WI-FI NETWORK

JLA-Guest

PASSWORD

Community#1

CENTRAL TEXAS



Transportation Policy Board

August 10, 2026

Item 1: Certification of Quorum

Item 2: Public Comments

Item 3: Executive Session



Item 4: Report from the TAC

Item 5: Discussion and Take Appropriate Action on the June 8, 2026 Meeting Minutes

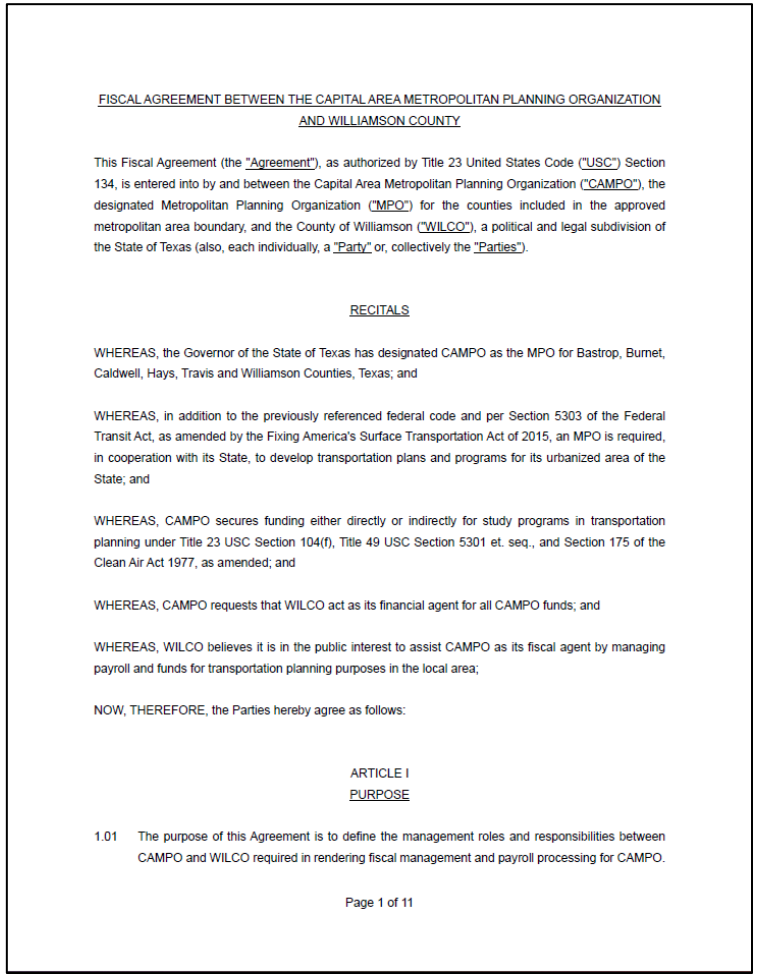
Recommendation

Staff recommends TPB approval of the June 8, 2026 meeting minutes.

Item 6: Discussion and Take Appropriate Action on Fiscal Agent Agreement



Fiscal Agent Agreement



FISCAL AGREEMENT BETWEEN THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION AND WILLIAMSON COUNTY

This Fiscal Agreement (the "Agreement"), as authorized by Title 23 United States Code ("USC") Section 134, is entered into by and between the Capital Area Metropolitan Planning Organization ("CAMPO"), the designated Metropolitan Planning Organization ("MPO") for the counties included in the approved metropolitan area boundary, and the County of Williamson ("WILCO"), a political and legal subdivision of the State of Texas (also, each individually, a "Party" or, collectively the "Parties").

RECITALS

WHEREAS, the Governor of the State of Texas has designated CAMPO as the MPO for Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties, Texas; and

WHEREAS, in addition to the previously referenced federal code and per Section 5303 of the Federal Transit Act, as amended by the Fixing America's Surface Transportation Act of 2015, an MPO is required, in cooperation with its State, to develop transportation plans and programs for its urbanized area of the State; and

WHEREAS, CAMPO secures funding either directly or indirectly for study programs in transportation planning under Title 23 USC Section 104(f), Title 49 USC Section 5301 et. seq., and Section 175 of the Clean Air Act 1977, as amended; and

WHEREAS, CAMPO requests that WILCO act as its financial agent for all CAMPO funds; and

WHEREAS, WILCO believes it is in the public interest to assist CAMPO as its fiscal agent by managing payroll and funds for transportation planning purposes in the local area;

NOW, THEREFORE, the Parties hereby agree as follows:

ARTICLE I
PURPOSE

1.01 The purpose of this Agreement is to define the management roles and responsibilities between CAMPO and WILCO required in rendering fiscal management and payroll processing for CAMPO.

Page 1 of 11

MPO's require a fiscal agent to host certain administrative functions of the organization and act as a financial steward of the federal planning funds.

CAMPO's fiscal agent is Williamson County. The initial 5-year agreement was approved on July 28, 2016, and extended for an additional 5-years in July 2021, expiring on September 31, 2026.

