



**TRANSPORTATION POLICY BOARD MEETING**

The Junior League of Austin Community Impact Center  
5330 Bluffstone Lane  
Austin, TX 78759  
Monday, April 14, 2025  
2:00 p.m.

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

**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.

**Transportation from Transit Stops:** Upon request, transportation vouchers from adjacent transit stops are available. Please call 737-229-0896 at least three (3) business days prior to the meeting to arrange for a voucher.

**AGENDA**

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

2. Public Comments  
The public is invited to comment on transportation-related topics in the CAMPO geographic area. The number of speakers and speaker time limits are at the discretion of the Vice Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to [TPBcomments@campotexas.org](mailto:TPBcomments@campotexas.org) by 5:00 p.m., Thursday, April 10, 2025.

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

**EXECUTIVE SESSION:**

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

3. Executive Session..... Commissioner Cynthia Long, Chair  
*The Transportation Policy Board will recess to an Executive Session, if needed.*

4. [Report from the Technical Advisory Committee \(TAC\)](#)..... Mr. Chad McKeown, CAMPO  
*Mr. McKeown will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.*

**PUBLIC HEARING:**

**The public is invited to comment on agenda items 5 and 6. Speakers must adhere to the three (3) minute time limit. Written comments may be emailed to [TPBcomments@campotexas.org](mailto:TPBcomments@campotexas.org) by 5:00 p.m., Thursday, April 10, 2025.**

5. [Public Hearing and Presentation on Amendments to the 2025-2028 Transportation Improvement Program \(TIP\) and 2045 Regional Transportation Plan \(RTP\)](#)..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will present the proposed Quick Action Option amendment to the 2025-2028 TIP and 2045 RTP.*
6. [Public Hearing and Presentation on Final Draft 2050 Regional Transportation \(RTP\)](#)  
..... Mr. William Lisska, CAMPO  
*Mr. Lisska and CAMPO's consultants from Kimley-Horn will present the Final Draft 2050 RTP document, including a discussion of updates since February.*

**The public is invited to comment on agenda items 7-11. Speaker time limits and the number of speakers for each topic are at the discretion of the Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to [TPBcomments@campotexas.org](mailto:TPBcomments@campotexas.org) by 5:00 p.m., Thursday, April 10, 2025.**

7. [Discussion and Take Appropriate Action on Quick Action Option Amendments to the 2025-2028 Transportation Improvement Program \(TIP\) and 2045 Regional Transportation Plan \(RTP\)](#)  
..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will present the Quick Action Option amendments to the 2025-2028 TIP and 2045 RTP with accompanying Resolution 2025-4-7 and request Transportation Policy Board approval.*
8. [Discussion and Take Appropriate Action on February 10, 2025 Meeting Minutes](#)  
..... Commissioner Cynthia Long, Chair  
*Chair Long will request Transportation Policy Board approval of the February 10, 2025 meeting minutes.*
9. [Discussion and Take Appropriate Action on 2025 Federal Performance Measure Targets](#)  
..... Mr. Nirav Ved, CAMPO  
*Mr. Ved will present the 2025 federal performance measure targets with accompanying Resolution 2025-4-9 and request Transportation Policy Board approval.*
10. [Discussion and Potential Action to Authorize the CAMPO Executive Director to Negotiate Regional Transportation Demand Management \(TDM\) Contract](#)..... Mr. Nirav Ved, CAMPO  
*Mr. Ved will request Transportation Policy Board authorization for the Executive Director to begin negotiations with the top-ranked firm for the Regional TDM Contract.*
11. [Discussion on Federal Transit Administration \(FTA\) Section 5310 Project Call](#)  
..... Mr. Ryan Collins, CAMPO  
*Mr. Collins will discuss the current FTA Section 5310 Project Call process.*

12. Executive Director's Report on Transportation Planning Activities
13. Announcements
  - a. Transportation Policy Board Chair Announcements
  - b. Next Technical Advisory Committee Meeting, April 28, 2025 – 2:00 p.m.
  - c. Next Transportation Policy Board Meeting, May 12, 2025 – 2:00 p.m.
14. Adjournment



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

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

**Meeting Minutes  
March 24, 2025  
2:00 p.m.**

**1. Certification of Quorum ..... Ms. Emily Barron, Chair**

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

A quorum was announced present.

**Present:**

	<b>Member</b>	<b>Representing</b>	<b>Member Attending</b>	<b>Alternate Attending</b>
1.	Erik Leak	City of Austin	Y	
2.	Cole Kitten	City of Austin	N	Diane Vargas
3.	Richard Mendoza, P.E.	City of Austin	Y	
4.	Randall Skinner	City of Cedar Park	Y	
5.	Lua Saluone	City of Georgetown	Y	
6.	Lu Zhang	City of Kyle	N	
7.	Ann Weis	City of Leander	Y	
8.	Emily Barron, Chair	City of Pflugerville	Y	
9.	Brian Kuhn	City of Round Rock	Y	
10.	Shaun Condor, 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.	Russell Sander	Burnet County (Smaller Cities)	N	Caleb Kraenzel
15.	Commissioner Ed Theriot	Caldwell County	N	
16.	Vacant	Caldwell County (Smaller Cities)	-	
17.	Jennifer Moczygemba	Hays County	Y	
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	Y	
22.	Matt Rector	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	N	
25.	Sharmila Mukherjee	Capital Metro	Y	Jacob Calhoun
26.	Heather Ashley-Nguyen, P.E.	TxDOT	N	

## 2. Election of Officers for Technical Advisory Committee (TAC Chair and TAC Vice Chair)

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who informed the Committee that the Nominating Subcommittee convened on February 13, 2025 to consider candidates for TAC officer positions of Chair and Vice Chair.

Mr. McKeown reported that the Nominating Subcommittee unanimously voted to recommend Ms. Emily Barron (City of Pflugerville) for TAC Chair and Mr. Richard Mendoza (City of Austin) for TAC Vice Chair.

The Chair entertained a motion to approve candidates, Ms. Emily Barron (City of Pflugerville) for TAC Chair and Mr. Richard Mendoza (City of Austin) for TAC Vice Chair, as presented.

Mr. Ed Collins moved to approve candidates, Ms. Emily Barron (City of Pflugerville) for TAC Chair and Mr. Richard Mendoza (City of Austin) for TAC Vice Chair, as presented.

The motion was seconded.

The motion prevailed unanimously.

Ms. Barron thanked the Committee for their confidence in her ability to preside as Chair again and continued with the next order of business.

### **3. Approval of January 27, 2025 and February 24, 2025 Meeting Summaries**

..... Mr. Chad McKeown, CAMPO

The Chair entertained a motion for approval of the January 27, 2025 and February 24, 2025 meeting summaries, as presented.

Mr. Bob Daigh, P.E. moved for approval of the January 27, 2025 and February 24, 2025 meeting summaries, as presented.

Mr. Jacob Calhoun seconded the motion.

Mr. Chad McKeown informed the TAC that the January 27, 2025 and February 24, 2025 meeting summaries will be amended to include Mr. Lua Saluone in attendance for both meetings.

The motion prevailed unanimously to approve the amended TAC January 27, 2025 and February 24, 2025 meeting summaries, as noted.

### **4. Discussion and Recommendation on 2025 Federal Performance Measure Targets**

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who informed the Committee that Congress passed a rule in 2016 that mandates State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies adopt a Transportation Performance Management System which determines whether our investment and policy decisions are being used to achieve national performance goals. Mr. Ved added that the adoption of federal performance measure targets is an annual requirement and noted that CAMPO utilizes the transportation performance management process for adopting regional targets, planning products such as the Transportation Improvement Program (TIP), and Regional Transportation Plan (RTP).

Mr. Ved highlighted the performance measure goal areas as set by Congress and presented the 2025 performance measure targets and the previous year's performance measure targets. Mr. Ved noted that it is common practice for MPOs to adopt TxDOT's targets.

Mr. Ved briefly discussed the interactive Performance Measure Dashboard which is available for review on the CAMPO website. The presentation was concluded with a request for a recommendation to adopt the 2025 Performance Measure Report and federal performance measure targets, as presented. There were no questions or comments.

The Chair entertained a motion to approve a recommendation to adopt the 2025 Performance Measure Report and federal performance measure targets, as presented.

Mr. Brian Kuhn moved to approve a recommendation to adopt the 2025 Performance Measure Report and federal performance measure targets, as presented.

Mr. Ed Collins seconded the motion.

The motion prevailed unanimously.

## **5. Presentation on Final Draft 2050 Regional Transportation Plan (RTP)**

The Chair recognized Mr. William Lisska, CAMPO Regional Planning Manager who provided a brief introduction to the presentation on the progress toward the final draft 2050 RTP. Mr. Lisska highlighted the purpose and timeline for the draft 2050 RTP and provided a summary of the project call and projects received.

Mr. Lisska introduced Ms. Allison Fluitt of Kimley-Horn and Associates, consultant services provider for the 2050 RTP who thanked the jurisdictions and agency partners for their partnership in developing the revenue projections and project submittals for inclusion in the draft 2050 RTP. Ms. Fluitt provided a brief overview of the fiscal constraint process for the draft 2050 RTP and arrival at the fiscally constrained and illustrative project lists.

Mr. Lisska later summarized the revisions to the draft 2050 RTP which included updates to the Title VI analysis, agency and jurisdictional comments received on the project listing, and updates on the Travel Demand Model. The presentation was concluded with the timeline for adoption of the 2050 RTP and a brief summary of the next steps. A brief question and answer followed.

