April 2025	TPB Information – Final Plan
April 2025	TAC Recommendation – Final Plan document
May 2025	TPB Action – Final Plan document (2050 RTP Adoption)



**ITEM 11: PRESENTATION AND DISCUSSION
ON THE REGIONAL FREIGHT PLAN**





Overview

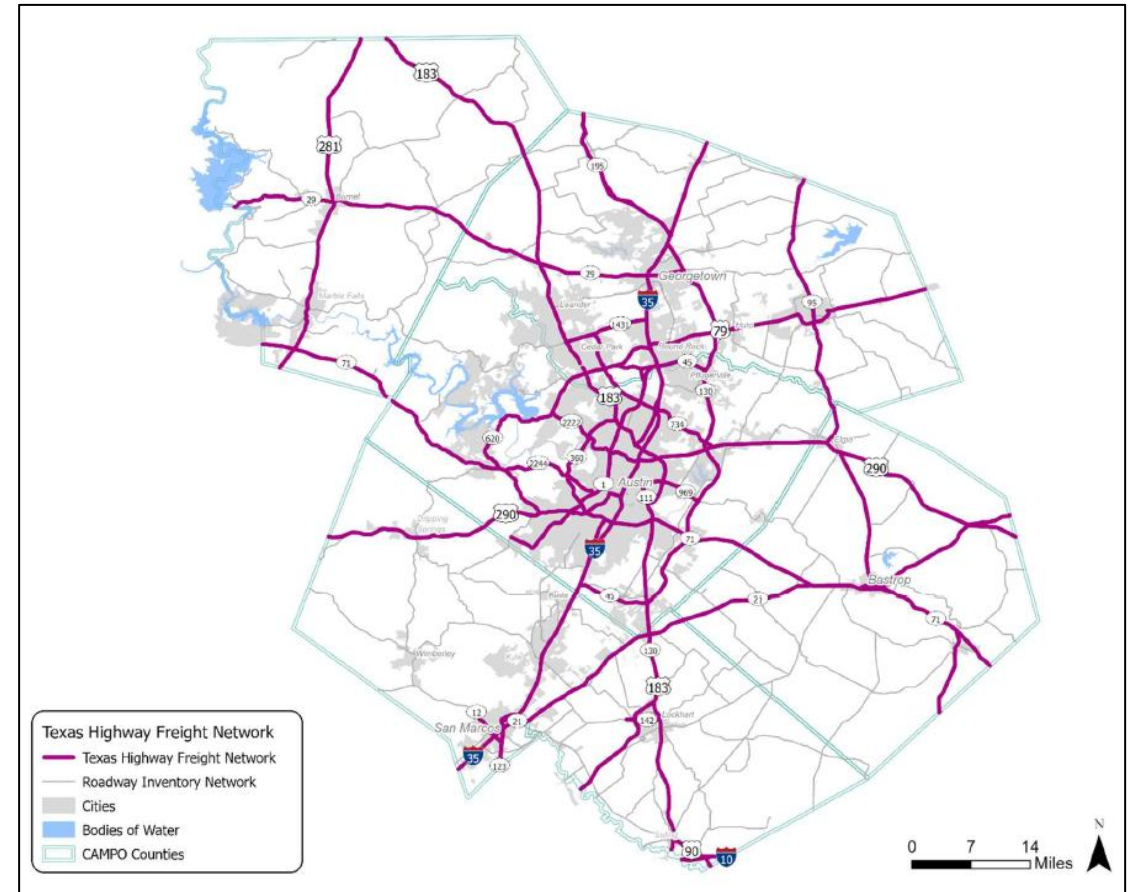
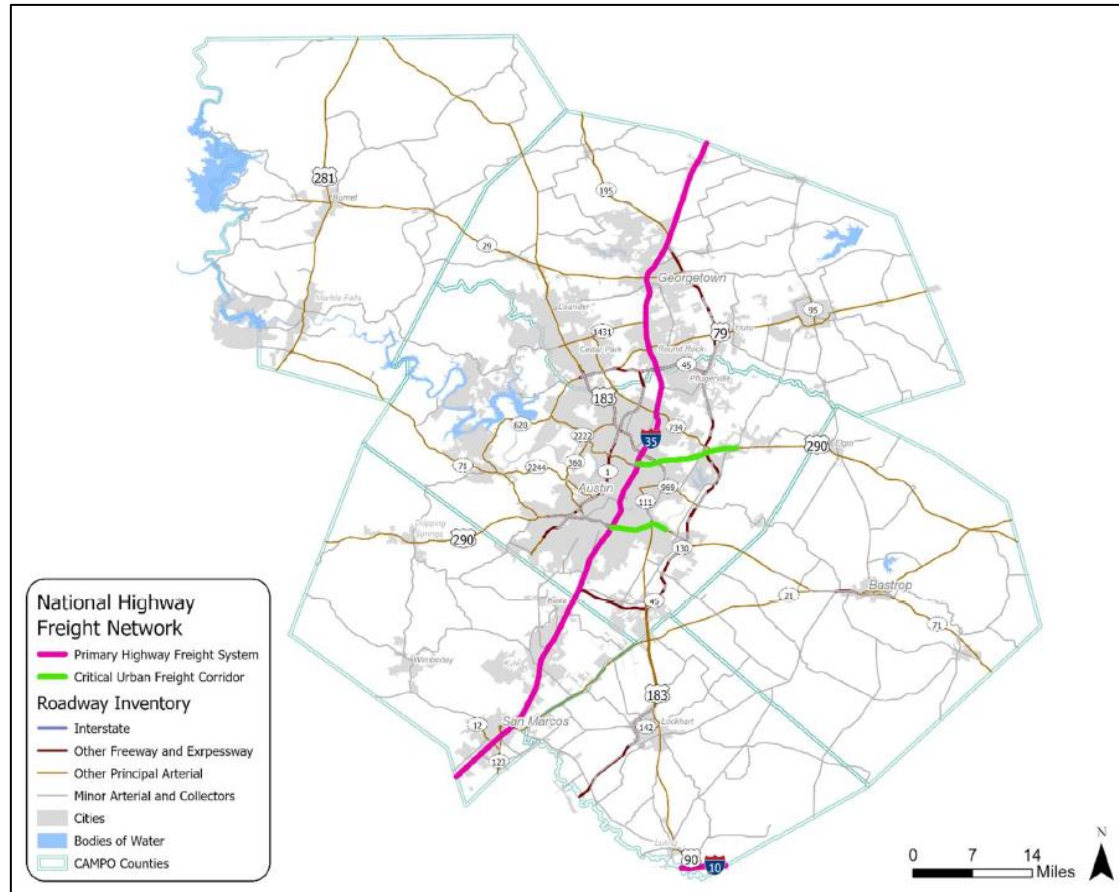


