



**TECHNICAL ADVISORY COMMITTEE MEETING**  
**Monday, May 20, 2024**  
**2:00 p.m.**

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

**AGENDA**

1. Certification of Quorum – Quorum requirement is 13 members  
.....Mr. Gary Hudder, Chair

**ACTION:**

2. [Approval of April 22, 2024 Meeting Summary](#) .....Mr. Chad McKeown, CAMPO  
*Mr. McKeown will seek TAC approval of the April 22, 2024 meeting summary.*
3. [Discussion and Recommendation on Regional Freight Plan](#)..... Mr. Nirav Ved, CAMPO  
*Mr. Ved will provide a presentation on the Regional Freight Plan and seek TAC recommendation.*

**INFORMATION:**

4. [Discussion on 2050 Regional Transportation Plan \(RTP\) Call for Projects](#)  
..... Mr. William Lisska, CAMPO  
*Mr. Lisska will discuss the upcoming call for projects process for the 2050 RTP.*
5. [Presentation on Bicycle and Pedestrian Facilities Inventory Update](#)  
..... Mr. Nicholas Samuel, CAMPO  
*Mr. Samuel will present an update of CAMPO’s Bicycle and Pedestrian Facilities Inventory.*
6. Report on Transportation Planning Activities
7. TAC Chair Announcements
  - Next TPB Meeting – June 10, 2024, 2:00 p.m.
  - Next TAC Meeting – June 24, 2024, 2:00 p.m.
8. Adjournment

**Persons with Disabilities:**

*Upon request, reasonable accommodations are provided. Please call 737-229-0896 at least three (3) business days prior to the meeting to arrange for assistance.*



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

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

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

**1. Certification of Quorum .....Mr. Gary Hudder, Chair**

The Chair called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:03 p.m.

A quorum was announced present.

**Present:**

	<b>Member</b>	<b>Representing</b>	<b>Member Attending</b>	<b>Alternate Attending</b>
1.	Erik Leak	City of Austin	Y	
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.	Melissa McCullom	City of Kyle	Y	
7.	Ann Weis	City of Leander	Y	
8.	Emily Barron, Vice Chair	City of Pflugerville	Y	
9.	Gary Hudder, Chair	City of Round Rock	Y	
10.	Laurie Moyer, P.E.	City of San Marcos	Y	

11.	Aimee Robertson	Bastrop County	Y	
12.	Kennedy Higgins	Bastrop County (Smaller Cities)	N	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Caleb Kraenzel, P.E.	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	Y	
16.	David Fowler, AICP	Caldwell County (Smaller Cities)	N	
17.	Winton Porterfield	Hays County	N	
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	N	
22.	Tom Yantis	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	Y	Jacob Calhoun
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	Akila Thamizharasen

**2. Approval of February 26, 2024 Meeting Summary**

..... Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the February 26, 2024 meeting summary, as presented.

Ms. Laurie Moyer, P.E. moved for approval of the February 26, 2024 meeting summary, as presented.

Ms. Emily Barron seconded the motion.

The motion prevailed unanimously.

**3. Discussion and Recommendation on Draft 2025-2028 Transportation Improvement Program (TIP) and Amendment to 2045 Regional Transportation Plan (RTP)**

..... Mr. Ryan Collins, CAMPO

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager as presenter of the draft 2025-2028 TIP and Amendment to the 2045 RTP. Mr. Collins briefly discussed the relationship between the TIP and RTP and provided a high-level overview of the project listed in the 2025-2028 TIP. Mr. Collins noted that the 2025-2028 TIP includes the I-35 Capital Express Project which contains the largest in TIP funding. The Committee was informed that the I-35 Capital Express Project status is the same with no change in scope or funding. The Committee also received a presentation of the geographic distribution of project funding for the TIP.

Mr. Collins also presented an amendment to the 2045 RTP which adds the Texas SMARTTrack Project. Mr. Collins reported that adoption of the 2025-2028 TIP and amendment to the 2045 RTP will be requested at the May Transportation Policy Board meeting.

Ms. Doise Miers, CAMPO Community Outreach Manager later summarized the public outreach efforts for the 2025-2028 TIP and amendment to the 2045 RTP. Ms. Miers reported that the public comment period opened on March 15, 2024 and closed on April 16, 2024. Ms. Miers further reported that one (1) in-person open house was held in each county with a total of 20 in-person attendees. The Committee was informed that there were 2,254 visits to the online Open House, 355 comments, email and social media notifications were provided, and press releases were sent to media contacts. The Committee was also informed that the options to submit public comments included email, online Open House, U.S. Mail, voice mail, and by phone.

The presentation was concluded with a request for TAC recommendation for approval of the 2025-2028 TIP and amendment to the 2045 RTP. A brief question and answer with comments followed.

The Chair entertained a motion to approve a recommendation for approval of the 2025-2028 TIP and amendment to the 2045 RTP.

Mr. Ed Collins moved to approve a recommendation for approval of the 2025-2028 TIP and amendment to the 2045 RTP.

Mr. Tom Gdala seconded the motion.

The motion prevailed unanimously.

**4. Presentation and Discussion on Regional Freight Plan**

..... Mr. Nirav Ved, CAMPO

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager as presenter for the discussion on the Regional Freight Plan. Mr. Ved provided a brief recap of the October 2023 TAC discussion on the Regional Freight Plan and noted that accompanying Appendixes and reports are included in the meeting materials for review. Mr. Ved highlighted the three (3) phases of the plan, four (4) recommendation categories, and briefly discussed the Project Gap Analysis for projects in the region.

Mr. Ved also presented a map of the projects included in the plan, discussed the priority corridors, and confirmed a May 6 deadline for TAC feedback on the Regional Freight Plan. Mr. Ved informed the Committee that the Regional Freight Plan will be presented to the TAC for a recommendation for Transportation Policy Board approval at its May meeting. The presentation was concluded by a brief question and answer with comments.

## **5. Report on Transportation Planning Activities**

### **a. Green House Gas (GHG) Litigation Outcomes**

Chair Hudder recognized Mr. Ashby Johnson, CAMPO Executive Director who reported that rules were released by the Environmental Protection Agency (EPA) and Federal Highway Administration (FHWA) that required CAMPO and other MPOs to start looking into setting performance measures for GHG emissions. Mr. Johnson further reported that a lawsuit was filed by the Texas Attorney General's office (representing the State of Texas) and the Kentucky Attorney General's Office (representing the state of Kentucky and 20 other states). The Committee was informed that both lawsuits have been settled and the rule was struck down in both cases. The Committee was also informed that the lawsuit filed by the Texas Attorney General's office did not ask for injunctive relief but the lawsuit filed by the Kentucky Attorney General's Office did ask for injunctive relief.