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

Mr. McKeown recognized Mr. Ashby Johnson, CAMPO Executive Director who informed the Committee that CAMPO received notice from the national Association of Metropolitan Planning Organizations (AMPO) that the Trump Administration took action to move unused Transportation Infrastructure Finance and Innovation Act (TIFIA) funding to the Surface Transportation Block Grant (STBG) or Category 7 funding account. Mr. Johnson reported that the funding will go through the existing formulas for distribution and will be awarded to TxDOT, CAMPO and other MPOs in the State and country based on population.

Mr. Johnson reported that FY 2025 and 2026 funding will be utilized after the Infrastructure Investment and Jobs Act (IIJA) funding is depleted and highlighted funding amounts to be awarded to CAMPO. Mr. Johnson noted that the STBG or Category 7 funding amounts will not come with obligation authority.

Mr. Johnson added that upon redistribution of funding in the fall, additional obligation authority will be given to TxDOT and noted that there will be enough to cover STBG or Category 7 funding.

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

## **7. TAC Chair Announcements**

The Chair announced that the next Transportation Policy Board Meeting will be held on April 14, 2025 and the next Technical Advisory Committee Meeting and action on the 2050 RTP will be held on April 28, 2025 at 2:00 p.m.

## **8. Adjournment**

The March 24, 2025 meeting of the Technical Advisory Committee was adjourned at 2:28 p.m.





**Date:** April 14, 2025  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Transportation Policy Board  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 5  
**Subject:** Public Hearing and Presentation on Amendments to the 2025-2028 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

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**Date:** April 14, 2025  
**Continued From:** February 10, 2025  
**Action Requested:** Information

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**To:** Transportation Policy Board  
**From:** Mr. William Lisska, Regional Planning Manager  
**Agenda Item:** 6  
**Subject:** Public Hearing and Presentation on Final Draft 2050 Regional Transportation Plan (RTP)

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**RECOMMENDATION**

None. This item is for information purposes only.

**PURPOSE AND EXECUTIVE SUMMARY**

CAMPO is developing the 2050 RTP, which must be adopted no later than May 2025 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 reasonably be implemented over the plan horizon. The purpose of this item is to review the Draft Final 2050 RTP document, including the draft constrained and illustrative project listings, and the incorporation of comments from the Transportation Policy Board (TPB), Technical Advisory Committee (TAC), member-agency staff, and the public. The second round of public outreach is open and will run through April 15, 2025. CAMPO staff expect to present the Draft Final 2050 RTP to the TAC for recommendation at the April 28, 2025, TAC meeting and for action at the May 12, 2025, TPB meeting.

**FINANCIAL IMPACT**

The Transportation Policy Board does not allocate project funding in the Regional Transportation Plan. However, the RTP and project listing play an important role in federal and state funding decisions and administrative processes. The 2050 RTP fiscal limit establishes the available revenues from which to allocate financially constrained projects within the life of the plan.

**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, operate, and maintain projects in the long-range plan. CAMPO is currently operating under the 2045 RTP, which was adopted by the Transportation Policy Board in May 2020. CAMPO is now seeking feedback from the TPB on the Draft 2050 RTP, including recommended updates to the document based on comments from the TPB, TAC, member-agency staff, and the public. Additional comments from TPB members and the public on the Draft 2050 RTP can be sent to CAMPO2050RTP@gmail.com and must be received by end of day on April 15, 2025.

The 2050 RTP includes seven chapters, covering the following topics: (1) an overview of RTP requirements and the guiding goals and objectives; (2) a summary of regional trends and unconstrained

needs identified in previous planning work; (3) estimation of the fiscal limit for regional transportation funding over the plan horizon; (4) development and prioritization of the fiscally constrained project list for the plan horizon; (5) performance of the constrained project list in the regional travel demand model, including an equity analysis; (6) a summary of the public involvement process; and (7) a discussion of federal performance measurement in the context of the RTP and regional policies.

Project sponsors were provided their draft lists of financially constrained and illustrative projects in late November / early December 2024 and given the opportunity to adjust their remaining local funding capacity (if applicable). In February, TxDOT reviewed on-system local agency project listings to provide a final determination of concurrence. CAMPO received member-agency staff comments on the RTP and constrained projects list from Austin, Cedar Park, Georgetown, Pflugerville, Travis County, and TxDOT and have been working to respond to comments and incorporate feedback, as appropriate. Additionally, CAMPO continues to receive public feedback through the public outreach period (open through April 15). Proposed updates to the constrained project list are listed in Attachment A. The constrained and illustrative projects are listed individually in Draft RTP Appendix A and an interactive web map is available at the following link:

<https://campotexas.maps.arcgis.com/apps/instant/portfolio/index.html?appid=7cd2c7c7da0b4f239b0c85f34f5bff5c>

The 2050 RTP must be adopted no later than May 2025 to remain in compliance with federal rules and avoid a lapse. Below is a schedule of important activities and dates remaining in the 2050 RTP process:

- February to April 2025 – Second round of public outreach meetings
- April 14, 2025 – TPB information item on Draft Final Plan
- April 15, 2025 – Public comments on Draft Final Plan due
- April 28, 2025 – TAC recommendation on Final Plan
- May 12, 2025 – TPB action on Final Plan (2050 RTP adoption)

#### **SUPPORTING DOCUMENTS**

##### **Attachment A – Updates to Constrained Project List**

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	Update
51-00001-00	TxDOT		Travis	FM 685 (Dessau Rd)	Wells branch	CR 138		Conduct Corridor Study	Study	2025	Pflugerville requests removal - Local study already complete. TxDOT agrees to remove.
61-00031-00	City of Georgetown		Williamson	Southwest Bypass	SH 29	Leander Road		Widen from 2-lane undivided 4-lane divided	\$ 56,000,000	2045	Duplicate with Williamson County project listing 61-00139-00 - Georgetown requests to remove 61-00031-00
61-00083-00	TxDOT		Williamson	RM 1431	Anderson Mill Rd	Bagdad Rd		Widen 4-lane to 6-lane divided with raised median	\$ 59,560,000	2045	Duplicate with Cedar Park project 61-00184-00 - TxDOT requests to remove 61-00083-00
61-00084-00	TxDOT		Williamson	RM 2243	E of SW Bypass	Norwood Dr		Widen 2-lane with center turn lane to 4-lane divided with pedestrian improvements	\$ 18,183,160	2026	Duplicate with Georgetown project 61-00191-00 in TIP - TxDOT requests to remove 61-00084-00.
41-00052-00	TxDOT		Hays	Robert S. Light	FM 1626	IH 35		Widen a 2 ln roadway to a four-lane roadway	\$ 22,380,000	2035	Duplicate with Hays County project 41-00101-00 - TxDOT requests to remove 41-00052-00
61-00244-00	Williamson County		Williamson	SH 195			Sun City Boulevard	Add Overpass	\$ 23,000,000	2030	TxDOT request removal - does not have TxDOT concurrence
51-00097-00	Travis County		Travis	Blake-Manor Rd	FM 973	Taylor Ln		Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	\$ 17,400,000	2030	Travis County requests removal - Project is constructed
51-00117-00	Travis County		Travis	Blake-Manor Rd	Taylor Lane	Burleson-Manor Rd		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	\$ 16,951,250	2030	Travis County requests removal - Project is constructed
51-00491-00	Travis County		Travis	Arterial A	US 290 E	FM 734		Construct new 4-lane divided roadway with bike and pedestrian accommodations	\$ 33,247,500	2030	Locally funded project to be added to constrained list
51-00113-00	Travis County		Travis	Connector between FM 973 and Blake Manor Rd	FM 973	Blake Manor Rd		Construct new 4-lane divided with bike lanes and sidewalks	\$ 8,500,000	2030	Locally funded project to be added to constrained list
51-00103-00	Travis County		Travis	Harold Green Rd / Tesla Rd	SH 130	Austin Colony Blvd		Construct new 2-lane divided with bike lanes and sidewalks	\$ 12,776,207	2030	Locally funded project to be added to constrained list
51-00150-00	Travis County		Travis	Main St	Sunfield Pkwy	Turnersville Rd		Build new 2-lane divided with bike and pedestrian accommodations.	\$ 13,820,000	2030	Locally funded project to be added to constrained list
51-00130-00	Travis County		Travis	Pflugerville East Rd (Cameron Rd) (Phase 1)	Weiss Ln	Fuchs Grove Rd		Upgrade existing 2-lane and construct new to a 4-lane divided with bike lanes and sidewalks	\$ 38,788,750	2030	Locally funded project to be added to constrained list
51-00490-00	Travis County		Travis	Ross Rd	Pearce Ln	Heine Farm Rd		Widen 2-lane undivided to 2-lane divided roadway with bike and pedestrian accommodations	\$ 6,191,625	2030	Locally funded project to be added to constrained list
51-00171-00	Travis County	City of Austin	Travis	Ross Rd	SH 71	Pearce Ln		Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	\$ 18,820,000	2030	Locally funded project to be added to constrained list
71-00020-00	Travis County		Travis, Williamson	Rowe Ln	SH 130 NB frontage	Hodde Ln		Widen existing 2-lane undivided roadway to a 2-lane divided roadway (SAFE 2 cross section) with bike and pedestrian accommodations	\$ 31,031,002	2030	Locally funded project to be added to constrained list
51-00106-00	Travis County		Travis	South Pleasant Valley Rd	1,000' North of River Plantation	SH 45		Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	\$ 42,633,939	2030	Locally funded project to be added to constrained list