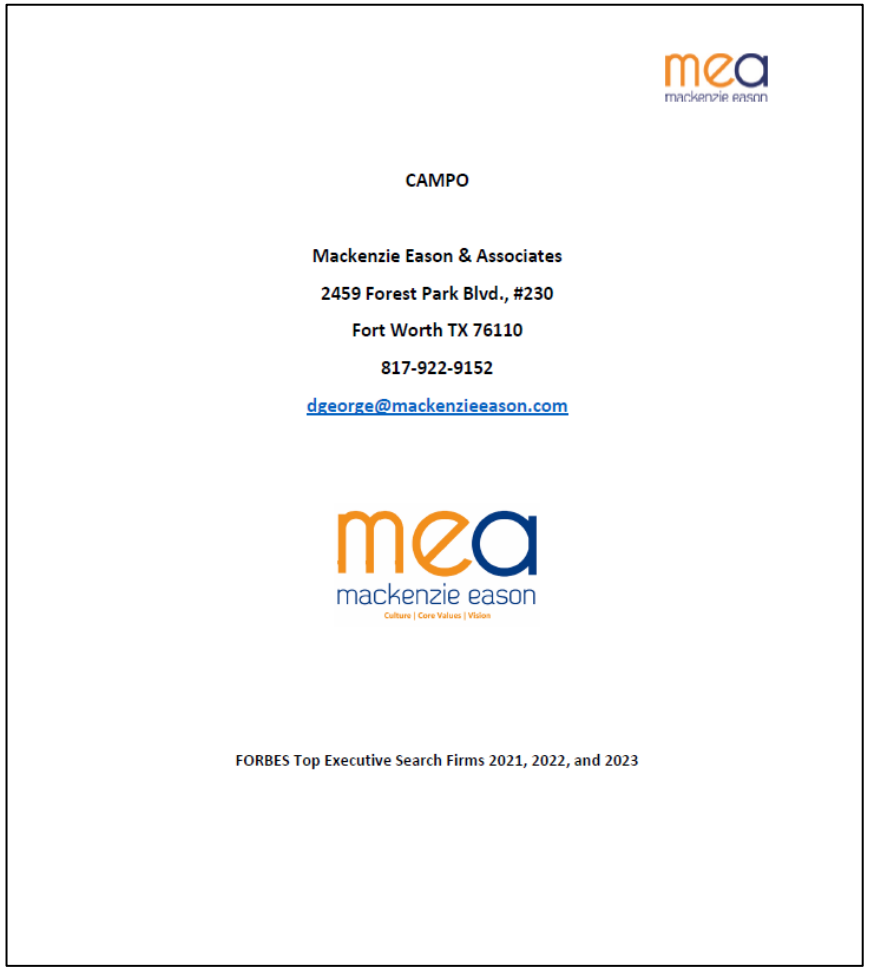
The new agreement will be effective October 1, 2026, through September 30, 2031, with an option to extend for an additional 5 years.

The new agreement remains largely the same with minor updates related to state and federal requirements and cost-estimate for services provided.

Recommendation

Staff request the Transportation Policy Board approve the Fiscal Agent Agreement with Williamson County as detailed in Resolution 2026-8-6.

Item 7: Discussion and Take Appropriate Action on Recruitment Services Contract



CAMPO

Mackenzie Eason & Associates

2459 Forest Park Blvd., #230

Fort Worth TX 76110

817-922-9152

dgeorge@mackenzieeason.com

mackenzie eason

Culture | Core Values | Vision

FORBES Top Executive Search Firms 2021, 2022, and 2023

Recruitment Contract

The Transportation Policy Board directed staff and legal counsel to identify and retain an executive search firm to assist with the recruitment of the next executive director.

MacKenzie Eason has experience with recruitment of senior executives Metropolitan Planning Organizations (MPOs) within Texas having recently placed senior executive leadership with H-GAC (Houston) and AAMPO (San Antonio).

This contract authorizes $30,000 with the process expected to last 3-6 months.

Recommendation

CAMPO Legal Counsel recommends that the TPB authorize the TPB Chair to execute a contract with Mackenzie Eason & Associates for recruitment services.

Item 8: Discussion and Take Potential Action on CAMPO Support Services Contract



Item 9: Discussion on Transportation Policy Board (TPB) Strategic Planning Workshop

The University of Texas at Austin
Thompson Conference Center



Friday, September 18, 2026 from 8:00am to Noon.

TPB Strategic Planning Workshop

CAMPO will host a strategic planning workshop with the Transportation Policy Board to provide members opportunity to collaborate on regional priorities and develop an organizational strategic plan.

Staff and the facilitation team will provide additional information, questionnaires, and coordination in the coming weeks leading up to the workshop.

(Breakfast and Refreshments will be provided for TPB).

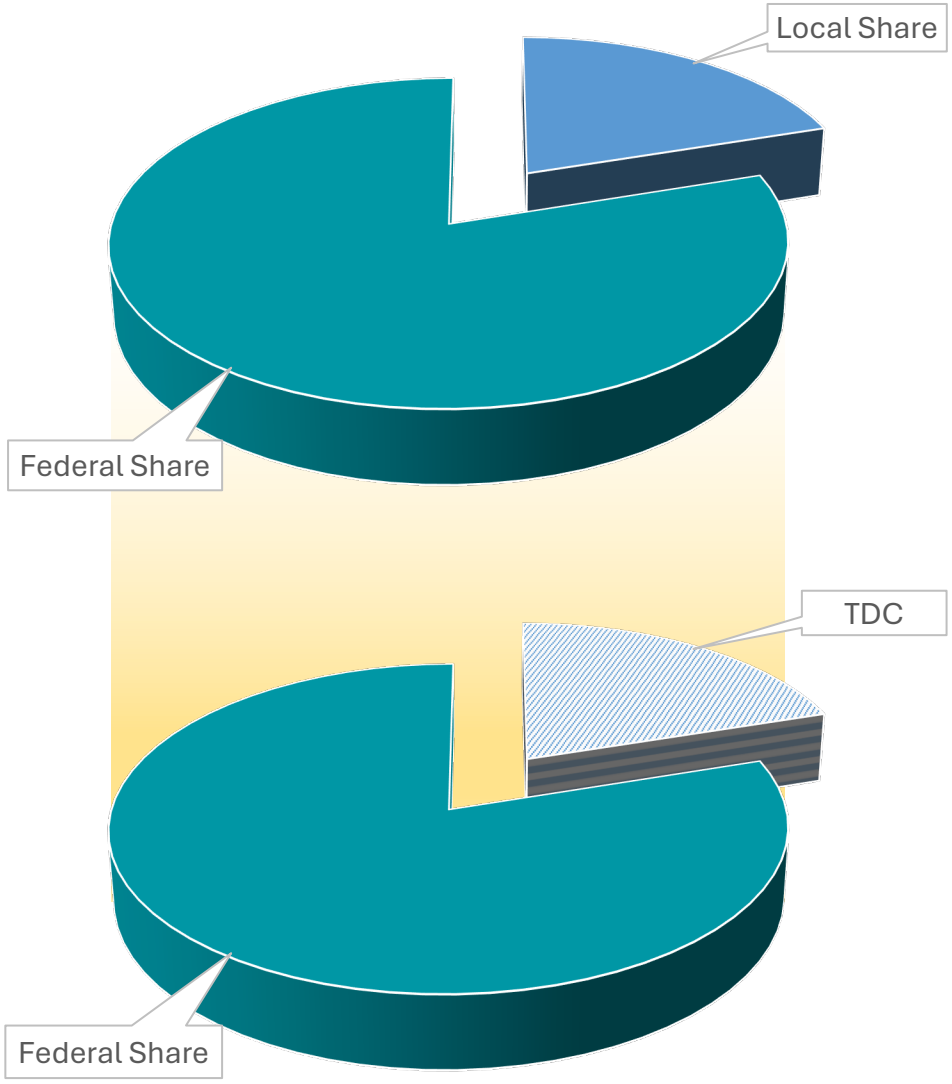
Item 10: Discussion on City of Cedar Park Set-Aside Transportation Development Credits (TDC) Application