Mr. Johnson noted that the rule is dead and that FHWA has until mid-May to file an appeal. Mr. Johnson further noted that the intent to appeal is unknown. The report concluded without questions or comments.

## **6. TAC Chair Announcements**

The Chair announced that the next Transportation Policy Board Meeting will be held on May 13, 2024 at 2:00 p.m. and the next Technical Advisory Committee will be held on May 20, 2024 at 2:00 p.m.

## **7. Adjournment**

The April 22, 2024 meeting of the CAMPO Technical Advisory Committee was adjourned at 2:32 p.m.



**Date:** May 20, 2024  
**Continued From:** April 22, 2024  
**Action Requested:** Recommendation

---

**To:** Technical Advisory Committee  
**From:** Mr. Nirav Ved, Data and Operations Manager  
**Agenda Item:** 3  
**Subject:** Discussion and Recommendation on Regional Freight Plan

---

**RECOMMENDATION**

Staff requests the Technical Advisory Committee recommend to the Transportation Policy Board to adopt the Regional Freight Plan.

**PURPOSE AND EXECUTIVE SUMMARY**

CAMPO last adopted a Regional Freight Plan in March 2008. Since that time, the region has experienced numerous changes in population, demographics, travel patterns, shopping habits, and freight logistics. This presentation will provide an update on the analyses completed since December 2022 and will detail the existing conditions of freight logistics and infrastructure in the region, developing trends regarding e-commerce, and a set of recommendations on how to address current and future freight-related challenges.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

CAMPO last adopted a Regional Freight Plan in March 2008. In December 2022, CAMPO staff and its consultant team, led by Cambridge Systematics, began work on developing a new Regional Freight Plan. This presentation will detail the first, second, and third phases of that effort which will provide an examination of the existing freight conditions for the region, potential new developments in the freight industry, and a set of recommendations on how to address current and future freight-related challenges.

**SUPPORTING DOCUMENTS**

**Attachment A – [Existing Conditions Report and Appendices](#)**

**Attachment B – [Trends Report and Appendices](#)**

**Attachment C – [Recommendations Report and Appendices](#)**



**Date:** May 20, 2024  
**Continued From:** N/A  
**Action Requested:** Information

---

**To:** Technical Advisory Committee  
**From:** Mr. William Lisska, Regional Planning Manager  
**Agenda Item:** 4  
**Subject:** Discussion on 2050 Regional Transportation Plan (RTP) Call for Projects

---

**RECOMMENDATION**

None. This item is for information purposes only.

**PURPOSE AND EXECUTIVE SUMMARY**

CAMPO is working on the development of the 2050 RTP, which must be adopted no later than May 2025 if the region is to remain in compliance with federal rules. In addition to providing goals, policies, and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities to be implemented over the plan horizon. To develop the project list, CAMPO is opening a submission process (project call) this summer through which sponsors can submit their regionally significant projects for inclusion in the RTP. The purpose of this item is to review the overall process for the 2050 RTP project call as well as the goals, objectives, and criteria that will be used to score projects.

**FINANCIAL IMPACT**

Funding is not directly associated with the Regional Transportation Plan (RTP). However, the RTP and project listing play an important role in federal and state funding decisions and administrative processes.

**BACKGROUND AND DISCUSSION**

CAMPO is responsible for the development and maintenance of a long-range regional transportation plan (RTP) for the six-county region. The purpose of the long-range plan is to coordinate regional transportation planning activities, prioritize a comprehensive list of projects, activities, and programs, and develop a fiscal constraint analysis that estimates the region's capacity to fund projects in the long-range plan. The RTP, with a horizon of at least 20 years in the future, must be reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and demographic trends. CAMPO is currently operating under the 2045 Regional Transportation Plan (RTP), which was adopted by the Transportation Policy Board in May 2020. CAMPO is now working on the development of the 2050 RTP, which must be adopted no later than May 2025 if the region is to remain in compliance with federal rules.

In addition to providing goals, policies, and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that could be implemented over the plan horizon (2050). To develop the project list, CAMPO is opening a submission process (project call) this summer through which sponsors can submit their regionally significant projects for inclusion in the RTP. CAMPO will accept applications from June 17 to August 9, 2024. Please note **there is no funding associated with the RTP call for projects.**

Projects will be scored according to evaluation criteria based on RTP goals and objectives. CAMPO will host a workshop for project sponsors later this month (date TBD) to review the submittal instructions, the detailed evaluation criteria for the various project types (roadway, transit, ITS, active, TDM, and other), and CAMPO-provided data sources that may be helpful to applicants. Since March, CAMPO staff have been meeting with agencies that have projects listed in the current 2045 RTP to determine if projects can be carried through to the 2050 RTP or if updated applications will be required. CAMPO staff will continue to be available to answer questions about the process leading up to and during the project call submission period.

**SUPPORTING DOCUMENTS**

**Attachment A** – *Draft 2050 Regional Transportation Plan Project Call: Project Submittal Instructions and Evaluation Criteria*





# **Capital Area Metropolitan Planning Organization**

## **2050 Regional Transportation Plan Project Call**

*(there is no funding available for this call)*

DRAFT Project Submittal Instructions

And

Evaluation Criteria

Spring 2024

## Table of Contents

Overview.....	3
Schedule.....	4
Application and Submittal Process .....	5
Application Workbook.....	6
Application Workbook Information.....	6
Instructions .....	7
Project Information .....	8
Regionally Significant Projects .....	13
Roadway Project Selection.....	16
Transit Project Selection Criteria .....	18
ITS/Operations Project Selection.....	19
Active Transportation.....	20
Transportation Demand Management.....	21
Other Projects.....	22
Appendix A: Additional Planning Factor Information.....	23
Roadway Projects .....	23
ITS/Operations Projects .....	25
Transit Projects .....	26
Active Transportation Projects.....	27
Transportation Demand Management.....	28
Other Projects .....	29
Example Criteria.....	29
Appendix B: 2045 Regional Transportation Plan Goals and Objectives .....	30
Appendix C: Major Regional Activity Centers .....	31
Appendix D: Grouped Projects .....	32

## Overview

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for the development and maintenance of the long-range regional transportation plan (RTP) for the six-county region. The RTP, with a forecast year of at least 20-years, is reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and land use conditions and trends.

CAMPO is currently developing the 2050 RTP, the next five-year update of the long-range regional transportation plan. In addition to providing goals, policies and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that will be developed and implemented over the next 20 years. In order to create the project list, CAMPO has developed a submission process through which sponsors can submit their regionally significant projects for inclusion in the RTP. Any projects in the Transportation Improvement Program (TIP) window, i.e. the first four years of the RTP, should have dedicated funding.

In the CAMPO region, the Metropolitan Transportation Plan (MTP) as it is described in the Code of Federal Regulations (CFR) is referred to as the Regional Transportation Plan (RTP).