MPO ID	Sponsor	Co Sponsor	County	Roadway/ Facility	Limits From	Limits To	Limits At	Description	Total Cost	Let Year	Update
51-00110-00	Travis County		Travis	Thaxton Rd	McKinney Falls Pkwy	Sassman Rd		Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	\$ 7,931,088	2030	Locally funded project to be added to constrained list
51-00111-00	Travis County		Travis	Wells Branch Pkwy	Killingsworth Ln	Cameron Rd		Construct new 4-lane divided with bike lanes and sidewalks	\$ 20,163,961	2030	Locally funded project to be added to constrained list
71-00024-00	TxDOT		Travis, Williamson	FM 973	US 79	US 290		Widen existing 2-lane roadway to a 4-lane freeway with 2-lane frontage roads	\$ 533,289,345	2033	TxDOT requests splitting into four project segments - will maintain same total cost, scope, and limits
51-00209-00	TxDOT		Travis	SH 71	Blanco County Line	Silvermine Dr		Widen from 4-lane undivided to 6-lane divided	\$ 942,530,000	2035	TxDOT requests moving project from constrained to illustrative list - project not currently under active development
41-00122-00	TxDOT		Hays, Travis	RM 1826	SH 45	RM 150		RECONSTRUCT EXISTING 2-LN ROADWAY TO A 4-LN DIVIDED	\$ 349,240,000	2045	Project to be added to constrained list from the illustrative list - removal of duplicates and transfer of 51-00209-00 to illustrative list provides additional fiscal capacity to prioritize
61-00226-00	TxDOT	Williamson County	Williamson	SH 29	Southwest Bypass	Butler Farms Blvd		Widen 5-Lane undivided to 4-Lane divided freeway with 3-Lane frontage roads each direction.	\$ 705,000,000	2040	Project to be added to constrained list from the illustrative list - removal of duplicates and transfer of 51-00209-00 to illustrative list provides additional fiscal capacity to prioritize



**Date:**  
**Continued From:**  
**Action Requested:**

April 14, 2025  
N/A  
Approval

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**To:** Transportation Policy Board  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 7  
**Subject:** Discussion and Take Appropriate Action on the Quick Action Option Amendments to the 2025-2028 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)

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#### **RECOMMENDATION**

Staff recommends the Transportation Policy Board (TPB) approve the Quick Action Option amendments as provided in Resolution 2025-4-7 and the accompanying amendment list.

#### **PURPOSE AND EXECUTIVE SUMMARY**

The Capital Area Metropolitan Planning Organization (CAMPO) is requesting Quick Action Option amendments to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). As defined in the TPB's [Administrative Policy and Procedures](#), out-of-cycle amendments are any requested non-administrative amendments that require immediate action outside of the regular amendment cycles. These amendments are subject to the process outlined in the Quick Action Option detailed in the [Public Participation Plan](#) and final approval by the TPB.

#### **FINANCIAL IMPACT**

The amendment cycle does not directly select or allocate funding from federal transportation programs including those administered directly by the TPB. However, any projects selected for funding through federal surface transportation programs including all formula and discretionary programs, must be authorized directly by the TPB through inclusion in the TIP for the federal funding to be obligated to the project.

#### **BACKGROUND AND DISCUSSION**

CAMPO develops and maintains the TIP and RTP. As part of routine updates, the TIP and RTP are amended on a regular basis to ensure that the most up-to-date information is approved by the TPB. Sponsors may submit a request for an amendment at any time using the online application which is then processed according to the amendment policies either through a regular amendment cycle, administratively, or as an out-of-cycle amendment. The nature of the request is determined upon review of the submission and additional coordination with the project sponsors as needed.

#### **SUPPORTING DOCUMENTS**

**Attachment A** – *Amendment Request List*

**Attachment B** – *Draft Resolution 2025-4-7*

Out-of-Cycle (Quick Action Option) Amendments											
MPO ID	CSJ	County	Sponsor	Project Name	Limits (From)	Limits (To)	Description	Phase	Fiscal Year	Cost (YOE)	Amendment
73-00066-02	N/A	Travis	CapMetro	N/A	N/A	N/A	Non Fixed Route ADA Paratransit Service	Capital	2025	\$6,142,700	Rollover and breakout project listing by description item and associated funding from 2023-2026 TIP into 2025-2028 TIP. 2024 Apportionment of FTA 5307 funding.
73-00066-03	N/A	Travis	CapMetro	N/A	N/A	N/A	Preventive Maintenance	Capital	2025	\$40,789,143	Rollover and breakout project listing by description item and associated funding from 2023-2026 TIP into 2025-2028 TIP. 2024 Apportionment of FTA 5307 funding.
73-00066-04	N/A	Travis	CapMetro	N/A	N/A	N/A	Bus replacement and other capital items (bus)	Capital	2025	\$13,082,923	Rollover and breakout project listing by description item and associated funding from 2023-2026 TIP into 2025-2028 TIP. 2024 Apportionment of FTA 5307 funding.
73-00091-00	N/A	Travis	CapMetro	N/A	N/A	N/A	Non Fixed Route ADA Paratransit Service	Capital	2025	\$6,265,554	Breakout current 2025-2028 TIP listing by description item and associated funding. 2025 Apportionment of FTA 5307 funding.
73-00091-01	N/A	Travis	CapMetro	N/A	N/A	N/A	Preventive Maintenance	Capital	2025	\$41,604,925	Breakout current 2025-2028 TIP listing by description item and associated funding. 2025 Apportionment of FTA 5307 funding.
73-00091-02	N/A	Travis	CapMetro	N/A	N/A	N/A	Bus replacement and other capital items (bus)	Capital	2025	\$13,344,581	Breakout current 2025-2028 TIP listing by description item and associated funding. 2025 Apportionment of FTA 5307 funding.
73-00066-01	N/A	Travis	CapMetro	N/A	N/A	N/A	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the CapMetro approved Budget and Capital Improvement Plan.	Capital	2025	\$3,683,685	Rollover project listing and funding from 2021-2024 TIP into 2025-2028 TIP. FTA 5337 Apportionment Year 2022.
73-00070-01	N/A	Travis	CapMetro	N/A	N/A	N/A	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the CapMetro approved Budget and Capital Improvement Plan.	Capital	2025	\$5,783,011	Rollover project listing and funding from 2023-2026 TIP into 2025-2028 TIP. FTA 5337 Apportionment Year 2023.
73-00074-01	N/A	Travis	CapMetro	N/A	N/A	N/A	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the CapMetro approved Budget and Capital Improvement Plan.	Capital	2025	\$6,041,445	Rollover project listing and funding from 2023-2026 TIP into 2025-2028 TIP. FTA 5337 Apportionment Year 2024.

**Transportation Improvement Program (TIP) Amendment** (All approved amendments to the Transportation Improvement Program are automatically amended in the Regional Transportation Plan per CFR 450.218.)

**Regional Transportation Plan (RTP) Amendment**



## **Resolution 2025-4-7**

### **Acknowledging the Transportation Policy Board's Approval of the Quick Action Option Amendments to the 2025-2028 Transportation Improvement Program and 2045 Regional Transportation Plan**

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

**WHEREAS**, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

**WHEREAS**, CAMPO is required to create a twenty-year Regional Transportation Plan (RTP) and a four-year Transportation Improvement Program (TIP); and

**WHEREAS**, CAMPO adopted the 2025-2028 Transportation Improvement Program on May 13, 2024 and the 2045 Regional Transportation Plan on May 4, 2020; and

**WHEREAS**, CAMPO solicited requests from regional partners for amendments to the 2025-2028 Transportation Improvement Program and 2045 Regional Transportation Plan as part of the regular semi-annual amendment cycle; and

**WHEREAS**, CAMPO processed the amendments through the Quick Action Option in place of the regular semi-annual amendment cycle, and this process adheres to CAMPO's approved Public Participation Plan and Amendment Procedures; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to approve the requested amendments to the 2025-2028 Transportation Improvement Program and 2045 Regional Transportation Plan as reflected in this resolution and in the accompanying amendment listing; and

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

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



The above resolution being read, a motion to amend the 2025-2028 Transportation Improvement Program and 2045 Regional Transportation Plan as reflected was made on April 14, 2025 by \_\_\_\_\_ duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 14<sup>th</sup> day of April 2025.

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**Chair, CAMPO Board**

Attest:

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**Executive Director, CAMPO**



**Capital Area Metropolitan Planning Organization**  
**Transportation Policy Board Meeting**  
 The Junior League of Austin Community Impact Center  
 5330 Bluffstone Lane Austin, TX 78759  
 Monday, February 10, 2025 – 2:00 p.m.  
 Livestream at: [www.campotexas.org](http://www.campotexas.org)

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

.....**Commissioner Cynthia Long, Chair**

The CAMPO Transportation Policy Board was called to order by the Chair at 2:00 p.m.

The roll was taken and a quorum was announced present.