TDC Overview

Transportation Development Credits (TDCs) are a federal finance tool that waives the local match requirements on a federally funded project.

TDCs do not add additional federal funding to a project so the sponsor must be able to complete the project with only the federal funding amount.

Using TDCs also require the sponsor to document the investment of the local match funding on qualifying transportation projects. This is a federal requirement called Maintenance of Effort (MOE).

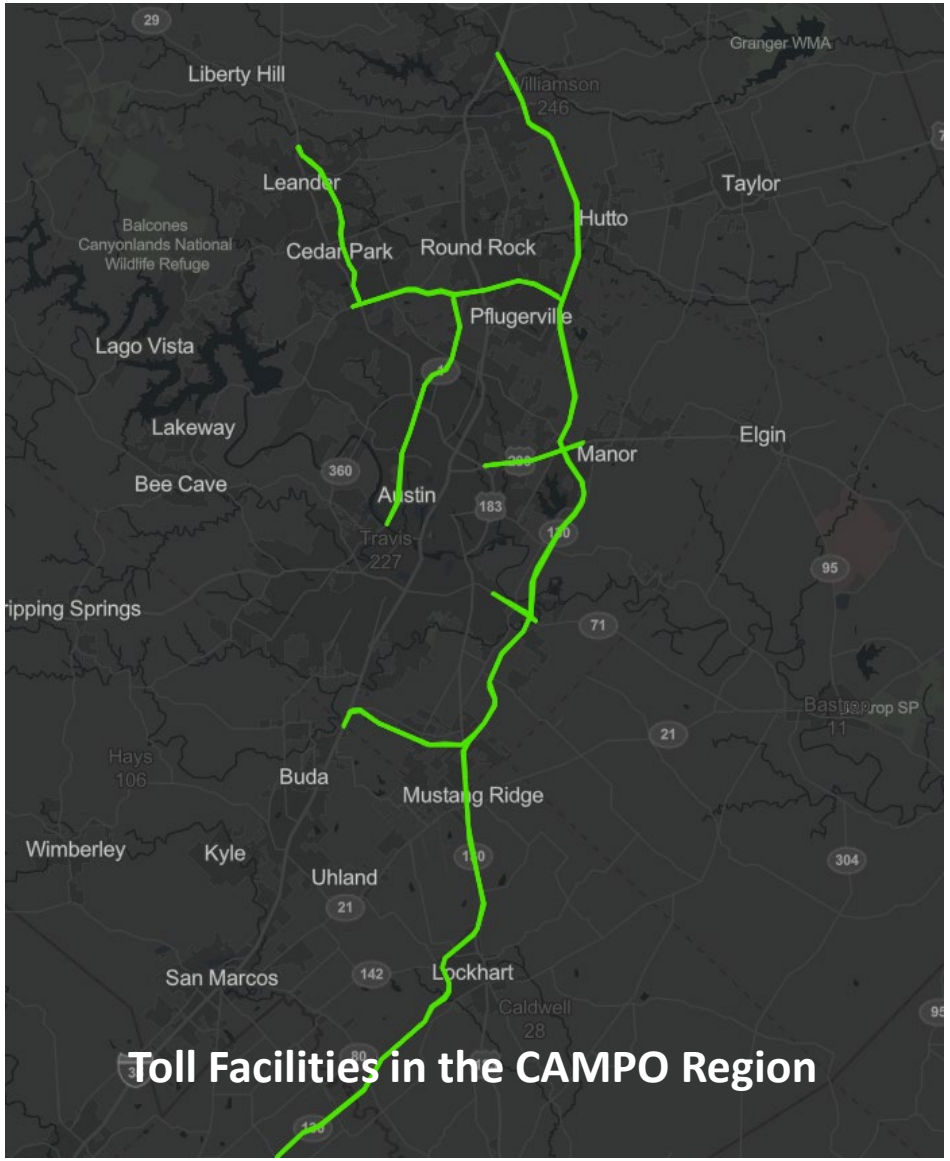


How the Region Earns TDCs

TDCs are earned by the state when capital improvements are made to public highways using revenues from toll receipts generated from toll facilities.

The Texas Transportation Commission has delegated that 75% of TDCs earned in the state are allocated to the MPO-region in which they were earned.