## Schedule

Date	Item
May 20, 2024	TAC Information Item – project call process
June 5, 2025	Local Government webinar regarding RTP project call
June 10, 2024	TPB Information Item – project call process
June 17, 2024 – August 9, 2024	RTP Call for Projects application intake
July 22, 2024	TAC Information item – revenue estimation for fiscal constraint
August 19, 2024	TAC Information Item – summary of projects received
September 9, 2024	TPB Information Item – summary of projects received and revenue estimation for fiscal constraint
Fall 2024	1 <sup>st</sup> round of public outreach
September – December 2024	Develop Draft Plan with constrained project list
January 27, 2025	TAC Information Item – Draft Plan
February 10, 2025	TPB Information Item – Draft Plan
Winter/Spring 2025	2 <sup>nd</sup> round of public outreach
March 24, 2025	TAC Information Item – Final Plan
April 14, 2025	TPB Information Item – Final Plan
April 28, 2025	TAC Recommendation – Final Plan
May 12, 2025	TPB Action – Final Plan (2050 RTP Adoption)

## Application and Submittal Process

The project listing in the Regional Transportation Plan (RTP) outlines the implementation of the vision and goals of the Transportation Policy Board (TPB) and guides and facilitates the expenditure of federal and state transportation funds.

The listing is comprised of regionally significant projects that are sponsored by federal, state and local transportation agencies and governments. These sponsors may submit projects during the submission period for consideration using the 2050 RTP Application spreadsheet. Applicants are required to include a GIS map package with shapefiles as part of their submittals, as many of the criteria can be answered via GIS analysis. CAMPO has a GIS map package (.mpk) available on the agency website for use by local governments with relevant geospatial data that may be useful for the application. An online map viewer with the same data can also be found at the following link. Please let the CAMPO team know if you have any issues producing a map package and associated shapefiles. CAMPO will review the submittals and will coordinate as needed with sponsors. Additional instructions are provided in the application spreadsheet.

All projects submitted with anticipated year of project implementation or construction from 2030 to 2050 should be included in the RTP. Unfunded projects that are expected to be funded in the near future (before 2030) should be rolled into year 2030 of the RTP. When the project is funded, it can then be included in the TIP through the amendment process.

All submittals should be uploaded to CAMPO's FTP site (ShareFile). Project sponsors are required to contact Jay Keaveny, Regional Planner at [jay.keaveny@campotexas.org](mailto:jay.keaveny@campotexas.org) to receive a link to a folder on the FTP site where they may upload their submittal application, back-up documentation and GIS data.

Please send any questions about the process to Will Lisska, Regional Planning Manager at [william.lisska@campotexas.org](mailto:william.lisska@campotexas.org).

## Application Workbook

The 2050 RTP project application is how project sponsors will submit projects to be considered for the fiscally constrained project listing. The application spreadsheet (Excel-based) is divided by project type: Roadway, Transit, Intelligent Transportation System (ITS), Active Transportation, Transportation Demand Management (TDM) and Other. Sponsors should select the appropriate project tab and fill out the required fields detailed below. Please note that any projects being submitted in the TIP window (before 2030) must have proof of dedicated funding. Any projects submitted with a let year before 2030, or as illustrative or 100% locally-funded only need to fill out the project information spreadsheet.

### Application Workbook Information

<b>Instructions</b>	This tab contains detailed instructions on how to use to Application Workbook and how to submit projects for consideration.
<b>Definitions and Resources</b>	To be able to answer questions, CAMPO has included a list of definitions and resources to be able to complete the application. Near the bottom, this tab features tables that explain how to best access information to support the answers that sponsors provide for their projects. Please refer to these tables while filling out the project scoring tabs.
<b>Project Information</b>	This tab asks for basic information of the project sponsor, such as address, contact information, and organization type. Please list each project here and the project score will be automatically populated from the criteria tabs when sponsors self-score projects.
<b>Roadway Scoring</b>	For all Roadway Projects, please use this tab to complete each scoring criteria questions.
<b>Transit Scoring</b>	For all Transit Projects, please use this tab to complete each scoring criteria questions.
<b>ITS Scoring</b>	For all ITS/Operational Projects, please use this tab to complete each scoring criteria questions.
<b>Active Scoring</b>	For all Active Transportation Projects, please use this tab to complete each scoring criteria questions.
<b>TDM Scoring</b>	For all TDM Projects, please use this tab to complete each scoring criteria questions.
<b>Other Scoring</b>	For all Other Projects, please use this tab to complete each scoring criteria questions.

## Instructions

1. Complete all columns for each project within the Project Information worksheet. Sponsors can use the Project Information Definitions as a guide. Many cells in the top row have upper right corners highlighted in purple to signify additional information.
2. Number the Projects in ascending order and ensure they correspond to those listed in the Project Type tabs (Roadway, Transit, ITS, Active, TDM, or Other) as you work your way through the application.
3. Optional: Complete the Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional project details.
4. Use the drop-down function to answer the yes/no performance measures and questions.
5. The Narrative Answer column will be used to further explain how a project addresses a given performance measure.
6. Use the drop-down function to answer the Data Type (Shapefile, Narrative, or Both) that best addresses the performance measure. Both are encouraged to provide clarity of the project.
7. Input where the sponsor obtained their data (CAMPO, Local Plan, State Plan, or Other). The relevant pages should be included in backup material sent in with the application and should denote (through highlights or other) where to find relevant graphics and text.
8. If the sponsor is using a data source other than one provided by CAMPO, explain where data was obtained to answer the Performance Measure. The relevant pages should be included in backup material sent in with the application and should denote (through highlights or other) where to find relevant graphics and text.
9. Objectively self-score how the project addresses each performance measure (total available points are in parentheses).
10. The Project Self-Score Total column will auto-populate based on all the performance measure scores.
11. Ensure projects are on the appropriate tab (Roadway, Transit, ITS, Active Transportation, TDM, Other).