	<b>Member</b>	<b>Representing</b>	<b>Member Attending</b>	<b>Alternate Attending</b>
1	Cynthia Long, Chair	Commissioner, Williamson County	Y	
2	Rudy Metayer, Vice-Chair	City of Pflugerville, Place 4	Y	
3	Clara Beckett, Secretary	Commissioner, Bastrop County	Y	
4	Andy Brown	Judge, Travis County	N	Ms. Amy Pattillo
5	Christine DeLisle	Mayor City of Leander	Y	
6	Joe Don Dockery	Commissioner, Burnet County	Y	
7	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
8	Vanessa Fuentes	City of Austin, District 2	Y	
9	Krista Laine	City of Austin, District 6	Y	
10	Matt Harriss	Capital Metro Board Member	Y	
11	Ann Howard	Commissioner, Travis County	Y	
12	Jane Hughson	Mayor, City of San Marcos	Y	
13	Debbie Ingalsbe	Commissioner, Hays County	Y	

14	Travis Mitchell	Mayor, City of Kyle	Y	
15	Craig Morgan	Mayor, City of Round Rock	N	Mayor Pro Tem Kristin Stevens
16	Amy Pattillo	Travis County	Y	
17	Jim Penniman-Morin	City of Cedar Park	Y	
18	Zohaib “Zo” Qadri	City of Austin, District 9	Y	
19	Josh Schroeder	Mayor, City of Georgetown	Y	
20	Mike Siegel	City of Austin, District 7	Y	
21	Edward Theriot	Commissioner, Caldwell County	Y	
22	Jeffrey Travillion	Commissioner, Travis County	Y	

## 2. Public Comments

The Chair recognized the following individuals who offered public comments.

1. Mr. Randy Johnston, Hays County 1826 Coalition
2. Mr. Bill Brock, Hays County 1826 Coalition

Video of this item can be viewed [here](#). Start Video at 00:03:34

Following the conclusion of Agenda Item 2 Public Comments, the Chair recognized and welcomed new Transportation Policy Board members as follows:

1. Council Member Zohaib “Zo” Qadri, City of Austin
2. Council Member Krista Laine, City of Austin
3. Council Member Mike Siegel, City of Austin
4. Commissioner Joe Don Dockery, Burnet County

Video of this segment can be viewed [here](#). Start Video at 00:06:10

## 3. Executive Session

An Executive Session was not convened.

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

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who provided a report on the discussion items from the January 27, 2025 TAC Meeting. Mr. McKeown reported that the TAC received presentations on the following information items:

1. Update on 2026-2029 Project Call
2. Draft 2050 Regional Transportation Plan (RTP)
3. Update on CAMPO Regional Safety Action Plan (RSAP)

Video of this item can be viewed [here](#). Start Video at 00:06:52.

#### **5. Discussion and Take Appropriate Action on December 9, 2024 Meeting Minutes**

The Chair entertained a motion for approval of the December 9, 2024 meeting minutes, as presented.

Mayor Jane Hughson moved for approval of the December 9, 2024 meeting minutes, as presented.

Commissioner Debbie Ingalsbe seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Rudy Metayer, Commissioner Clara Beckett, Mayor Christine DeLisle, Commissioner Joe Don Dockery, Mr. Tucker Ferguson, P.E., Mayor Pro Tem Vanessa Fuentes, Mr. Matt Harriss, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Debbie Ingalsbe, Council Member Krista Laine, Mayor Travis Mitchell, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, Council Member Zohaib Qadri, Mayor Josh Schroeder, Mayor Pro Tem Kristin Stevens (Alternate for Mayor Craig Morgan), Council Member Mike Siegel, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed [here](#). Start Video at 00:7:47.

#### **6. Discussion and Take Appropriate Action on Appointment to CapMetro Board**

The Chair briefly summarized the (3) three CAMPO Appointee positions on the CapMetro Board and identified the current appointees as follows:

1. Mr. Matt Harriss, Finance and Accounting Professional (at least 10+ years of experience)
2. Ms. Diane Bangle, Executive Level Position (at least 10+ years of Business experience)
3. Vacant, Elected Official (within CAMPO service area)

The Chair entertained a motion to appoint Austin Council Member Zohaib Qadri as the CAMPO Appointee to the CapMetro Board with accompanying Resolution 2025-2-6.

Vice Chair Rudy Metayer moved to appoint Austin Council Member Zohaib Qadri as the CAMPO Appointee to the CapMetro Board with accompanying Resolution 2025-2-6.

The Chair seconded the motion.

The Chair noted that only the board members from the City of Austin, City of Leander, Williamson County and Travis County were eligible to vote on Austin Council Member Zohaib Qadri's appointment to the CapMetro Board.

As proxy for Travis County Judge Andy Brown, Ms. Amy Pattillo voted on his behalf.

The motion prevailed unanimously of the board members eligible to vote.

Ayes: Commissioner Cynthia Long, Council Member Rudy Metayer, Mayor Christine DeLisle, Mayor Pro Tem Vanessa Fuentes, Commissioner Ann Howard, Council Member Krista Laine, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, Council Member Zohaib Qadri, Mayor Josh Schroeder, Mayor Pro Tem Kristin Stevens (Alternate for Mayor Craig Morgan), Council Member Mike Siegel, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed [here](#). Start Video at 00:08:09.

## **7. Discussion and Take Appropriate Action on 2026-2029 Project Call Process Updates**

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who provided a status update on the ongoing project call for Transportation Alternative Set-Aside (TASA) funding and Carbon Reduction Program (CRP) funding which are part of the Infrastructure Investment and Jobs Act (IIJA) bill. Mr. Johnson reported that CAMPO staff is about to begin scoring projects received in the project call in order to make a recommendation to the Transportation Policy Board on the allocation of funding.

Mr. Johnson informed the Board that CAMPO received notification that the suspension of the CRP is included in the President's recent list of Executive Orders. Mr. Johnson added that CAMPO is awaiting clarification from the Federal Highway Administration (FHWA) on whether the CRP will move forward or be modified. Mr. Johnson also added that the Texas Division office of FHWA has informed CAMPO that submittal of the forms required for the reimbursement of CRP funds will not be processed or approved at this time.

Mr. Johnson reported that CAMPO staff has not started the scoring process for the TASA and CRP portion of the project call and is seeking direction from the Transportation Policy Board on how to proceed.

Following discussion, the Transportation Policy Board recommended that CAMPO staff proceed with the project scoring process for the TASA and CRP portion of the project call, without expending consultant dollars until further clarification is received from FHWA.

Video of this item can be viewed [here](#). Start Video at 00:10:05.

## **8. Discussion on CAMPO Code of Conduct for Transportation Policy Board Members**

The Chair recognized Mr. Tim Tuggey, CAMPO Legal Counsel who called attention to the CAMPO Code of Conduct document included in the meeting materials. Mr. Tuggey confirmed that Transportation Policy Board meetings are governed by Robert's Rules of Order and highlighted the bylaws, Joint Powers Agreement, and other provisions included in the CAMPO Code of Conduct document.

Mr. Tuggey briefly discussed staff relations and adherence to the utilization of staff time as outlined in the CAMPO Code of Conduct document.

Video of this item can be viewed [here](#). Start Video at 00:24:54.

## **9. Presentation on Draft 2050 Regional Transportation Plan (RTP)**

The Chair recognized Mr. William Lisska, CAMPO Regional Planning Manager who provided a brief high-level overview of the goals and objectives, components, and plan chapters of the draft 2050 RTP. Mr. Lisska also highlighted the draft 2050 RTP project web maps.

Mr. Lisska introduced Ms. Allison Fluitt of Kimley-Horn and Associates, consultant services provider for the 2050 RTP who provided an overview of the fiscal constraint component of the draft 2050 RTP and project prioritization process. Ms. Fluitt also provided a brief recap of the project call for the 2050 RTP and briefly discussed the Title VI Analysis and Travel Model results.

Ms. Doise Miers, CAMPO Community Outreach Manager briefly summarized the public outreach requirements and upcoming second phase of the public outreach effort for the adoption of the 2050 RTP.

Mr. Lisska concluded the presentation with a brief overview of the constrained project list, project web maps, timeline, and next steps for the draft 2050 RTP.

Video of this item can be viewed [here](#). Start Video at 00:29:24:05.

## **10. Update on CAMPO Regional Safety Action Plan (RSAP)**

The Chair recognized Mr. Nicholas Samuel, CAMPO Senior Regional Planner who provided a high-level introduction to the progress and schedule for the CAMPO Regional Safety Plan (RSAP). Mr. Samuel introduced Mr. Houssam Ghandour of DKS Associates, consultant services provider for the CAMPO RSAP.

Mr. Ghandour summarized the county-level safety analysis process, safety project improvements, behavioral strategies, and sample strategies for the CAMPO RSAP. Mr. Ghandour also provided an overview on the development of recommendations for infrastructure improvements based on the identified safety needs.

Video of this item can be viewed [here](#). Start Video at 00:49:48.

#### **11. Discussion on Federal Performance Measure Target Updates**

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who briefly discussed the legislation and federal mandate for Transportation Performance Management (TPM) by all Metropolitan Planning Organizations (MPOs) to achieve national performance goals. Mr. Ved discussed the TPM process which is also utilized by CAMPO and noted that TxDOT also develops performance measure targets which are also adopted by the MPO.

Mr. Ved presented the 2025 federal performance measure targets and highlighted the performance measure dashboard located on the CAMPO website. Mr. Ved informed the Board that CAMPO staff will request Technical Advisory Committee recommendation of the 2025 federal performance measure targets at its March meeting, and request approval by the Transportation Policy Board at its April meeting.

Video of this item can be viewed [here](#). Start Video at 00:48:29.

#### **12. Presentation on Texas SMARTTrack Initiative**

The Chair recognized Mr. Miguel Arellano, P.E., TxDOT who provided a brief introduction to the SMARTTrack Initiative. Mr. Arellano introduced Mr. Amit Bhasin, Ph.D., P.E. of the University of Texas at Austin Center for Transportation Research as presenter.