TDC Balances Across Texas (Source 2027 UTP)	
CAMPO	765,867,303
HGAC	921,581,153
NCTCOG	1,098,239,592
TxDOT	730,228,079
Transit	(11,047,687)
Total	3,504,868,440



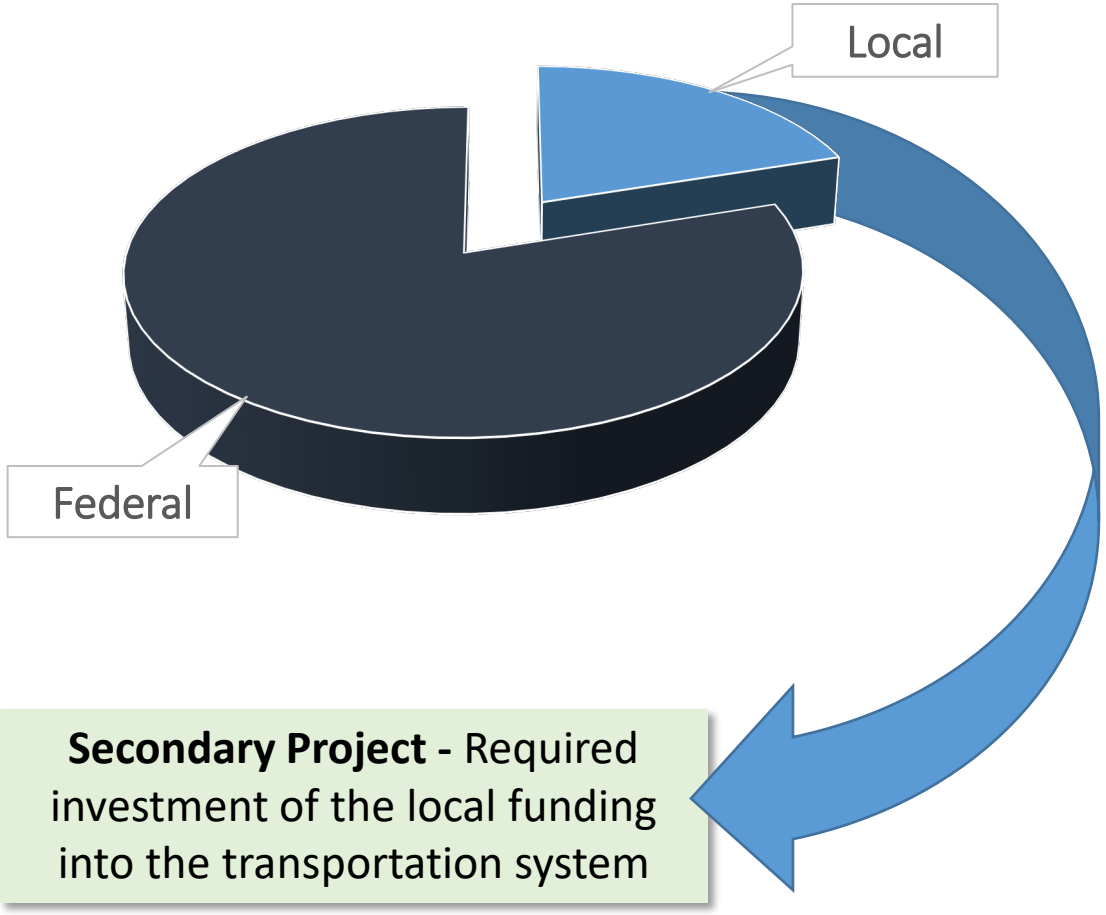
Toll Facilities in the CAMPO Region

Key Requirement – Maintenance of Effort

For every Transportation Development Credit applied, the Local Government must invest a dollar into the transportation system.

Documentation of Maintenance of Effort compliance is required and must be provided to the State and Federal Government before TDCs can be applied to a project.

CAMPO evaluates projects on a case-by-case basis through the application process and must ensure the local match for the federal funding is currently available and invested in the regional transportation system through a secondary project.



Primary Project 1 – New Hope Drive (Eastern Segment)