## Project Information

Column	Title	Information
<b>A</b>	<b>Project Number</b>	This is the number assigned to each project within this worksheet. Use this number throughout when scoring projects.
<b>B-H</b>	<b>Sponsor Information</b>	Primary sponsor of the project. <i>(Sometimes referred to as submitter)</i>
<b>I-P</b>	<b>Sponsor Project Manager Information</b>	Contact information for day-to-day manager of project. If project manager information is the same as sponsor information only include the name, position, and email under this section (columns I-P). Please make sure the contact information is the most direct way of reaching the manager, such as a direct telephone number.
<b>Q-AD</b>	<b>Co-Sponsor Information</b>	Secondary sponsor of the project as applicable. Ensure that any needed documentation demonstrating concurrence is included in column AY and in backup documentation.
<b>AE</b>	<b>Project Type</b>	Roadway, Transit, Active, ITS, TDM, or Other
<b>AF</b>	<b>Is this a Grouped Project?</b>	See Appendix D for Group Project Information
<b>AG</b>	<b>If Grouped Project, what category?</b>	See Appendix D
<b>AH</b>	<b>County(s)</b>	County where the project is located. If the project is in multiple counties than please list all the counties in the next column
<b>AI</b>	<b>If Multiple counties, please list</b>	Only use if in multiple counties
<b>AJ</b>	<b>Roadway/Facility Name</b>	Name of roadway or facility where the project will occur



<b>AK</b>	<b>Limits (From)</b>	Indicates the physical location of the start of the project
<b>AL</b>	<b>Limits (To)</b>	Indicates the physical location of the end of the project
<b>AM</b>	<b>Limits (At)</b>	Indicates point of project (intersection, interchange or other point specific projects only)
<b>AN</b>	<b>Description (Short)</b>	The description of the project should include a brief one to two sentence description that includes the current facility and anticipated facility upon completion of the project. Examples: <i>Upgrade current two-lane undivided facility to a four-lane divided facility with bike lanes</i> or <i>New location two-lane facility with shoulders.</i>
<b>AO</b>	<b>Estimated Project Cost</b> (year of expenditure)	Estimated cost should be given at the anticipated year of expenditure. It can include any high-level estimate of construction, principal engineering, and other costs, as well as ROW and utility costs, if available. A 4% per year rate of inflation should be used to calculate costs at the year of expenditure. CAMPO has developed a spreadsheet tool for developing planning-level cost estimates for roadway extension and capacity improvement projects. This tool is optional to use, and applicants may still develop their own independent cost estimates for these project types.

<b>AP</b>	<b>Funding Source(s)</b>	Anticipated funding source if readily identifiable. Reference to back up material can be provided along with items in cell AW. Local funding includes all funding that comes from inside the region such as from cities, counties, CTRMA tolls, transit, etc. <i>If source is private, please show as local.</i>
<b>AQ</b>	<b>Explain Combination of Sources</b>	Explain any combination of anticipated funding sources, local, state, or federal etc.
<b>AR</b>	<b>Let Year</b>	Anticipated year of project implementation or construction (from 2030 to 2050). **Note: Unfunded projects that are expected to be funded in the near future (before 2030) should be rolled into year 2030 of the RTP. When the project is funded, it can then be included in the TIP through the amendment process.
<b>AS</b>	<b>Existing Facility</b> (Yes, No, or Both)	Indicate if project is on an existing facility.
<b>AT</b>	<b>Current Functional Classification</b>	Current functional classification of the facility as defined by FHWA if applicable
<b>AU</b>	<b>Anticipated Function Classification</b>	Anticipated functional classification of the facility. Please use <a href="#">FHWA methodology</a> for determining what the anticipated functional class may be. See Regional Significance definition found in next section for additional details.
<b>AV</b>	<b>Regional Significance</b>	Drop down box to select the regional significance definition that best represents the project. See pages 13 – 15 of this document for a description of regional significance definitions for each project type (e.g., roadway, transit, active, ITS, TDM, or other).

<b>AW</b>	<b>Explanation of Regional Significance</b>	Explain in one or two sentences how the project meets regional significance criteria for inclusion in the RTP.
<b>AX</b>	<b>TxDOT On-System</b>	Identify if project is on the TxDOT system ( <i>project submittals with on-system projects must have written state concurrence via a letter from or submitted by TXDOT correspondence</i> ).
<b>AY</b>	<b>Illustrative Project</b> <i>(only fill out the project information tab)</i>	If the project is considered illustrative, sponsors will include the project here and will not need to score the project.
<b>AZ</b>	<b>100% Locally Funded</b> <i>(only fill out the project information tab)</i>	<p>If the project is regionally significant and will be 100% locally funded, sponsors will identify the project here and will not need to score the project or answer the associated planning factors spreadsheet.</p> <p>If the project needs federal funding in the future, the project will then need to be resubmitted at that time.</p>
<b>BA</b>	<b>Back-up Documentation of Planning Process and Public Outreach</b>	Please list all relevant back-up documentation, which could include pages from local plans to support performance measure scoring, minutes showing plan adoption, or any additional public outreach documentation or materials for the project. These documents will be uploaded with the application and used to validate or show projects submitted meet the various performance measures. It is okay to include multiples of documentation from other projects if projects overlap. Maps and text can be highlighted to show relevant project information if not clear.

<p><b>BB</b></p>	<p><b>Sponsor Self-Score Total (100 Points Possible)</b> <i>This cell is locked as it auto-populates.</i></p>	<p>This is an automated score from the project's worksheet and will auto-populate based on the total of all the Sponsor's Self-Scores. Scores will not be generated for projects that are illustrative or 100% locally funded.</p>
<p><b>BC</b></p>	<p><b>MPO Score Total (100 Points Possible)</b> <i>This cell is locked as it auto-populates.</i></p>	<p>This cell will be populated by MPO staff following our review of the submitted application. Please leave blank when submitting your application to CAMPO.</p>

DRAFT

## Regionally Significant Projects

**Regionally significant project** means a transportation project (other than an exempt project) on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all minor and principal arterial highways and regional high-capacity transit services.

### Roadway Regional Significance definition:

- Roadways and intermodal connectors included in the federally adopted National Highway System (NHS)
- Roadways identified as minor arterials or higher in the Federal Regional Functional Classification System or are expected to be re-classified as an arterial or higher when open for public use.
- Grade-separated interchange projects on regionally significant roadways
- Frontage and backage roads (up to ¼ mile from the primary corridor)
- Roadways that serve as a connection to/or between existing or planned regional activity centers and corridors. See Appendix C for further discussion on activity centers.

Simplified Classification	Typical Spacing	FHWA Classification Table	
Limited Access	5 – 10 miles	Interstate	Interstates are the highest level of roadway and designed for long-distance travel offering limited access.
		Freeway	These roads have directional travel lanes and are separated by some type of physical barriers. Access is purely controlled by interchanges and on-and off-ramps to maximize their mobility function.
		Toll Road	Roadways (either public or private) where passengers pay a usage fee to use the roadway.
Principal/Major/Regional Connector	3 – 5 miles	Expressway	Roadways with directional travel lanes that are typically separated with controlled access to maximize mobility.
		Principal Arterials	Roads serve major centers and provide a high level of mobility but abutting land uses can be served directly.
Minor Arterials	1 – 3 miles	Minor Arterials	Provide service for trips of moderate length and offer connectivity to the higher arterial system.