Mr. Bhasin provided a detailed overview of the goals, opportunities, challenges, solutions, and the path forward in the SMARTTrack Initiative. Mr. Bhasin also highlighted the transportation technology challenges and solutions of the SMARTTrack Initiative.

Video of this item can be viewed [here](#). Start Video at 01:06:03.

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

The Chair recognized Mr. Ashby Johnson who reported that wildfire evacuation routes will be included in his list of priorities for 2025. Mr. Johnson noted that Bastrop County and Western Travis County are prone to wildfires in the region and added that there aren't adequate evacuation routes. Mr. Johnson informed the Board that he will begin initiating discussions with the TxDOT Planning and Programming Division and other organizations about reviewing new and existing routes to address wildfire evacuation.

Mr. Johnson also reported that CAMPO has been coordinating with the TxDOT-Austin District in setting up the foundation for a regional traffic management center. Mr. Johnson added that CAMPO will continue the work with TxDOT-Austin District and local governments to advance development.

Video of this item can be viewed [here](#). Start Video at 01:18:19.

#### **14. Announcements**

a. Transportation Policy Board Chair Announcements

The Chair announced that the March 10, 2025 Transportation Policy Board Meeting has been canceled.

b. The next Technical Advisory Committee Meeting will be held on February 24, 2025 at 2:00 p.m.

c. The next Transportation Policy Board Meeting will be held on April 14, 2025 at 2:00 p.m.

The Chair also announced that Mr. Johnson will be reaching out to the new Transportation Policy Board members to provide them with a new member briefing.

Video of this item can be viewed [here](#). Start Video at 01:23:20

#### **15. Adjournment**

The February 10, 2025 meeting of the CAMPO Transportation Policy Board was adjourned at 3:23 p.m. by unanimous consent.

Video of this item can be viewed [here](#). Start Video at 01:24:00





**Date:** April 14, 2025  
**Continued From:** February 10, 2025  
**Action Requested:** Adoption

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

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**RECOMMENDATION**

Staff requests the Transportation Policy Board adopt the 2025 Performance Measures and 2025 Performance Measures Report.

**PURPOSE AND EXECUTIVE SUMMARY**

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

For 2025, TxDOT has decided to maintain the same safety targets as it adopted for 2024; however, the Traffic Safety Division is working with the Federal Highway Administration to consider amending those targets. If those targets are changed before the TPB adopts these targets, staff will update the 2025 Safety Performance Measure Targets.

**FINANCIAL IMPACT**

None.

**BACKGROUND AND DISCUSSION**

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

**SUPPORTING DOCUMENTS**

**Attachment A** – 2025 Performance Measure Report

**Attachment B** – Resolution 2025-4-9

## Background

To provide more transparency in the selection and prioritization of surface transportation projects, federal legislation requires a performance-based planning process framework in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) including the adoption of performance measure targets.

The U.S. Department of Transportation (USDOT) developed performance measures in seven key goal areas identified in federal transportation legislation. State departments of transportation and metropolitan planning organizations must set performance measure targets in these key areas as part of a larger performance measure planning system that creates an outcome driven approach.

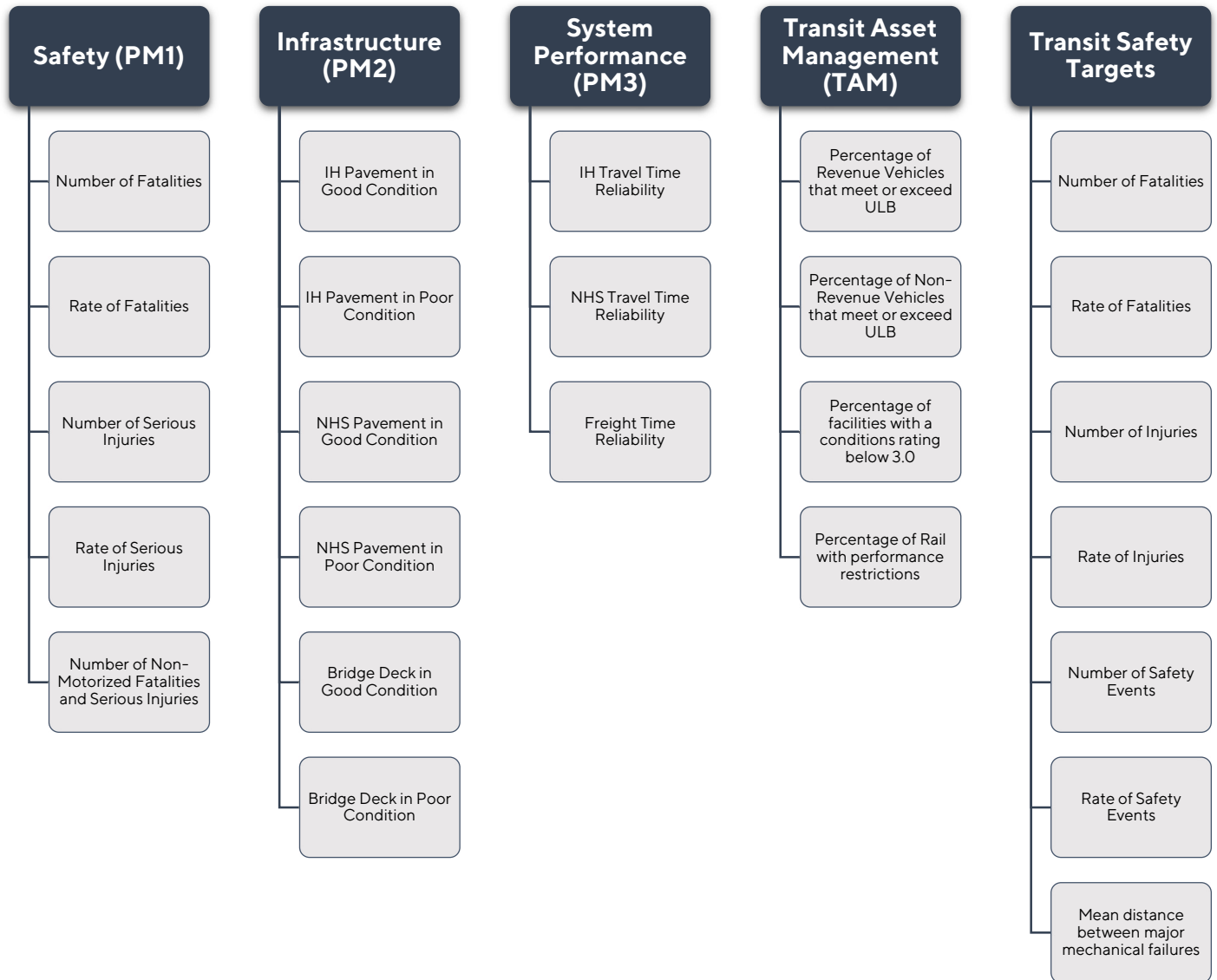


Transportation performance management is an iterative process that helps guide the planning process by providing directional goals for the plans and programs, but also provides a feed-back mechanism in which to measure success. To achieve the federal goals, states and MPOs jointly develop performance measures and targets with which to guide the transportation development process.

The Transportation Policy Board adopts the Performance Measure Report and updated performance measure targets on an annual basis. These targets are then incorporated into the programming and planning processes of the Transportation Improvement Program, Regional Transportation Plan, and other planning activities.

## Summary

The use of a performance-based transportation planning process is required in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). Part of the performance-based planning process requires the adoption of performance targets in key areas including Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) for on-system facilities as well as Transit Asset Management (TAM) and Transit Safety.



## Safety Performance Measures (PM1)

The Transportation Policy Board currently supports the state's efforts and has adopted the Safety targets set by the Texas Department of Transportation (TxDOT). The table below details the statewide safety numbers which are supported by the priorities of the Transportation Policy Board and project investment. Targets are set annually, both at the state and local level, and are adjusted based on the previous year's safety information and policy changes. Please refer to CAMPO's [performance measure dashboards](#) for more information on regional performance.

Safety (PM1)	Current Target	2025 Target	5-Year Rolling Average Target
Number of Fatalities	3,046	3,046	3,567
Rate of Fatalities	1.14	1.14	1.14
Number of Serious Injuries	17,062	17,062	17,062
Rate of Serious Injuries	6.39	6.39	6.39
Number of Non-Motorized Fatalities and Serious Injuries	2,357	2,357	2,357

Please note, in addition to the calendar year targets, TxDOT sets a rolling 5-year target for each of the performance measures that is adjusted every year based on the actual safety data available from the previous year. These 5-year average targets represent the overarching safety goals set forth by the Texas Transportation Commission, namely a specific percentage reduction over the 5-year period. The new calendar year targets are calculated each year to support the rolling 5-year average targets. Because the calendar year targets are the actual targets needed for the current year to achieve the rolling 5-year average, the Transportation Policy Board adopts the calendar year targets.

## Pavement and Bridge Conditions (PM2)

The Transportation Policy Board evaluates the general condition of the regional transportation system by establishing minimum condition standards and setting targets conditions for pavement and bridges. The Transportation Policy Board currently supports the state's efforts and has adopted the Pavement and Bridge Performance Measures (PM2) targets set by the Texas Department of Transportation. Please refer to CAMPO's [performance measure dashboards](#) for more information on regional performance.