- **Freight Assets**
- **Congestion and Safety**
- **Truck Parking**
- **Rail, Pipeline, and Air Facilities**
- **Equity**
- **E-Commerce**
- **Next Steps**



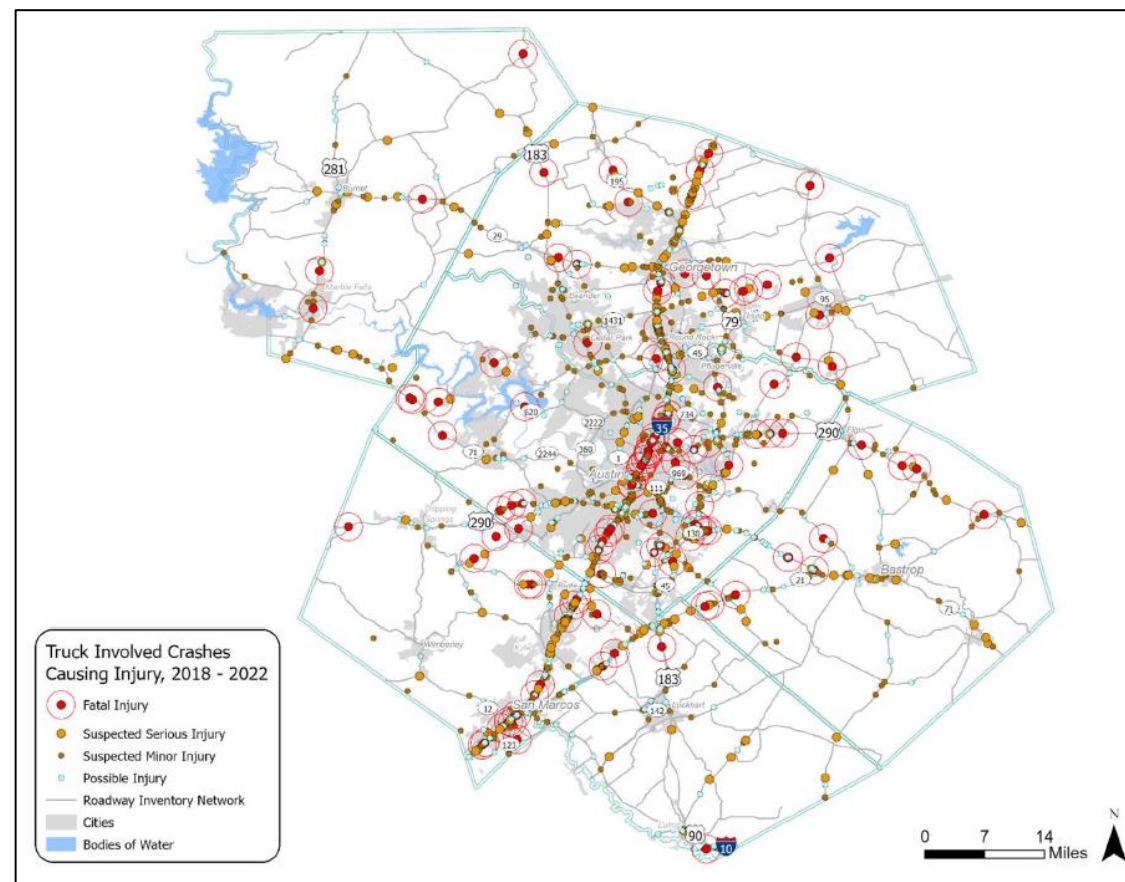
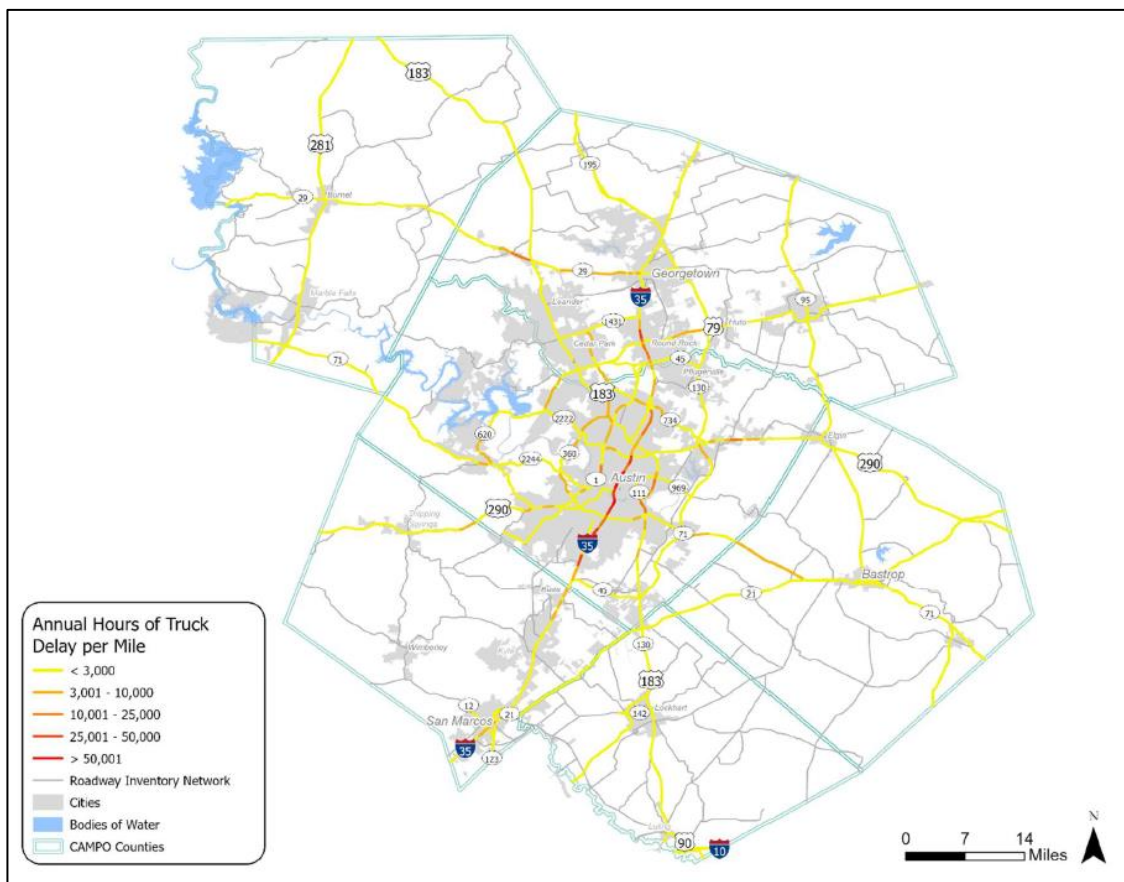