For a detailed guide on how FHWA determines functional class, please reference the following report:

<https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf>

**Transit Regionally Significance definition:**

- Rail transit
- Commuter routes
- Bus rapid transit
- Other limited or skip stop routes
- Park and ride infrastructure
- Vanpool and demand response programs

**Active Transportation Regionally Significance definition:**

- Connections illustrated in the Tier I, Tier II, or Vision Network of the 2045 Regional Active Transportation Plan

- Projects that connect or serve regional activity centers and corridors
- Long-distance corridors that connect multiple communities and jurisdictions
- Safe Routes to School
- Safety and operations projects for active transportation
- Other projects that allow active transportation connectivity to other regional modes

*Please note: Transportation Demand Management (TDM) and Intelligent Transportation System (ITS) and Operations Projects will be considered on a case-by-case basis. See Group Project Guidance in Appendix D.*

DRAFT

## Roadway Project Selection Criteria

**Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)**

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Goal Area	Objective	Value	Performance Measure
<b>Safety</b>	C. G. J.	10	The project connects to an existing evacuation route or forms a new hurricane or wildfire evacuation route.
	A. B.	10	The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others.
	A. B. H. P.	10	The project includes access management features such as raised median, turning movement improvements, driveway consolidations, and other operational/safety features.
<b>Mobility</b>	C. E.	10	The project fills in a gap by creating a new consistent or improved facility.
	C. E.	5	The project provides parallel capacity on corridors with higher than average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways.
	C. E.	10	The project crosses a physical barrier and enhances network connectivity. One (1) point will be awarded for each barrier traversed, types of barriers include (up to 10 points): <ul style="list-style-type: none"> <li>- Railroads (including grade separations)</li> <li>- Limited Access Roads</li> <li>- Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers)</li> </ul>
	C. E. M.	5	The project connects to one or more roadways of a high functional class (principal arterial or limited access).
	B. E. J. N. P. I.	10	The project improves person throughput by including transit elements or service routes and/or identifying needs as part of the 2045 Regional Active Transportation Plan, CapMetro Project Connect, or another local or regional transportation plan.
<b>Stewardship</b>	K. P.	5	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources. See Appendix A



			for full list of environmental factors and cultural resources.
<b>Economy</b>	M.	5	The project is located along a major freight or hazardous materials route.
	L.	5	The project supports local, regional or state development plans and strategies.
	L. M.	5	The project connects to or serves a regional activity center(s) or corridors. See Appendix C for additional detail.
<b>Equity</b>	N. O.	5	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
<b>Innovation</b>	Q. R.	5	The project is adaptable to operational improvements (including TDM strategies), and new technologies such as connected/autonomous vehicles.
<b>Total Points</b>		100	

DRAFT

## Transit Project Selection Criteria

**Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)**

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objectives	Value	Performance Measure
<b>Safety</b>	E. A. O.	20	The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities.
<b>Mobility</b>	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan
	E. D. J. M. N. O. R.	10	The project provides connections to other transit services and/or modes of transportation.
	C. D. E. M. N. O. P.	15	The project fills a service gap, expands coverage or increases frequency of a route.
	D. E. H. J. M. N. O. P. R.	5	The project has documentation showing ridership potential, this can be a planning level estimate.
<b>Stewardship</b>	D. E. H. I.	10	The project addresses maintenance needs to maintain state of good repair.
<b>Economy</b>	E. N. O. P.	5	The project integrates existing or planned transit-supportive land use and infrastructure.
	L.	5	The project supports local, regional or state economic development plans and strategies.
<b>Equity</b>	N. O. P.	15	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
<b>Innovation</b>	E. Q. R.	5	The project demonstrates innovative design, technology, or service.
<b>Total Points</b>		100	

## ITS/Operations Project Selection Criteria

**Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)**

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objectives	Value	Performance Measure
<b>Safety</b>	D. H. M.	15	The project contributes to improvements in incident management.
	D. E. H. L. M. Q. R.	15	The project can be used for management of special events or emergencies.
<b>Mobility</b>	F.	10	The project is a part of an overall concept identified through a comprehensive local or regional transportation planning process
	C. E. M.	10	The project will provide system and network redundancy to ensure continuity in operations.
<b>Stewardship</b>	D. I. M. Q.	5	The project lifecycle is greater than five years.
	D. I. Q.	5	The project has a formal maintenance program in place.
<b>Economy</b>	D. M.	5	The project will help reduce delays and travel time in the network.
<b>Equity</b>	O.	15	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
<b>Innovation</b>	D. H. Q. M.	5	The project will improve or expand the regional transportation ITS network
	D. H. Q. R. M.	5	The project will utilize technology compatible with other relevant systems
	D. H. Q. M	5	The project will tie into a centralized operations center.
	D. H. Q. M.	5	The project will collect and provide publicly accessible data.
<b>Total Points</b>		100	

## Active Transportation Project Selection Criteria

**Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)**

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objective	Value	Performance Measure
<b>Safety</b>	A. B.	25	The project will enhance pedestrian and bicyclist safety.
	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan
<b>Mobility</b>	A. B. C. D.	5	Project removes a barrier or provides a connection that did not exist previously.
	A. B. C. E. J. M. N. O. P.	10	Project connects to existing facilities such as schools, community facilities, residential, activity centers, etc.
	A. B. C. J. M. N. O. P.	15	The project directly links to a transit connection or is within: <i>15 points</i> , if .25 miles or less or <i>10 points</i> , if .26 to .5 miles or <i>5 points</i> , if the project demonstrates a potential for future connection to a transit system.
<b>Stewardship</b>	A. B. J.	15	The project improves public health through the provision of active transportation facilities that are safe and accessible.
	K. O.	5	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources. See Appendix A.
<b>Equity</b>	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
<b>Innovation</b>	A. B. C. D. E. H. I. J. M. N. O. P. R.	5	The project is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.
<b>Total Points</b>		100	

## Transportation Demand Management Selection Criteria

**Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)**

**Optional: Long Description**, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objectives	Value	Performance Measure
<b>Mobility</b>	F.	15	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	G. P.	10	The planning process or document identifies an outreach component addressing commuting patterns and traveler engagement.
	A. D. E. G. L. M. N.	10	The project has a regional scope, impacts regional congested roadways, or impacts activity centers.
	A. D. E. K. M. N.	15	The project reduces vehicle miles traveled, single-occupant vehicle travel, or congested peak period travel.
	A. B. C. D. E. M.	15	The project or activity reduces vehicle trips or manages demand through strategies such as carpools, vanpools, managed lanes, corridor improvements, ITS installation, signal optimization or park and rides.
	G.	10	The project and/or activity includes the direct participation of other federal, state, or local jurisdictions.
	G. L. M.	10	The project and/or activity includes participation from regional employers and other trip generators impacting travel patterns.
<b>Equity</b>	M. N. O. P.	15	The project has a positive impact (e.g. reduction in transportation costs and emissions, improvements on public health) on underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
<b>Total Points</b>		100	

## Other Projects Selection Criteria

Criteria	Performance Measure
<b>Sponsor Selected</b>	The project sponsor demonstrates how the selected criteria apply to the project and provide supporting documentation.