Infrastructure (PM2)	Current Target	Baseline	2-Year Target	4-Year Target
IH Pavement in Good Condition	66.5%	64.5%	63.9%	63.6%
IH Pavement in Poor Condition	.2%	.1%	.2%	.2%
NHS Pavement in Good Condition	54.1%	49.2%	48.5%	47.6%
NHS Pavement in Poor Condition	14.2%	1.1%	1.5%	1.5%
Bridge Deck in Good Condition	50.4%	49.2%	48.5%	47.6%
Bridge Deck in Poor Condition	1.5%	1.1%	1.5%	2.5%

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

## System and Freight Performance (PM3)

The Transportation Policy Board has prioritized addressing congestion in the region by establishing system performance measures and setting targets for travel time reliability. The Transportation Policy Board currently supports the state's efforts and adopted the System and Freight Performance targets set by the Texas Department of Transportation. Please refer to CAMPO's [performance measure dashboards](#) for more information on regional performance.

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

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

## Transit Asset Management (TAM)

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

Transit Asset Management (TAM)	Current Target	2025 Target
Percentage of Revenue Vehicles that meet or exceed ULB	<15%	<15%
Percentage of Non- Revenue Vehicles that meet or exceed ULB	<15%	<15%
Percentage of facilities with a conditions rating below 3.0	<15%	<15%
Percentage of Rail with performance restrictions	0%	0%

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

## Transit Safety Targets

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

Transit Safety Targets	Current Targets	2025 Targets
Number of Fatalities	0	0
Rate of Fatalities	0	0
Number of Injuries	65	65
Rate of Injuries	0.35	.35
Number of Safety Events	85	85
Rate of Safety Events	0.195	0.195
Mean distance between major mechanical failures	17,200	17,200



## Performance Measure Resources

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

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



## **Resolution 2025-4-9**

### **Adoption of Performance Measure Targets and 2025 Performance Measure Report**

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

**WHEREAS**, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties in Central Texas; and

**WHEREAS**, use of a performance-based transportation planning process is required by the federal government in the development of the Transportation Improvement Program (TIP) and long-range Metropolitan Transportation Plan (MTP); and

**WHEREAS**, part of the performance-based planning process requires the adoption of performance targets in key areas by the effective date set by the FHWA's Final Rulemaking; and

**WHEREAS**, by these rulemakings, CAMPO must adopt performance measure targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3), Transit Asset Management (TAM) and Transit Safety Targets; and

**WHEREAS**, CAMPO has updated its performance measure targets in the required areas as part of the 2025 Performance Measure Report; and

**NOW, THEREFORE BE IT RESOLVED** that the CAMPO Transportation Policy Board hereby votes to adopt the updated performance measures targets as reflected in the 2025 Performance Measure Report; and

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

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

The above resolution being read, a motion to adopt the updated performance measures targets as reflected in the 2025 Performance Measure Report as reflected was made on April 14, 2025 by \_\_\_\_\_ duly seconded by \_\_\_\_\_.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 14<sup>th</sup> day of April 2025

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**Chair, CAMPO Board**

Attest:

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**Executive Director, CAMPO**



**Date:** April 14, 2025  
**Continued From:** N/A  
**Action Requested:** Authorization

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**To:** Transportation Policy Board  
**From:** Mr. Nirav Ved, Data and Operations Manager  
**Agenda Item:** 10  
**Subject:** Discussion and Potential Action to Authorize the CAMPO Executive Director to Negotiate Regional Transportation Demand Management Contract

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**RECOMMENDATION**

Staff requests the TPB authorize the CAMPO Executive Director to negotiate and execute a contract with the top-ranked consultant firm to implement the Regional Transportation Demand Management Program.

**PURPOSE AND EXECUTIVE SUMMARY**

On December 10, 2024, CAMPO issued a Request for Proposals (RFP) to solicit planning services to implement the Regional Transportation Demand Management (TDM) Program. The Regional TDM Program will implement various strategies such as SchoolPool, large event carpool, and park and ride solutions to address traffic management through the reduction of single-occupant vehicles and the reduction of peak-time volume.

CAMPO received one response to the RFP and based on the written submittal, the evaluation committee agreed that the firm, Alta Planning + Design, Inc., demonstrated the appropriate competence and expertise needed to implement the Regional TDM Program. Given this demonstration, the evaluation committee determined that the reissuance of the RFP was not necessary.

**FINANCIAL IMPACT**

This contract will approve the use of up to \$4,000,000 in Carbon Reduction Program funding.

**BACKGROUND AND DISCUSSION**

The Regional TDM Program will implement various strategies such as SchoolPool, large event carpool, and park and ride solutions to address traffic management through the reduction of single-occupant vehicles and the reduction of peak-time volume on the region's surface transportation network. One firm, Alta Planning + Design, Inc, responded to the RFP and their written submittal demonstrated the competency and experience needed to implement the program in the region.

**SUPPORTING DOCUMENTS**

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

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

**GENERAL INFORMATION**

**Solicitation No:** NV-004

**Service description:** Regional Transportation Demand Management Program

**Date Issued:** 5:00 PM (Central), Tuesday, December 10, 2024

**Submission Deadline:** 5:00 PM (Central), Friday, January 17, 2025

**Submission Format:** Electronic (PDF) document, file size less than 10 MB, 40 pages maximum (inclusive of everything), 8.5"x11" page size, font size 11 or larger for body text

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

**Interview Date Range:** February 3-5, 2025

**PRE-PROPOSAL MEETING**

**Date:** 11:00 AM (Central), Monday, December 16, 2024

**Location Address:** 8303 N MoPac Expy., Suite A210, Austin, TX 78759

**Room Number:** CAMPO Large Conference Room

**Online Option:** Microsoft Teams

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

**Meeting ID:** 215 229 402 094

**Passcode:** rU6LD9cA

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

**INQUIRIES**

**Submission Deadline:** 12:00 PM (Central), Friday, December 20, 2024

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

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

**Response Posting Date:** 5:00 PM (Central), Monday, January 6, 2025

**CONTACT**

**Name:** Nirav Ved

**Title:** Data and Operations Manager

**Address:** 8303 N MoPac Expy., Suite A210, Austin, TX 78759

**Phone:** (737) 230-1591

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

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

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**OFFER SUBMITTED BY**

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

Name:

Company Name:

Address:

Phone:

Email:

Signature:

Date:

---

## **RFP SUBMITTAL**

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

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

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

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

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

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

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

## **RFP PROCESS INFORMATION**

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

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

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

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

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

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



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

Submissions must include the following:

### **A. Executive Summary**

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

### **B. Project Work Program**

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

### **C. Project Management and Team**

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

### **D. Schedule**

The schedule will demonstrate how the consultant intends to complete work within the timeframe specified by this RFP. At a minimum, the schedule should include a breakdown by tasks, milestones, major deliverables, and critical events. This project should be completed within 18 months of contract execution, although CAMPO may extend the contract due to extenuating circumstances.

### **E. Availability of Consultant**

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

### **F. Prior Experience**

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

### **G. Past Performance**

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

## **H. Other Requirements and Disclosures**

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

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

### **b. Title VI Requirements**

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

### **c. Conflict of Interests/Debarment**

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

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

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

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

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

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

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

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

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

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

## **SECTION II EVALUATION OF SUBMISSIONS**

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

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

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

The Evaluation Committee members will individually evaluate all submissions according to the criteria described. Based on proposal scoring results, CAMPO reserves the right to invite top ranked teams to participate in oral presentations. The oral presentation can carry a score of up to 25 points that will factor into the final overall scores (written proposal plus oral presentation). Following approval by the Transportation Policy Board, CAMPO staff will begin negotiations with the top ranked consulting consultant. If a contract cannot be negotiated with the top ranked consultant,

CAMPO may choose to proceed to negotiate with the next ranked consultant, and so on, until a contract has been successfully negotiated.

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

## **SECTION III SCOPE OF WORK**

**Service Description:** Regional Transportation Demand Management Program

### **1. PURPOSE**

The Capital Area Metropolitan Planning Organization, hereinafter referred to as CAMPO, seeks offers in response to this Solicitation from firms qualified and experienced in transportation demand management to provide services related to developing, implementing, and monitoring a transportation demand management (TDM) program. The successful firm will implement a TDM program that addresses the needs of the residents within the CAMPO region since the onset of the COVID-19 pandemic. The successful firm will need to work with private and public sector partners to develop and implement the program and monitor its effectiveness.

### **2. BACKGROUND**

CAMPO is the Metropolitan Planning Organization (MPO) for the Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties in central Texas.

The purpose of CAMPO is to coordinate regional transportation planning with counties, cities, the Capital Metropolitan Transportation Authority (Capital Metro), the Capital Area Rural Transportation System (CARTS), Central Texas Regional Mobility Authority (CTRMA), Texas Department of Transportation (TxDOT), and other transportation providers in the region and to approve the use of federal transportation funds within the region.

MPOs are designated for all urbanized areas having a population greater than 50,000 as identified by the U.S. Bureau of the Census. MPOs currently operate under The Fast Act, Fixing America's Surface Transportation Act (Pub. L. No. 114- 94), signed into law on December 4, 2015 by President Barack Obama.

### **3. STUDY AREA**

The CAMPO region.

### **4. TIMELINE AND BUDGET**

The Regional Transportation Demand Management Program shall be completed within 48 months of Notice to Proceed. The budget for this work shall not exceed **\$3,600,000**.