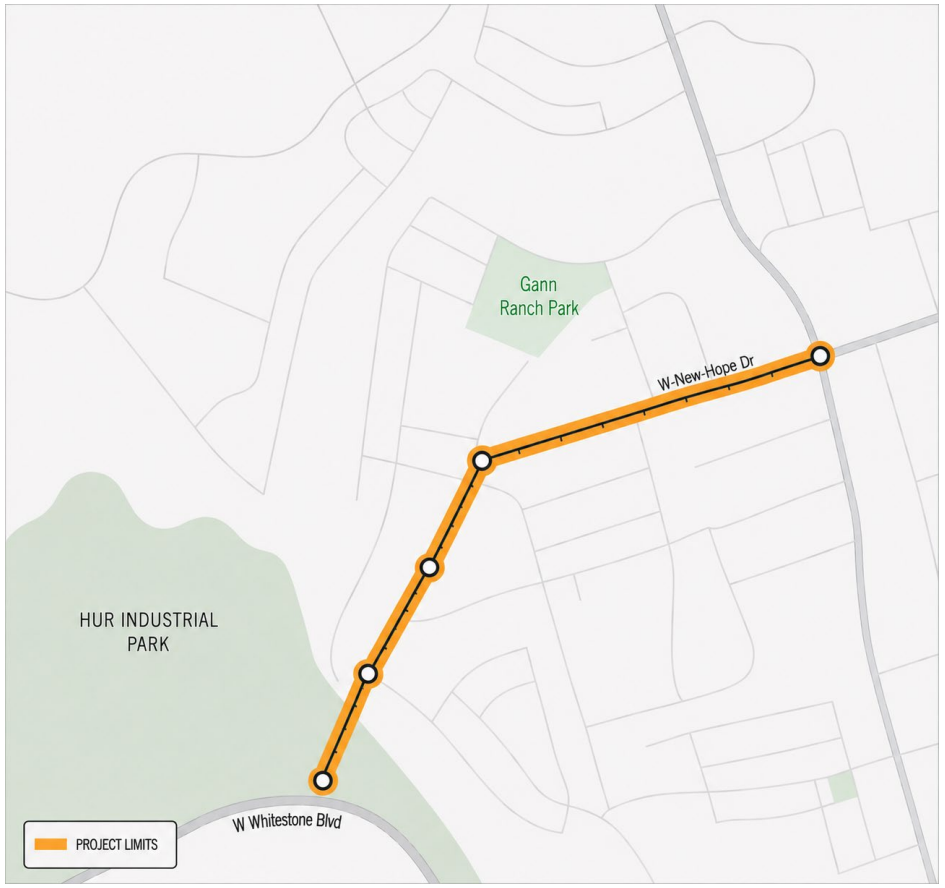


The City of Cedar Park has selected to allocate $15,000,000 of the STBG Set-Aside to New Hope Drive from Main Street to West of US 183/Bell Boulevard.

This project will widen New Hope Drive to a 6-lane configuration with shared use paths, sidewalks and duel left –turn lanes at the intersection of US 183.

The City of Cedar Park is requesting 3,750,000 in TDCs in lieu of local match.

Primary Project 2 – New Hope Drive (Western Segment)

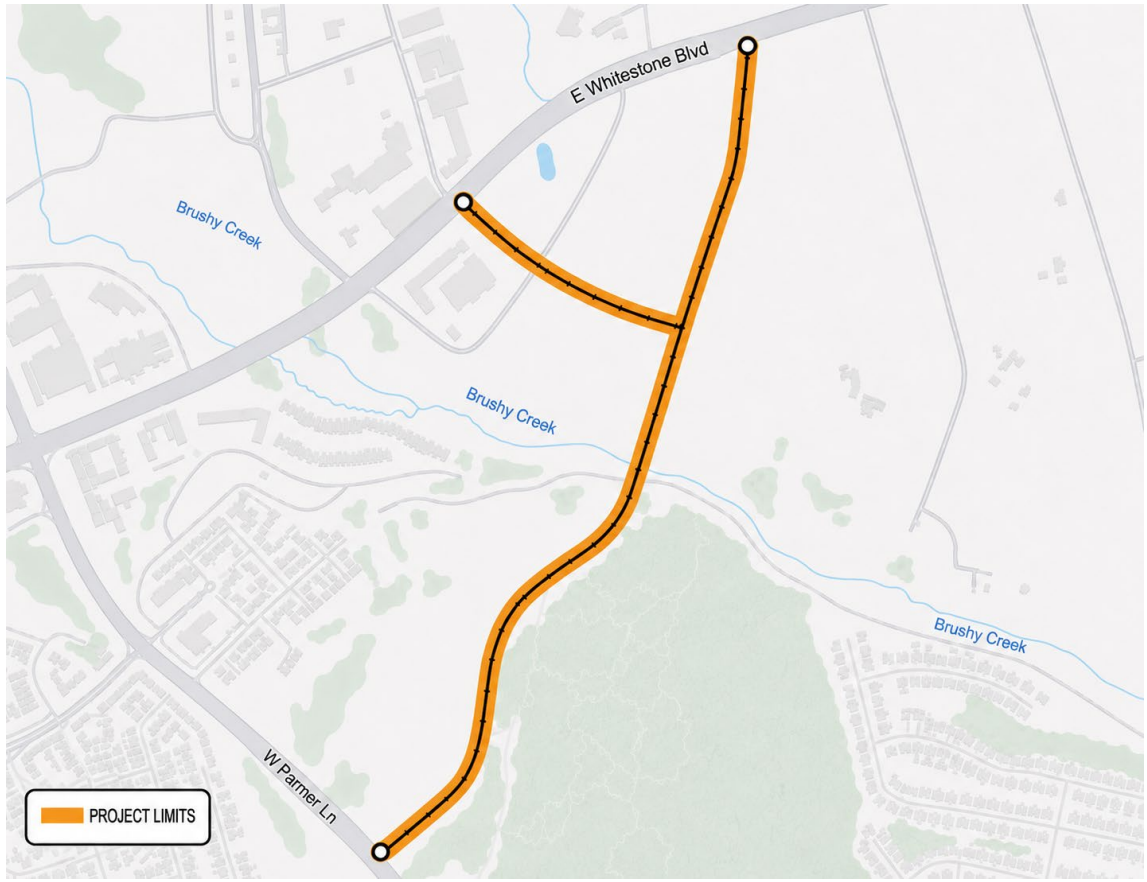


The City of Cedar Park has selected to allocate $7,619,961 of the remaining STBG Set-Aside to New Hope Drive from RM 1431 to Lakeline Blvd.

This project will widen New Hope Drive from 2-lanes to a 4-lane configuration with intersection improvements.

The City of Cedar Park is requesting 1,904,990 in TDCs in lieu of local match.

Secondary Project (MOE) - Toro Grande Extension



To be eligible for TDCs, the City of Cedar Park must demonstrate the maintenance of effort (MOE) through a secondary project that is funded with local dollars that would have otherwise been used for the local match.

The City of Cedar Park has demonstrated MOE through the local bond funding of the Toro Grande Extension to be funded and developed concurrent with the federally funded projects.

Item 11: Discussion on Travel Demand Modeling (TDM)

CAMPO Travel Demand Model History

Early Foundations and MPO Designation (1960-1990s)

Early 1960s: Travel demand modeling began in Texas, including the Austin area. TxDOT conducted origin-destination surveys that supported initial urban models aligned with federal requirements (e.g., Austin in 1962).