DRAFT

## Appendix A: Additional Planning Factor Information

### Roadway Projects

**Safety** – Describe how the project would be expected to improve safety. Include information on multimodal safety and proven safety countermeasures like access management and operational improvements that will be included in the project. Furthermore, include materials showing how the project connects to hurricane or wildfire evacuation routes.

**Mobility** – Provide detail on the current and forecast levels of congestion in the corridor and how this project will improve or manage congestion by filling gaps, crossing barriers, and connecting multiple functional classifications of roadways. Projects should be identified in locally or regionally adopted plans and should note if the project is designated on the National Highway System. Include documentation of the multijurisdictional nature of the project, the proposed design section, and its context in the corridor and region in addressing bottlenecks, gaps, or redundancy. If the roadway corridor serves existing or proposed transit or active transportation routes, include information on the route(s) from the transit provider or managing jurisdiction.

**Stewardship** – Describe how the project will incorporate context sensitive measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. Environmental factors include soil plasticity, aquifers, flood plains, protected lands, and urban-wildfire interface. Cultural resources include parks (state and local), cemeteries, schools, hospitals/health care offices, historic buildings, museums, and civic centers. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

**Economy** – Describe how the project relates to economic development plans. Include information on new developments, redevelopments, key industries, or commercial and freight interests that the roadway would be expected to serve.

**Equity** – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. Provide information from the corridor's study that details how the project will minimize environmental impacts or improve current conditions. The [Transportation Insecurity Analysis tool](#) maintained by USDOT may be used as a supplemental source of information to develop the narrative.

**Innovation** – Describe how the project leverages innovative technologies, designs, or operations to improve transportation efficiency and safety. Include information about how the

project can facilitate and incorporate future technological developments such as platooning of vehicles and connected/autonomous vehicles.

DRAFT



## ITS/Operations Projects

**Safety** – Describe how the project would be expected to improve safety. Include information on how the project will be used for the management of incidents, special events, and emergencies.

**Mobility** – Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, Regional ITS Architecture plans, and city, county or state ITS master or implementation plans. Provide information on how the project will provide system redundancy and identify conformity to the Regional ITS Architecture. Provide data on current operational deficiencies, including delays and crashes and describe how the project will address these.

**Stewardship** – Identify the expected lifecycle of the project including the technology and equipment proposed. Provide information that supports the expected lifecycle and identify when updates, if required, may be needed. Identify if a formal ITS maintenance plan exists and provide a brief explanation of the plan and how the project will be included and whether current maintenance funds can support the project or new funds will be required. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

**Economy** – Describe how the project relates to economic development plans. Include information on how the project can serve new developments, redevelopments, key industries, or commercial and freight interests in the region.

**Equity** – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. The [Transportation Insecurity Analysis tool](#) maintained by USDOT may be used as a supplemental source of information to develop the narrative.

**Innovation** – Describe how the project will adapt to and expand the regional transportation ITS network as defined in the Regional ITS Architecture Update (June 2015) or other ITS master plan document that references the regional architecture. Describe how the project will integrate with existing and proposed equipment and technology including field devices, communications, and traffic management center(s). Provide information on how data collected will provide benefit and how it will be shared with the public.

## Transit Projects

**Safety** – Note specific safety enhancements that the project will include to reduce the potential for crashes and create a safer, more secure experience for customers. If specific safety deficiencies exist on the corridor today, provide documentation to describe how they will be addressed.

**Mobility** – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan. Provide information on how the project has been coordinated with agencies maintaining roadways and how it provides connections to other transit services or modes of transportation. Projects should improve gaps in service, expand coverage, or increase frequency of a route to improve the overall operation of transit.

**Stewardship** – Provide documentation of anticipated ridership and potential growth due to the project. Include references to studies or analyses used to determine ridership figures and a description of the method or model used to forecast ridership. Refer to the life expectancy thresholds and state of good repair guidelines established by the Federal Transit Administration. Document how the project is expected to meet or exceed all relevant guidelines and make the most efficient use of the existing transit system through robust maintenance procedures.

**Economy** – Describe how the project relates to economic development plans. Include information on how the project provides new access to employment and integrates existing or planned transit-supportive lane use and infrastructure.

**Equity** – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. Provide information from that details how the project will minimize environmental impacts or improve current conditions. The [Transportation Insecurity Analysis tool](#) maintained by USDOT may be used as a supplemental source of information to develop the narrative.

**Innovation** – If the project provides a new kind of service through technological advances, new types of vehicles or modes of travel, expansion of transit through pioneering partnerships, or other means, describe this innovation, any supporting studies or analyses, and the expected results.

### Active Transportation Projects

**Safety** – Describe how the project would be expected to improve active transportation safety. Include information on how the project will provide additional separation from travel lanes, illumination, all-weather surface treatment, and other best practice infrastructure design.

**Mobility** – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan, or CAMPO documents such as the 2017 Regional Active Transportation Plan (RATP) or 2040 Regional Transportation Plan (RTP). Provide information about how the project removes a barrier or provides connections to transit routes and/or existing facilities such as schools, community facilities, residential, residential, activity centers, etc.

**Stewardship** – Provide information demonstrating how the project improves public health through the provision of active transportation facilities that are safe and accessible. Moreover, describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

**Equity** – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. The [Transportation Insecurity Analysis tool](#) maintained by USDOT may be used as a supplemental source of information to develop the narrative.

**Innovation** – Describe how the project is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.

## Transportation Demand Management

**Safety** – Describe how the project would be expected to address and improve safety.

**Mobility** – Describe how the project has undergone a comprehensive planning process and utilized a formal outreach component to address commuting patterns and traveler engagement. Provide information on how this project will encourage alternative forms of transportation while reducing vehicle miles traveled and single-occupant vehicle travel. Also detail how it will improve or manage congestion by filling gaps in service and providing new service. Include documentation of the multijurisdictional nature of the project and the ways in which the project utilizes the existing roadway network, bicycle network, and transit network.

**Stewardship** – Provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project. Also describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

**Equity** – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. The [Transportation Insecurity Analysis tool](#) maintained by USDOT may be used as a supplemental source of information to develop the narrative.

### Other Projects

Projects that do not readily fit the five traditional project categories will be provided opportunity to apply, however these projects will not be scored traditionally. The sponsor must detail how the project will benefit the region, how it meets applicable criteria, and provide supporting documentation for all criteria selected. These projects will be presented separately alongside the scored projects during the evaluation and awarding process.

Below is a sample criterion that is mixed and matched from criteria in the five categories above. This example demonstrates how a sponsor can use the criteria that best fits the project.