## **5. SCOPE OF SERVICES**

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

This task shall include management of all project activities and work. This task will involve continuous project coordination and administration; preparation of monthly progress reports, invoices and billings; meetings and coordination activities; preparation of meeting minutes; quality assurance/quality control (QA/QC); and other project management activities specified by CAMPO.

#### **Deliverables**

- Draft/Final Project Management Plan
- Draft/Final QA/QC Plan
- Program Schedule – updated at least monthly
- Monthly Invoices
- Monthly Progress Reports
- Draft/Final Kick-Off Meeting Summary
- Draft/Final Coordination Meetings Summaries
- Action Tracking Log – updated weekly
- Indexed Project File (electronic and hard copy)

### **TASK 2 – OUTREACH AND PUBLIC ENGAGEMENT**

The consultant will work with CAMPO to develop a comprehensive and inclusive public engagement plan (PEP) that will lead to meaningful participation of various stakeholders.

#### **Task 2.1 – Website and Other Online Engagement Methods**

The consultant will work with CAMPO to maintain and operate a TDM online platform designed to provide travelers with information and tools that reduces their reliance on trips via single occupant vehicles.

#### **Task 2.2 – Stakeholder Outreach**

Stakeholder outreach will focus on entities that most likely affect travel patterns on a regional scale such as large employers and other trip generators.

#### **Deliverables**

- PEP developed in coordination with CAMPO and TxDOT that includes methods, proposed schedule, and target groups/populations.
- Stakeholder outreach database
- Public Involvement summary report
- Public meeting coordination and materials
- Stakeholder outreach coordination and materials
- Environmental Justice meeting coordination and materials

- Online outreach materials

### **TASK 3 –Discovery AND DATA DEVELOPMENT**

The consultant shall review and evaluate methods for the purpose of evaluating the effectiveness of the Regional TDM Program and its effect on traffic conditions in the region. In particular, the consultant will identify metrics to gauge the program’s effectiveness.

The consultant will prepare and conduct a periodic survey of participants in the Regional TDM Program to identify shifts in travel patterns. This survey should provide more granular information than can be captured by large datasets that are focused on counting cars and trucks.

#### **Deliverables**

- Annual report on the effectiveness of the Regional TDM Program
- Report on travel survey results

### **TASK 4 – REGIONAL COORDINATION**

The consultant shall ensure the Regional TDM Program is appropriately coordinated in a regional manner. This task will be executed through the implementation of strategies that are produced from the program’s stakeholder outreach efforts. These strategies include, but are not limited to:

- SchoolPool
- Essential Worker Outreach
- Congested Corridors Program
- Construction Mitigation
- Regional Guaranteed Ride Home Program
- Park and Ride Campaigns
- Large Event Carpools

#### **Deliverables**

- Annual summary of regional coordination activities





**Date:** April 14, 2025  
**Continued From:** N/A  
**Action Requested:** Information

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**To:** Transportation Policy Board  
**From:** Mr. Ryan Collins, Short-Range Planning Manager  
**Agenda Item:** 11  
**Subject:** Discussion on Federal Transit Administration (FTA) Section 5310 Project Call

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**RECOMMENDATION**

None. This item is for informational purposes only.

**PURPOSE AND EXECUTIVE SUMMARY**

The Capital Area Metropolitan Planning Organization (CAMPO) manages the competitive project selection process for awarding federal funding through the Section 5310 Program for the Austin Urbanized Area. This program awards funding for projects that enhance mobility for seniors and persons with disabilities by providing funds to serve the unique needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

CAMPO received 9 applications for the 2025 Project Call. Staff are currently reviewing proposals for eligibility and readiness to ensure sponsors, and their program or services, are adequately prepared to receive federal funding. Projects that are determined to be eligible and ready will then be evaluated using the scoring criteria and the information provided in the application and supporting documentation. Results of the evaluations will be provided in the recommendation report for Transportation Policy Board consideration.

**FINANCIAL IMPACT**

This project call will potentially allocate up to \$6,025,115 funding to eligible projects with no less than \$3,508,096 (55% minimum program requirement) to be allocated to traditional capital projects and no more than \$2,517,019 (45% maximum program requirement) to be allocated for other eligible projects and operating expenses.

**BACKGROUND AND DISCUSSION**

The FTA Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program is intended to enhance mobility for seniors and person with disabilities by providing funds for programs to serve the needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

**SUPPORTING DOCUMENTS**

**Attachment A – FTA 5310 Project Call Information Packet**

## **Federal Transit Administration (FTA)**

### Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program

#### Project Call Information

January 10, 2025



## Overview

The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

The Capital Metropolitan Transportation Authority (CapMetro) serves as the designated recipient of FTA Section 5310 Funds in the Austin Urbanized Area and serves as the program administrator. Recipients of the grant funding are selected by the Capital Area Metropolitan Planning Organization (CAMPO) through a competitive process. Selected applicants enter into a grant agreement with CapMetro and become subrecipients for these funds. These grant agreements outline federal, state, and local requirements related to project administration and reporting and vary depending on the type of funding, project proposed, agency, and other factors.

**The Section 5310 program is a reimbursable grant program that requires a local match, where the selected subrecipients incur expenses up front on eligible activities and submit invoices for reimbursement. Expenses are reimbursed at 80% for traditional capital expenses or 50% for operational expenses until the federal award is exhausted. Because of this, subrecipients must have sufficient funds available to incur program expenses and provide the locally required match.**

## Schedule

The Capital Area Metropolitan Planning Organization (CAMPO) is soliciting project proposals from eligible entities for the FTA 5310 program through a competitive selection process adherent to the schedule below.

Date	Milestone
1/10/2025	Call Announcement/Application Available
2/3/2025	Informational Webinar
<b>3/14/2025</b>	<b>Applications Due - 5:00 P.M. Central</b>
March	Technical Review and Scoring of Applications
4/14/2025	Transportation Policy Board
4/28/2025	Technical Advisory Committee
5/12/2025	Transportation Policy Board
Summer	Subrecipient Grant Execution with CapMetro

## **General Information**

### **Project Call Guidance**

This document is the primary resource for project call information and includes important information on the 5310 program and CAMPO selection process. This guide also includes links to resources including the FTA 5310 Circular which provides complete program information for applicants.

### **Funding Availability**

This project call will potentially allocate up to \$6,025,115 in funding to eligible projects with no less than \$3,508,096 to be allocated to traditional capital projects and no more than \$2,517,019 to be allocated for other eligible projects and operating expenses that serve the Austin urbanized area.

### **Webinar**

A Webinar will be held during the project call process. The webinar is open to everyone but will require registration to attend the event. Please ensure to register prior to the start of each webinar session. The presentation will be made available and posted online.

### **Webpage**

The [Funding Opportunities](#) webpage on the CAMPO website will host all information and resources needed for sponsors to apply for the project call including all referenced materials, budget template, FTA resources, and scheduled webinar registration. Please bookmark this page and return periodically to ensure you have the most current information.

### **Contact Information**

All questions, comments, or concerns regarding this process must be submitted in writing through the official project call email at [funding@campotexas.org](mailto:funding@campotexas.org)

### **Application**

The project call application is available on the [Funding Opportunities](#) webpage. Please refer to the application presentation for application instructions and general information.

### **Submission**

All applications must be submitted no later than 5:00 P.M. (Central) on March 14, 2025.

## **Evaluation Process**

The approved evaluation process for FTA Section 5310 program represents a balanced quantitative and qualitative approach to project evaluation. Projects and sponsors will first be evaluated to determine eligibility including a review of the project location, sponsor, and project activities. This review will also include a readiness evaluation to ensure sponsors and their program or services are adequately prepared to receive federal funding. Projects that are determined to be eligible and ready will then be evaluated using the scoring criteria and the information provided in the application and supporting documentation. Final evaluations, scores, and recommendations will be provided to the Transportation Policy Board for approval at their discretion.