1973: The Austin Transportation Study (ATS) was established as the MPO via agreements between the State, Travis County, and the City of Austin (initial agreement April 6, 1973).

1984: ATS was expanded to include portions of Hays and Williamson Counties.

1999: ATS was renamed the Capital Area Metropolitan Planning Organization (CAMPO) by Policy Advisory Committee, reflecting transportation planning for a larger, multi-county area.

CAMPO Travel Demand Model History

1990s–2005: Foundational Model Updates

1997: Mode choice model originally estimated from 1997 surveys.

2003: CAMPO expanded to all of Hays and Williamson Counties.

2005 major update: Extensive data collection (2005–2006 surveys) supported a 2005 base year model for validation, adding a new User Interface, Time of Day modeling, Feedback Loop, updated Mode Choice, 2030 forecasts (including toll scenarios), air quality and environmental justice analysis.

CAMPO Travel Demand Model History

2009–2010s Peer Review and Refinements

2009 FHWA Peer Review: Positive feedback on the 2005 model; recommendations for enhancements (e.g., time-of-day model, demographics). Recommendations planned for 2010 base year:

- Ongoing updates for RTPs, tolling, and growth management, with tools like UrbanSim for demographics.

2010: Bastrop and Caldwell Counties were added to the CAMPO boundary.

- Model was updated using new 2010 Census and Travel survey data.
- Enhancements included an updated user interface, improved time-of-day modeling and Demographic Analysis Tool to support a 2040 forecast.

2013: Burnet County added to the CAMPO boundary.

2015: Model updated to a 2045 forecast.

CAMPO Travel Demand Model History

2020s–Present: Modern Updates

2020 Base Year Update: Major refresh using 2020 Census and 2017-2018 travel survey data with improved calibration, Transit networks, and forecasts for 2025, 2030, and 2050.

2025 Base Year Update and beyond: Work will begin on the 2025 base year with updates to the Travel surveys and Saturation Counts. The new forecast years will be 2030, 2035, and 2055.

Travel Demand Model Options

CAMPO Transportation Policy Board



Source: Austin American-Statesman

Texas A&M Transportation Institute

Kevin Hall

Senior Research Scientist and
Metropolitan and Statewide
Division Head

Agenda

- Travel Demand Model (TDM) Idioms.
- Timelines: Transportation Planning and TDM's.
- Comparison of Different Platforms.
  - Notes on Traffic Assignment and TDMs.
- Linkages Between TDMs and Transportation Planning.

Travel Demand Modeling Idioms

It is important to know context…

"*If all you have is a hammer, everything looks like a nail.*"

~ Law of the Instrument or Maslow's Hammer

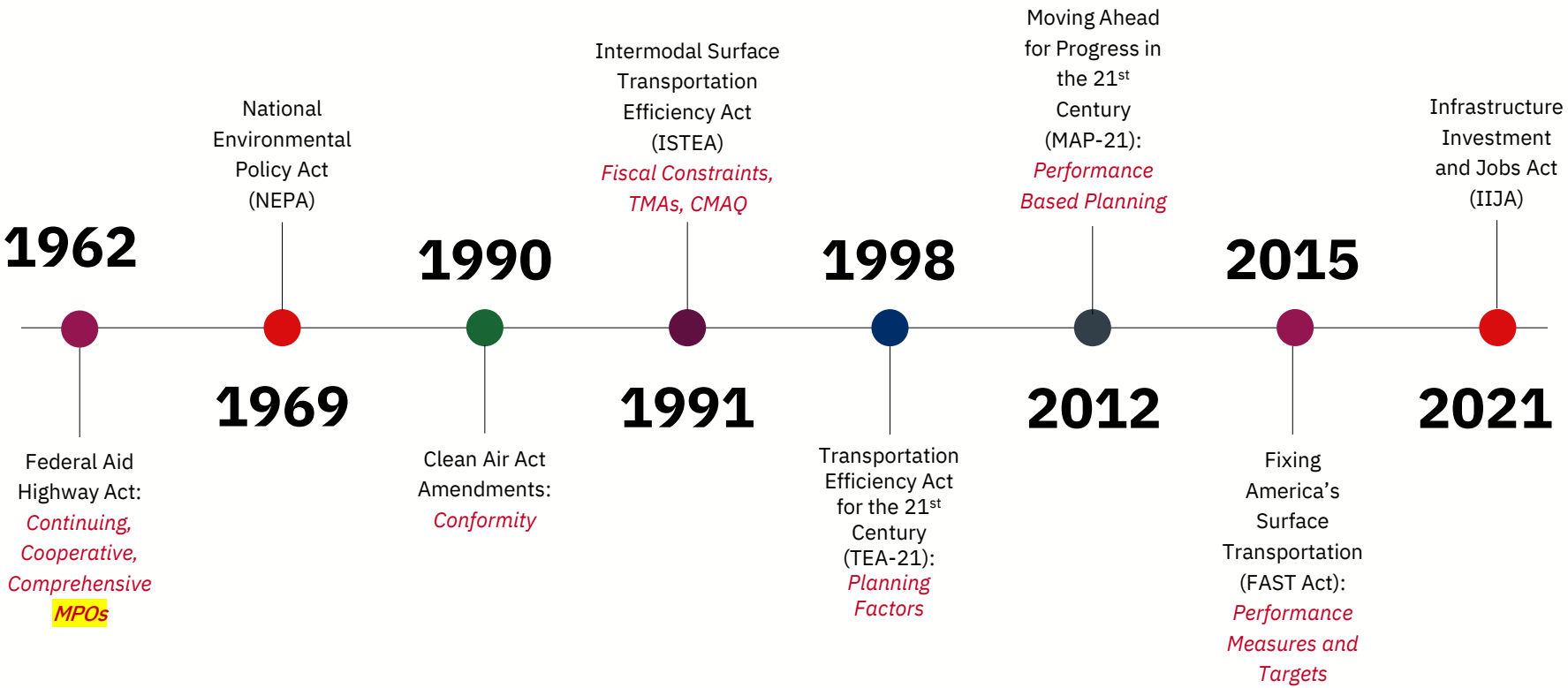
"*Is the juice worth the squeeze?*"