### Example Criteria

Criteria*	Objectives	Performance Measure**
<b>Safety</b>	A. B.	The project addresses transportation safety.
<b>Mobility</b>	D. E. H. L.	The project includes enhancements that improve mobility and congestion.
	G.	The project is multijurisdictional.
	F.	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	E. G.	The project includes multimodal elements.
<b>Stewardship</b>	K. P.	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources.
<b>Economy</b>	L.	The project supports local, regional or state economic development plans and strategies.
<b>Equity</b>	N. O. P.	The project serves traditionally underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
<b>Innovation</b>	E. Q. R.	The project demonstrates innovative design, technology or service.
<b>Total Points</b>		

\*Criteria is selected by the project sponsor as appropriate for the project.

\*\*There are no specific performance measures for the other category. The sponsor must demonstrate how the criteria applies to the project and provide supporting documentation.

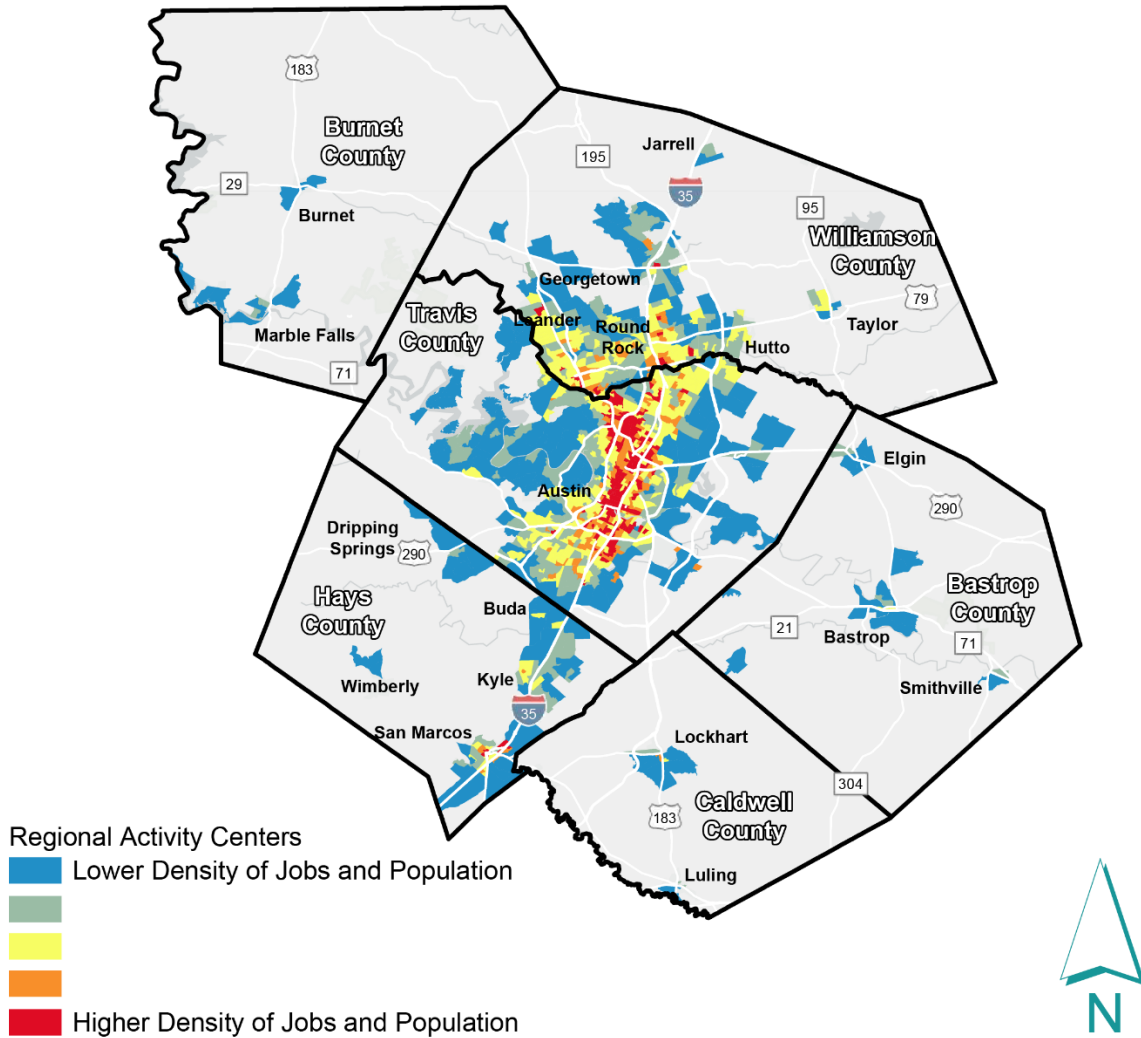
## Appendix B: 2050 Regional Transportation Plan Goals and Objectives

2050 Regional Transportation Plan Goals and Objectives	
Goals	Objectives
Safety	<b>A. Crash Reduction</b> – Reduce severity and number of crashes for all modes.
	<b>B. Vision Zero</b> - Support local government and transit agencies reaching vision zero metrics.
Mobility	<b>C. Connectivity</b> – Reduce network gaps to add connectivity, eliminate bottlenecks, create system redundancy, and enhance seamless use across all modes.
	<b>D. Reliability</b> - Improve the reliability of the transportation network through improved incident management, intelligent transportation systems (ITS), transportation demand management (TDM).
	<b>E. Travel Choices</b> – Offer time-competitive, accessible, and integrated transportation options across the region.
	<b>F. Implementation</b> – Plan and deliver networks for all transportation modes, with reduced project delivery delays.
	<b>G. Regional Coordination</b> - Continue interagency collaboration between transportation planning, implementation, and development entities.
Stewardship	<b>H. System Preservation</b> – Use operations, ITS, and optimization techniques to expand the useful lifecycle of the multimodal system elements.
	<b>I. Fiscal Constraint</b> - Strategically prioritize fiscally constrained investments to maximize benefits to the region.
	<b>J. Public Health</b> - Improve public health outcomes through air and water quality protection and active mobility.
	<b>K. Natural Environment</b> - Develop transportation designs that promote system resiliency by avoiding, minimizing, and mitigating negative impacts to water and air quality, as well as habitat.
Economy	<b>L. Economic Development</b> – Enhance economic development potential by increasing opportunities to live, work, and play in proximity for residents and visitors.
	<b>M. Value of Time</b> – Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.
Equity	<b>N. Access to Opportunity</b> - Develop a multimodal transportation system that allows all, including vulnerable populations, to access employment, education, and services.
	<b>O. Impact on Human Environment</b> – Promote transportation investments that have positive impacts and avoid, minimize, and mitigate negative impacts to vulnerable populations.
	<b>P. Valuing Communities</b> – Align system functionality with evolving character and design that is respectful to the community, housing, and environment for current and future generations.
Innovation	<b>Q. Technology</b> – Leverage technological advances to increase efficiency of travel across all modes and for users of the network.
	<b>R. Flexibility</b> – Develop a system that is adaptable and flexible to changing needs, conditions, and emerging technologies.