Freight Assets





Congestion and Safety

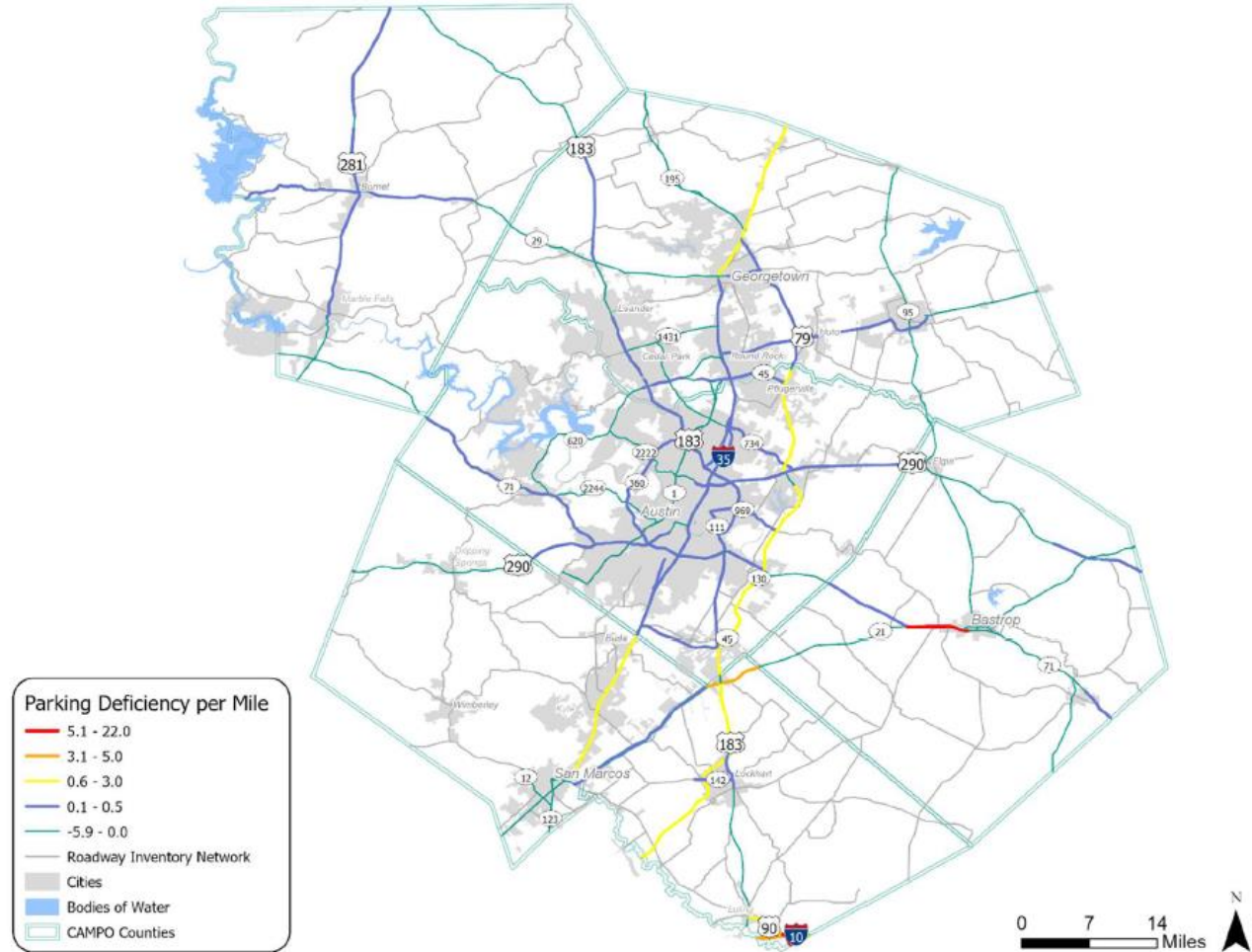




Truck Parking

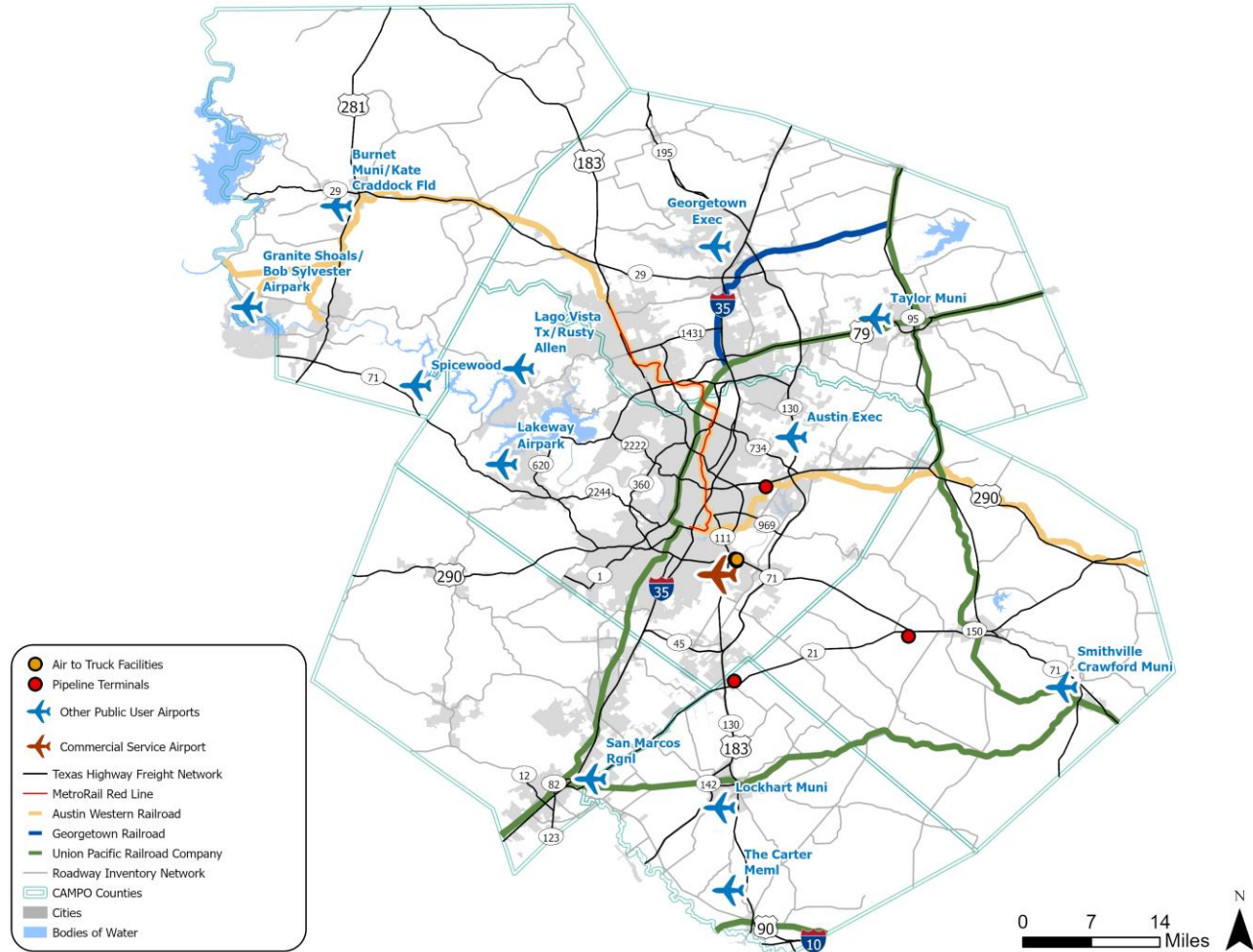


No public truck parking locations



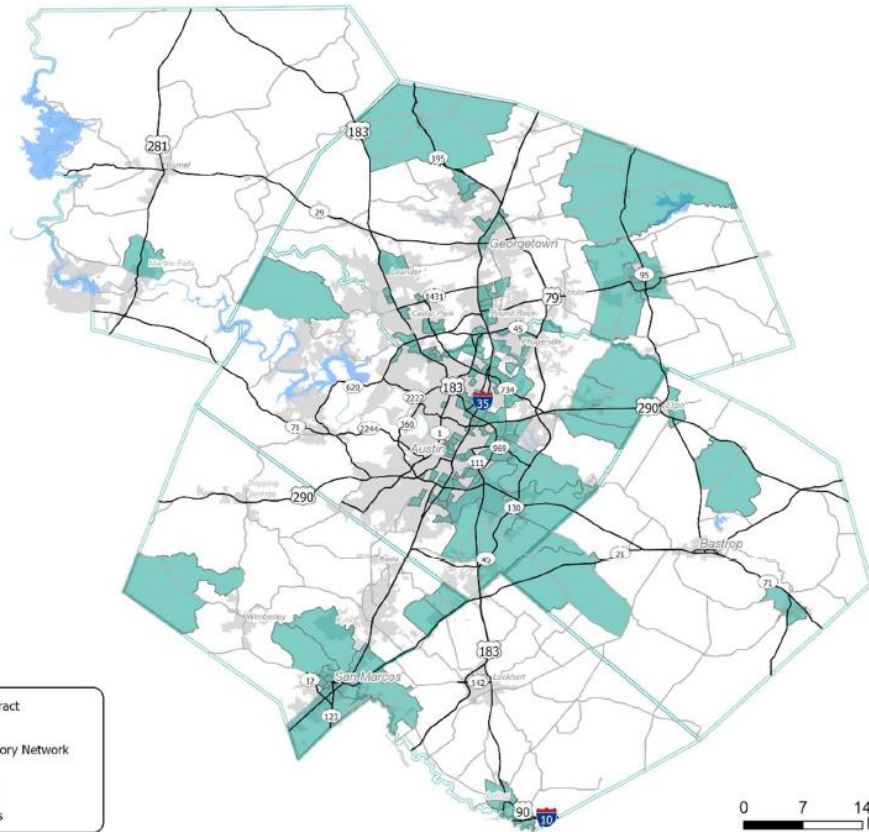


Rail, Pipeline, and Air Facilities





Equity



Freight Equity Indicators	Equity Census Tracts	Nonequity Census Tracts
THFN Mileage per 10,000 population	5.18	5.66
Mileage weighted AADTT on THFN	4,787	3,257
Mileage weighted TTTR on THFN	4.44	3.96
Truck VMT per Capita on THFN	905	672
Truck Involved Crashes per 10,000 population	48.4	27.6
Fatal and serious injury Truck-Involved crashes per 10,000 population	2.8	1.9
Railroad Mileage per 10,000 population	7.1	8.7
Railroads Crossings per 10,000 population	11.8	11.9
Pipeline Mileage per 10,000 population	11.6	16.0
Population near a Petroleum Product Terminals	4,505	19,076
Population near a Natural Gas Power Plant	37,056	74,301