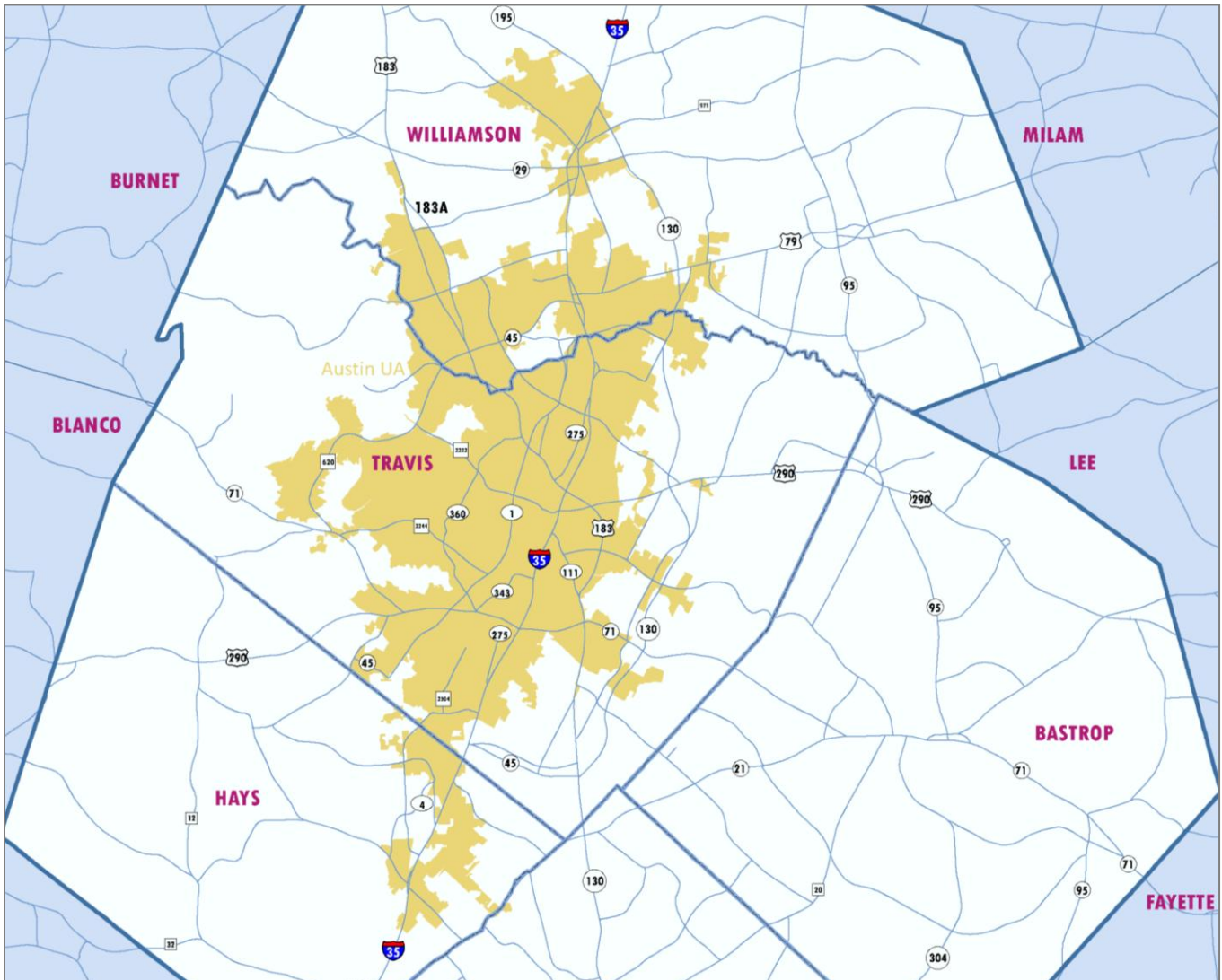
## **Application Process**

Sponsors may apply by submitting an online application with all required supporting materials. Information provided in the application must be supported with attached documentation as noted in the criteria and application instructions. Sponsors must submit all applications and supporting materials no later than 5:00 P.M. Central by March 14, 2025. Please note the following information regarding the application process:

- Any applications or materials submitted after the due date and time will not be accepted.
- Online applications can be saved and resumed at any time however applications that have been inactive for longer than 30 days are automatically deleted.
- Attachments are not saved through the save and resume function (only form information), so please reserve attachments for the session you intend on submitting.
- Sponsors are responsible for any end-user technical issues, however CAMPO will provide assistance with any form service questions or concerns.
- Supporting material attachments will be required to verify information provided in the application. Please be sure to attach source materials and additional information as indicated in the application instructions.
- Attachments in the application are not always a required field to submit so that sponsors are not forced to attach something when it is not appropriate or needed. Whether supporting material attachments are warranted is subjective to the sponsor applicant, project, and response to the criteria. Sponsors are encouraged to use their best judgment, supporting materials bolster the authenticity of the criteria response, which can directly impact application scores.

## Eligible Locations

Projects and activities must serve the Austin Urbanized Area identified in yellow below:





## **Eligible Applicants**

Only certain organizations are eligible for FTA Section 5310 funding which is dependent on the type of project being submitted for potential funding. Below are the eligible entities as specified by the project type and activities.

### **Traditional Capital Projects**

- A private non-profit organization
- A state or local governmental authority that is approved by the state to coordinate services for seniors and individuals with disabilities
- A state or local governmental authority that certifies that there are no non-profit organizations readily available in the area to provide the service

### **Other Capital and Operating Projects**

- A state or local government authority
- A private non-profit organization
- An operator of public transportation that receives a FTA Section 5310 grant indirectly through a recipient

## **Eligible Activities**

The FTA Section 5310 program provides federal funding for both capital and operating expenses to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. Below are the general eligible activities for both traditional capital and other project types.

### **Traditional Capital Projects** (Cost Share: 80% Federal / 20% Local)

1. Rolling stock and related activities for FTA Section 5310-funded vehicles.
2. Passenger facilities related to FTA Section 5310-funded vehicles.
3. Support facilities and equipment for FTA Section 5310-funded vehicles.
4. Lease of equipment when lease is more cost effective than purchase.
5. Acquisition of transportation services under a contract, lease, or other arrangement.
6. Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.
7. Capital activities to support ADA-complementary paratransit service.

### **Other Eligible Capital and Operating Expenses** (Cost Share: 50% Federal / 50% Local)

1. Public transportation projects that exceed the requirements of the ADA.
2. Public transportation projects that improve accessibility.
3. Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.
4. Operating assistance.

**This is a summary of eligible activities and does not include the list of specific sub-categories, applicants must review Chapter 4 in the [FTA 5310 Circular Guidance](#) for the complete list of eligible activities and sub-categories of activities.**

## **Readiness Evaluation**

Sponsors and projects will be evaluated for readiness including a review of the budget, timeline, and ability of the sponsor to execute projects in a timely manner. Sponsors must provide the materials below with sufficient detail to accurately describe the project, expenditures, and timeline in order to move forward in the evaluation process.

### **Budget**

Sponsors must submit a completed budget template for the funding request. At a minimum for each line item in the budget, sponsors must select the eligible activity category and provide an item description, quantity, unit cost, and total cost. Additional documentation must be provided to support and expand on the items in the budget and funding request for verification including, but not limited to, operation cost information, engineering estimates for capital projects, and vendor estimates for vehicle purchase orders.

### **Timeline**

Sponsors must provide a detailed timeline of the program or services to be provided through the funding program with a schedule of activities and anticipated expenditures.

### **Good-Standing**

Sponsors must be in good standing with the Federal Transit Administration, the designated recipient CapMetro, and the Capital Area Metropolitan Planning Organization. Sponsor's program history will be evaluated including a review for any significant unexpended out-standing balances on previous funding awards. Sponsors that have never received 5310 funding will be evaluated based on demonstrated success with similar funding programs.

## Scoring Criteria

Sponsors and projects that have demonstrated readiness will be evaluated by the scoring criteria below. The points will be awarded based on the information provided in the applications and the supporting materials used to verify the responses. Indicated points are the maximum available per criterion.

### **Benefit (20 Points)**

Sponsors must demonstrate how their project or program improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

### **Program Sustainability (5 Points)**

Sponsors must demonstrate the overall stability of the transportation program or service by providing evidence of long-term sustainability and support including any additional funding outside of the 5310 program, age of the program or service, and a demonstrated record of continual operations.

### **Program Experience (5 Points)**

Sponsors must demonstrate experience with federal funding grant programs including but not limited to experience with the 5310 program and federal transportation reimbursement grants. Other funding and grants management experience will be considered as appropriate.

### **Coordination and Partnerships (5 Points)**

Sponsors must demonstrate regional coordination efforts and official partnerships that enhance the transportation system in the region by providing information on coordination efforts, official agreements with partner agencies and details of activities.

### **Interconnectivity (5 Points)**

Sponsors must demonstrate how the program or services connect with the existing system of public transportation, non-profit providers, medical transportation services, and special transit services in the region.

### **RTCC Plan Goals and Objectives (20 Points)**

Sponsors must demonstrate that the program or services directly support the goals, sub-goals and transportation strategies listed in the current Regionally Coordinated Transportation Plan which is linked in the Resources section of this document.

### **Performance Measures and Monitoring (20 Points)**

Sponsors must demonstrate that they have a formal system in place for measuring and monitoring the success of the program or services provided. This system must provide for the routine and continual gathering and disseminating of critical program performance data including ridership and trip information.

**Cost-Benefit Analysis (20 Points)**

Programs and services will be evaluated through a cost-benefit analysis that measures the comparative value of the program or services relative to the funding amount requested. For the Cost-Benefit Analysis, sponsors must provide the following information:

- Service area in square miles or total route lengths in miles.
- Most recent annual number of riders or users provided service for existing programs.
- Anticipated annual number of riders or users to be provided service through the program (estimation methodology must be provided).

## **Resources**

### [Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance](#)

The Federal Transit Administration (FTA) 5310 program guide contains detailed information on the program including additional information on sponsor and project eligibility.

### [Enhanced Mobility of Seniors and Individuals with Disabilities Program Website](#)

The Federal Transit Administration (FTA) 5310 program website contains detailed information on the program including the guide linked above and frequently asked questions.

### [Capital Area RTCC - Regionally Coordinated Transportation Plan](#)

The regionally coordinated transportation plan provides an assessment of available services, transportation needs, and provides the strategies, activities and projects that address the identified gaps and enhance the regional transportation system.

### [A Guidebook for Developing a Transit Performance-Measurement System](#)

The guidebook provides a step-by-step process for developing a performance-measurement program that includes both traditional and non-traditional performance indicators that address customer-oriented and community issues.

### [Regional Transit Study](#)

The Regional Transit Study outlines the region's current transit infrastructure outside of the CapMetro service area and provides local governments and project sponsors with resources for developing transit projects.

### [CapMetro Performance Dashboard](#)

Dashboard that provides a real-time look at the performance measures tracked and reported by CapMetro and can provide a useful resource for sponsor's developing a performance management system.