Note: The above goals and objectives were originally adopted as part of the 2045 RTP.

## Appendix C: Major Regional Activity Centers

This map can be used to define activity centers and corridors. This map uses a composite of population and employment density at the Census Block Group level to identify areas where daily activities are concentrated. Centers may range from less intensively developed places such as a rural community like Wimberley to large activity centers like Downtown Austin with a high intensity of uses. We recognize that by 2050 there may be other planned regional activity centers that are in the planning phase now but may be fully developed at that time. If an entity has a future center(s) identified through a planning process, please provide information through backup documentation from the referenced plan or policy.



Source  
 Employment Data: 2020 LEHD Origin-Destination Employment Statistics  
 Population Data: 2020 American Community Survey

## Appendix D: Grouped Projects

The Texas Department of Transportation, in consultation with the Federal Highway Administration, developed 11 grouped project categories for use in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Plan (STIP). As the TIP and the Regional Transportation Plan are coordinated, the Capital Area Metropolitan Planning Organization (CAMPO) is including these grouped project categories in the 2045 Regional Transportation Plan (RTP). Chapter 23 part 450.216 of the Code of Federal Regulations defines the general grouping of projects as:

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

In the development of the RTP, CAMPO uses project grouping categories to allow the plan to more appropriately focus on the most regionally significant projects. It also allows for a more streamlined process for projects undergoing development as it considerably reduces delays and allows for a more efficient method of scheduling and letting projects.

The Transportation Policy Board (TPB) has authorized the use of all 11 available grouped categories for use. CAMPO reviews each project submitted for inclusion in the RTP to determine project eligibility for grouping. Regardless of eligibility, selection for inclusion in the grouped listing is at the discretion of the TPB. Applicants are required to list individual projects as part of any grouping and include those projects under a “master grouped project” listing as shown on page 32. The master listing will be what is scored; the individual sub-projects that make up the master grouped project will provide CAMPO enough detail to determine the eligibility of the grouping.

### Additional Notes

- Appendix D is for informational purposes only and is subject to change.
- Projects funded as part of the Recreational Trails Program and Transportation Alternatives-Set Aside (TASA) consistent with the grouped project category definitions may be grouped. Recreational Trail Program and TASA projects that are not consistent with the grouped project category definitions must be individually noted in the 2050 Regional Transportation Plan.



## Grouped Project Categories

CSJ	Group	Definition
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), equestrian, recreational water/paddling trails and related facilities; recreational trails related to education and safety programs.

See example below:

Individual Projects										
ID	Sponsor	Cosponsor	County	Facility Name	Project Type	Limits (From)	Limits (To)	Description	Let Year	YOE Cost (In Millions)
City2	City	City 2	County 1	Elm St	Bike/Ped	Avenue Z	Avenue F	Reconstruct sidewalk on one side	2035	\$0.80
City3	City	City 2	County 1	Cedar St	Bike/Ped	Main St	Avenue C	Add sidewalk on one side	2035	\$0.40
City4	City	City 2	County 1	Market St	Bike/Ped	Main St	Avenue C	Reconstruct sidewalk on one side	2035	\$0.40
City5	City	City 2	County 1	Locust St	Bike/Ped	A Street	B Street	Add sidewalk on one side	2035	\$0.20

Master Grouped Project (This is what will be scored)										
ID	Sponsor	Cosponsor	County	Facility Name	Project Type	Limits (From)	Limits (To)	Description	Let Year	YOE Cost (In Millions)
City1 Grouped	City	City 2	County 1	City Downtown Sidewalk System	Bike/Ped	200S-200N Blocks of Elm St, 100 Block of Cedar St, 100 Block of Market St, 100 Block of Locust St	-	Add and Reconstruct Sidewalks in Downtown City	2035	\$1.60



**Date:** May 20, 2024  
**Continued From:** N/A  
**Action Requested:** Information

---

**To:** Technical Advisory Committee  
**From:** Mr. Nicholas Samuel, Senior Regional Planner  
**Agenda Item:** 5  
**Subject:** Presentation on Bicycle and Pedestrian Facilities Inventory Update

---

**RECOMMENDATION**

None. This presentation is for informational purposes.

**PURPOSE AND EXECUTIVE SUMMARY**

The purpose of this item is to present CAMPO's update of the Bicycle and Pedestrian Facilities Inventory and associated online map viewer, solicit feedback from TAC members, and discuss the use of the inventory for CAMPO's 2050 Regional Transportation Plan.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

CAMPO's Regional Bicycle and Pedestrian Facilities Inventory is a repository of existing and planned regional active transportation facilities (e.g., paths, trails, and bike lanes). The 2045 Regional Active Transportation Plan (RATP) presented such an inventory of existing and planned facilities, also referred to in the plan as the "Unconstrained Network," along with a Priority Network of idealized connections throughout the CAMPO region.

Part of the effort to develop CAMPO's 2050 Regional Transportation Plan (RTP) is to update the underlying data that informed the 2045 RTP. Over the last year, CAMPO staff has met with local jurisdictions and partner agencies to collect new and updated GIS data for constructed and planned bicycle and pedestrian improvements, particularly any changes since 2017. CAMPO staff set out to make sure that all the data that is a part of the updated inventory is both regionally significant, accurate, and legible at regional and local scales.

A draft of the updated inventory has been made available as a web map for TAC members to review and provide feedback on how their jurisdiction's network is presented or if they find any inaccuracies. It is presented alongside the 2017 inventory, the 2045 Priority Network, and a map highlighting the progress in building out the Priority Network since 2017.

In the updated inventory, active transportation facility types have been simplified to allow for legibility at the regional level and to reconcile the various locally specific classification types.

- Bike Facilities includes those specifically designed for cyclists and can be on or off-street, protected or unprotected, and includes shared streets.
- Shared facilities are those that accommodate pedestrians and cyclists together and generally includes shared-use paths and trails.
- Sidewalks are often identified as such by the local jurisdiction and are pedestrian focused.

The 2045 Priority Network was one of the major products of the 2045 RATP. This network displays facilities that take regional priority due to local needs, short-trip mobility zones, longer-distance routes that connect communities to one another, and regional priority routes. In the online map viewer, CAMPO staff has mapped segments of the 2045 Priority Network (Tier 1 and Tier 2) that are now identified as having an existing facility on or adjacent to the segment. The results of this analysis show the completion of 121 miles of Priority Network facilities since 2017.

**SUPPORTING DOCUMENTS**

**Attachment A – [CAMPO BICYCLE AND PEDESTRIAN FACILITIES INVENTORY WEB VIEWER](#)**