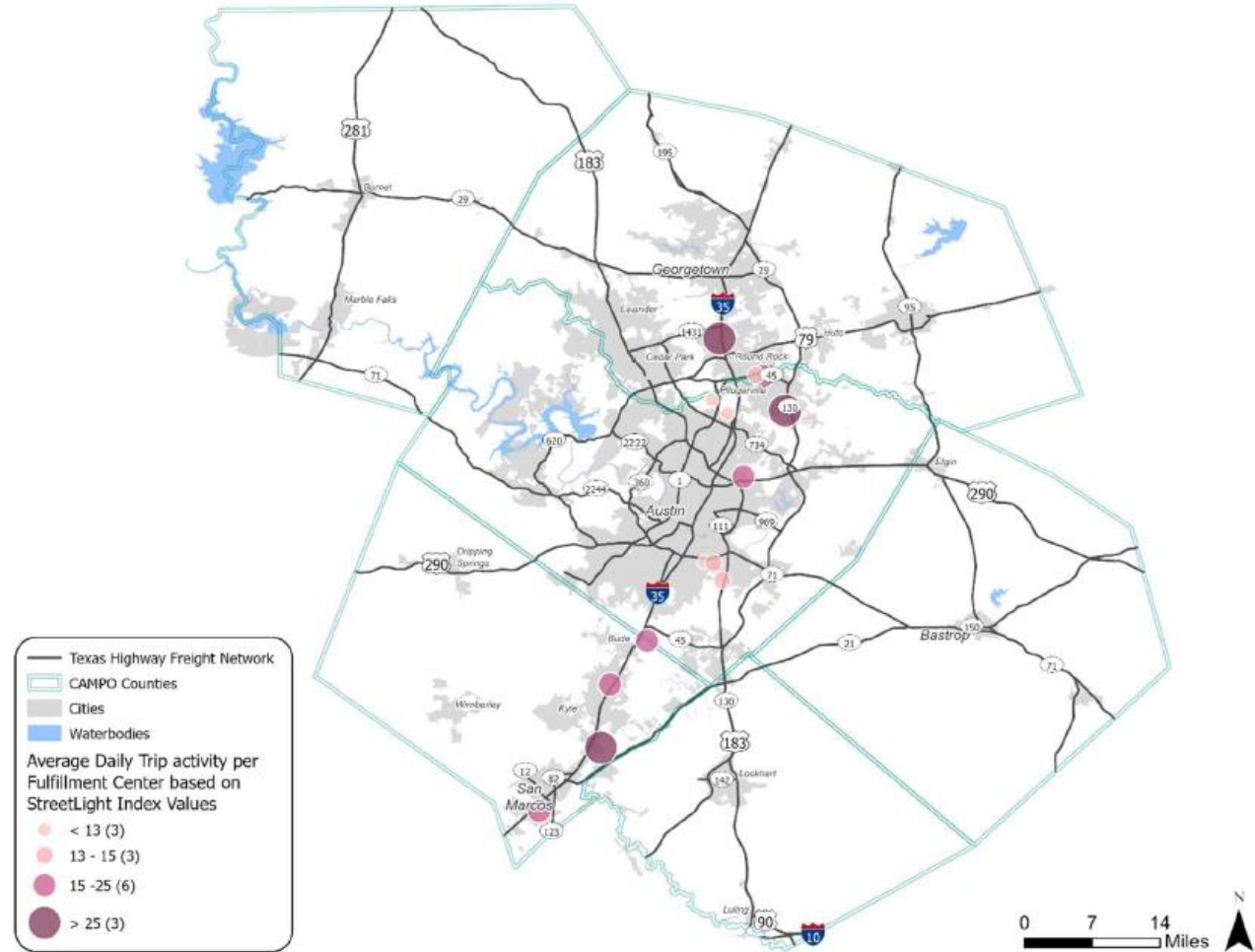
E-Commerce



Amazon - 10

FedEx - 3

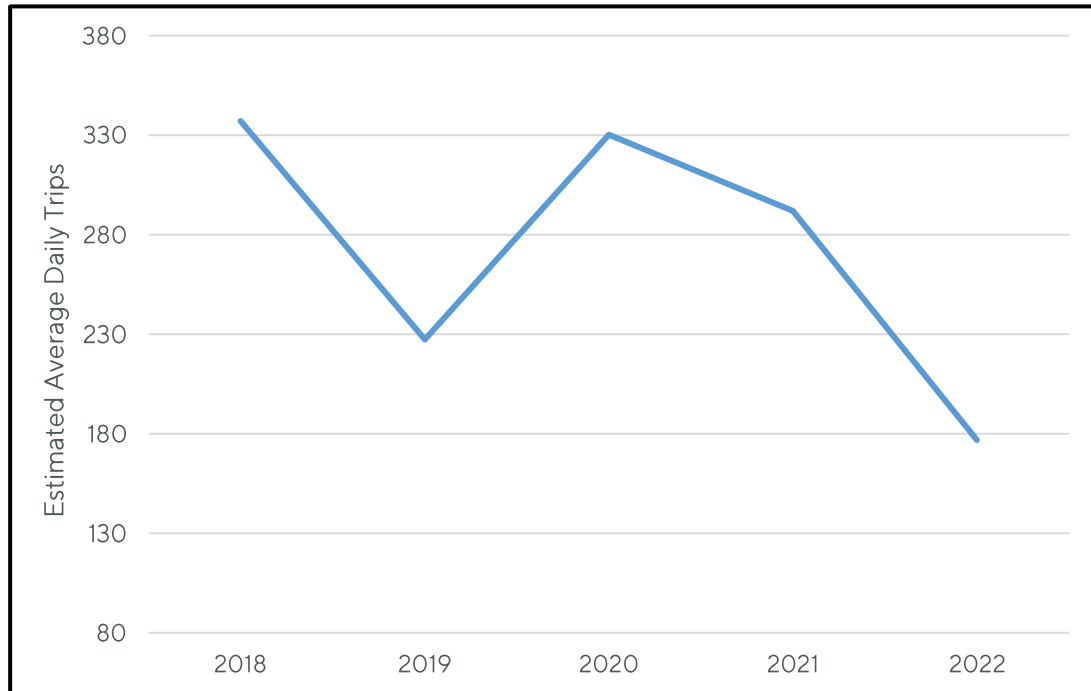
UPS - 2



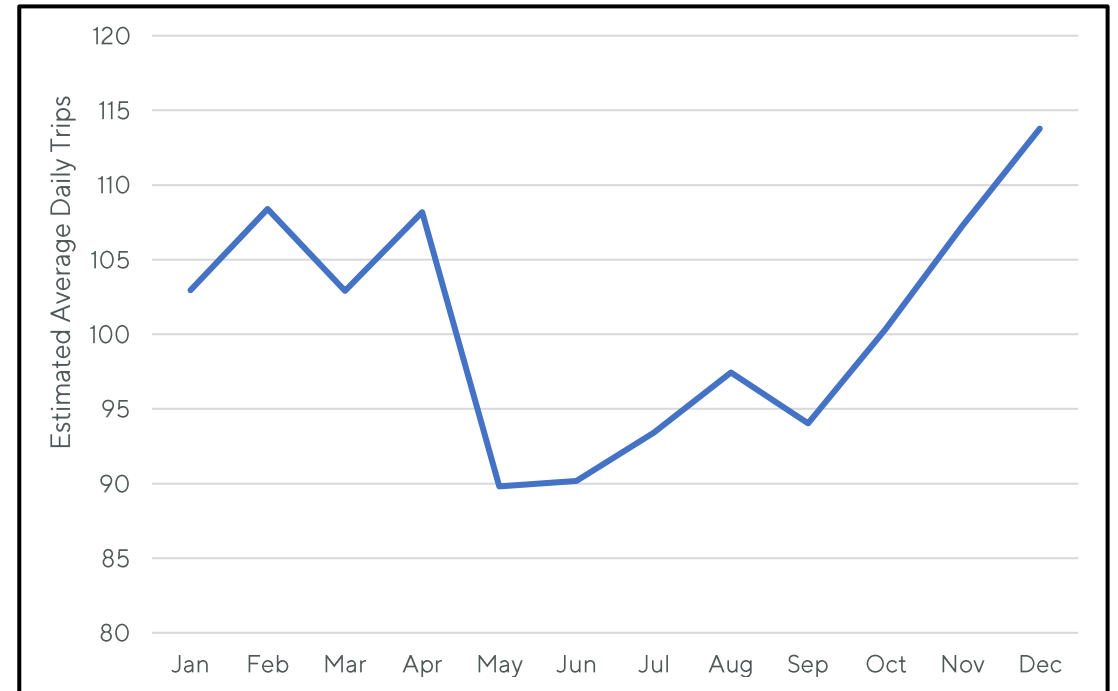


E-Commerce Trips by Time

Trips by Year

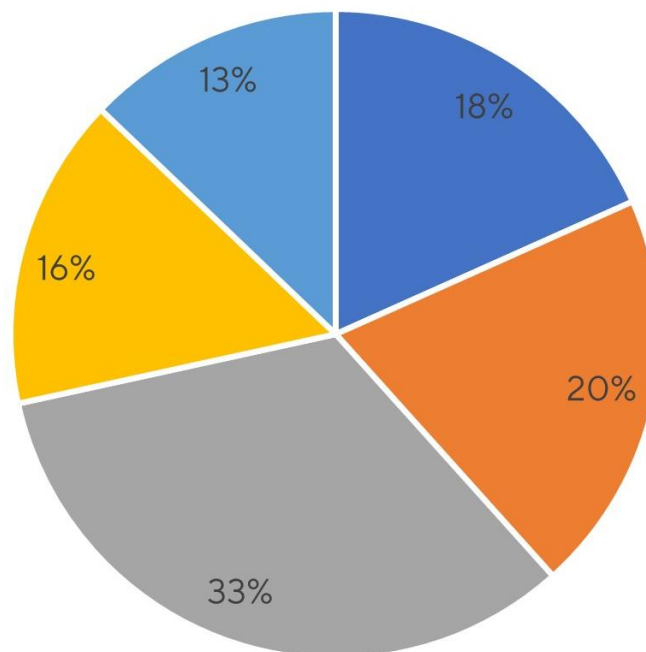


Trips by Month





Trips by Time of Day



- 1: Early AM (12am-6am)
- 2: Peak AM (6am-10am)
- 3: Mid-Day (10am-3pm)
- 4: Peak PM (3pm-7pm)
- 5: Late PM (7pm-12am)





E-Commerce Trends



- **Aggressive growth in warehouses and distribution centers**
 - » Increase in secondary traffic
 - » Population growth leads to need for more facilities
- **Greater impact on transportation system**





Next Steps



- TAC → Recommendation, April 22
- TPB → Adoption, May 13



**ITEM 12: EXECUTIVE DIRECTOR'S REPORT
ON TRANSPORTATION PLANNING
ACTIVITIES**



ITEM 11: ANNOUNCEMENTS





Upcoming Meetings



- TAC → April 22, 2024
- TPB → May 13, 2024



ADJOURNMENT