~ Anybody from New Jersey/New York City

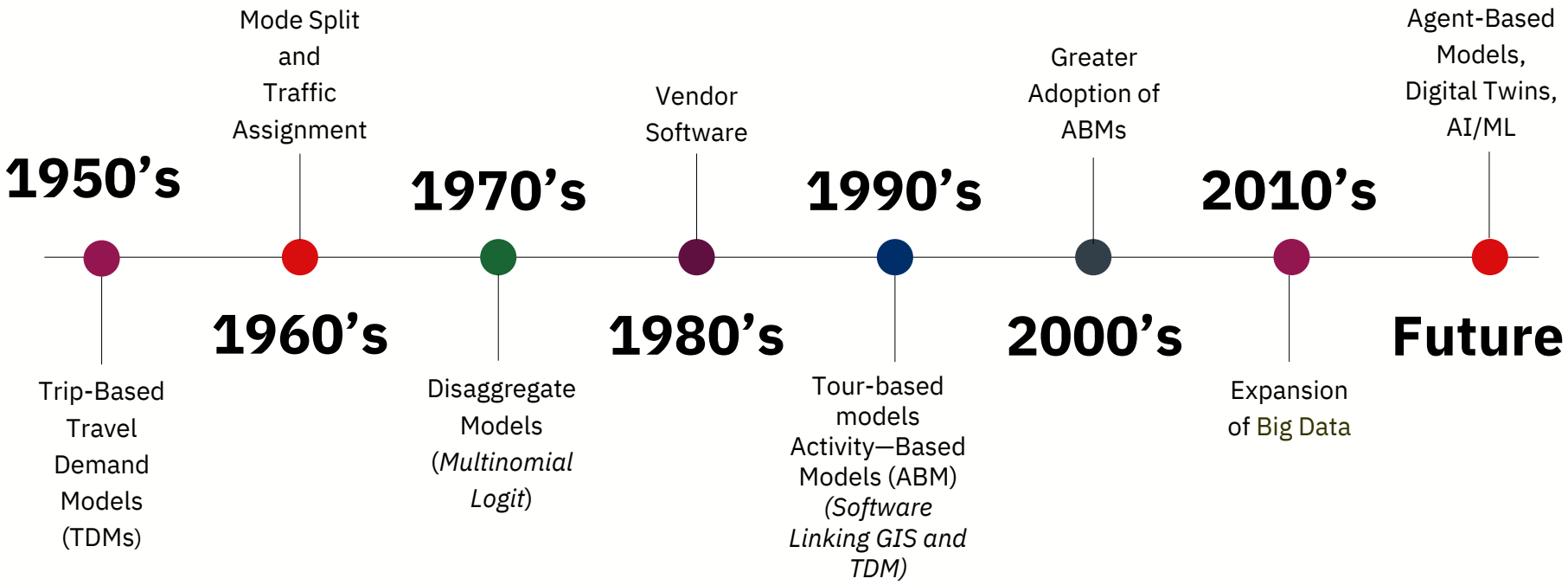
"*Who wants to know?*"

~ Anybody from New Jersey/New York City

Notable Events (Transportation Planning)



Travel Demand Model Timeline/History

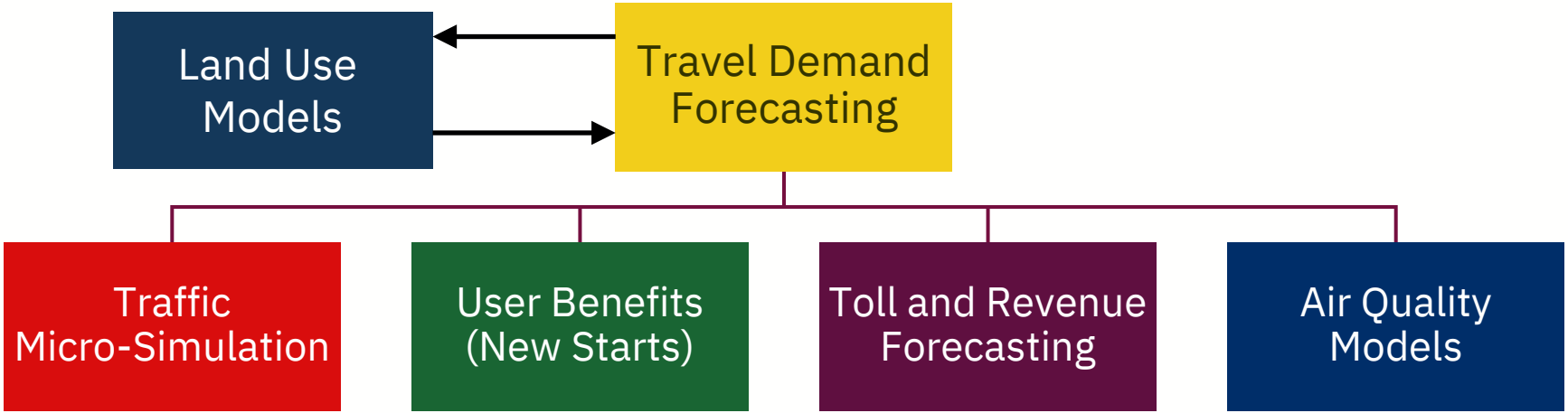


Why Do Travel Demand Modeling?

- Models support the transportation planning decision-making process, investment decisions, conformity determination, and environmental documentation.
- Models tell us about the future.
- Good planning practice, information-based decisions, and public involvement.

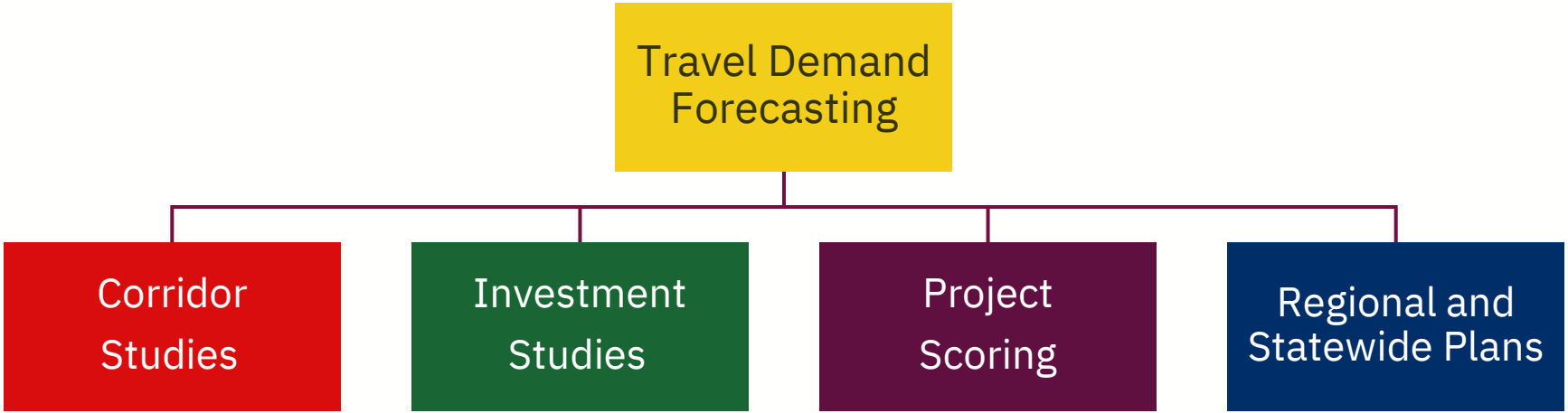


TDMs Are an Input for Other Models

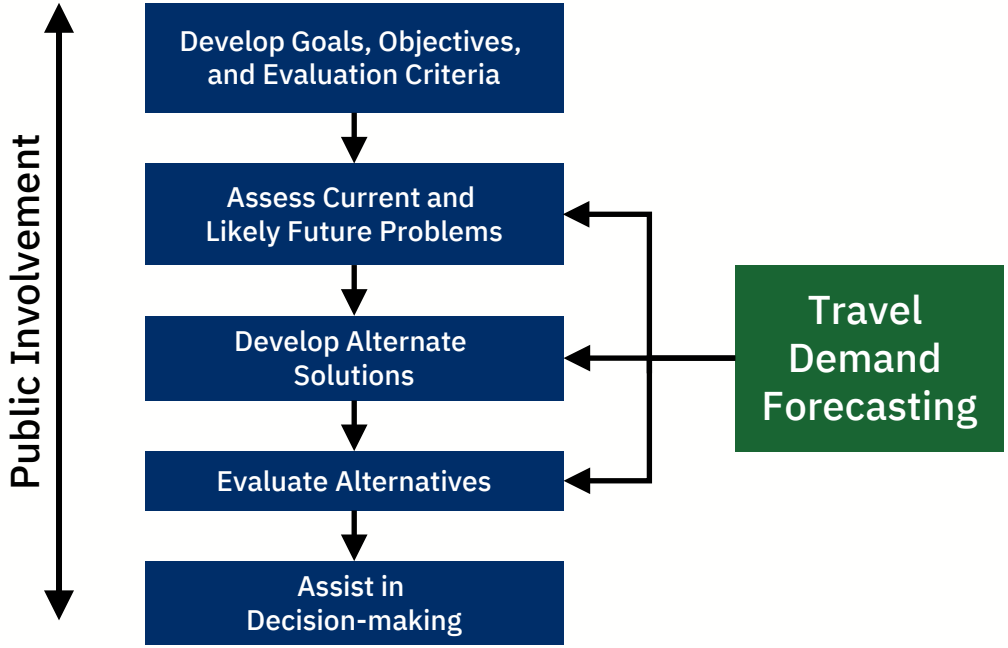


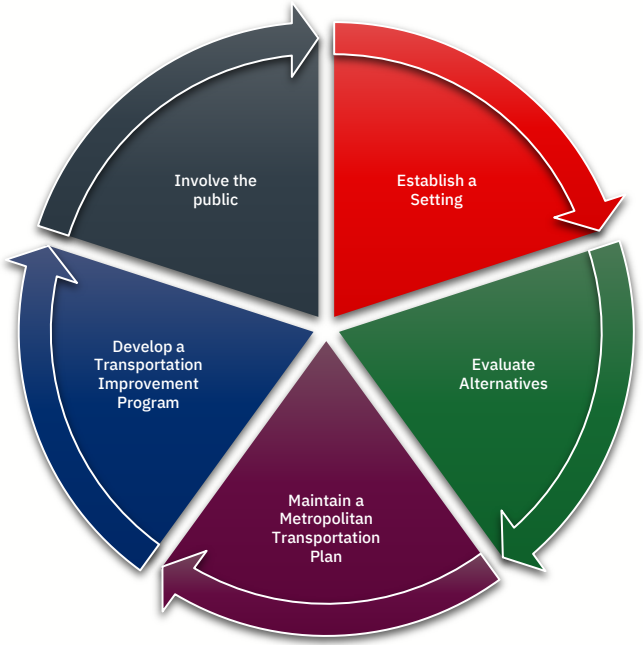
Sources: National Highway Institute, Introduction to Travel Demand Modeling

How Else are TDMs Used?



TDM Update Process

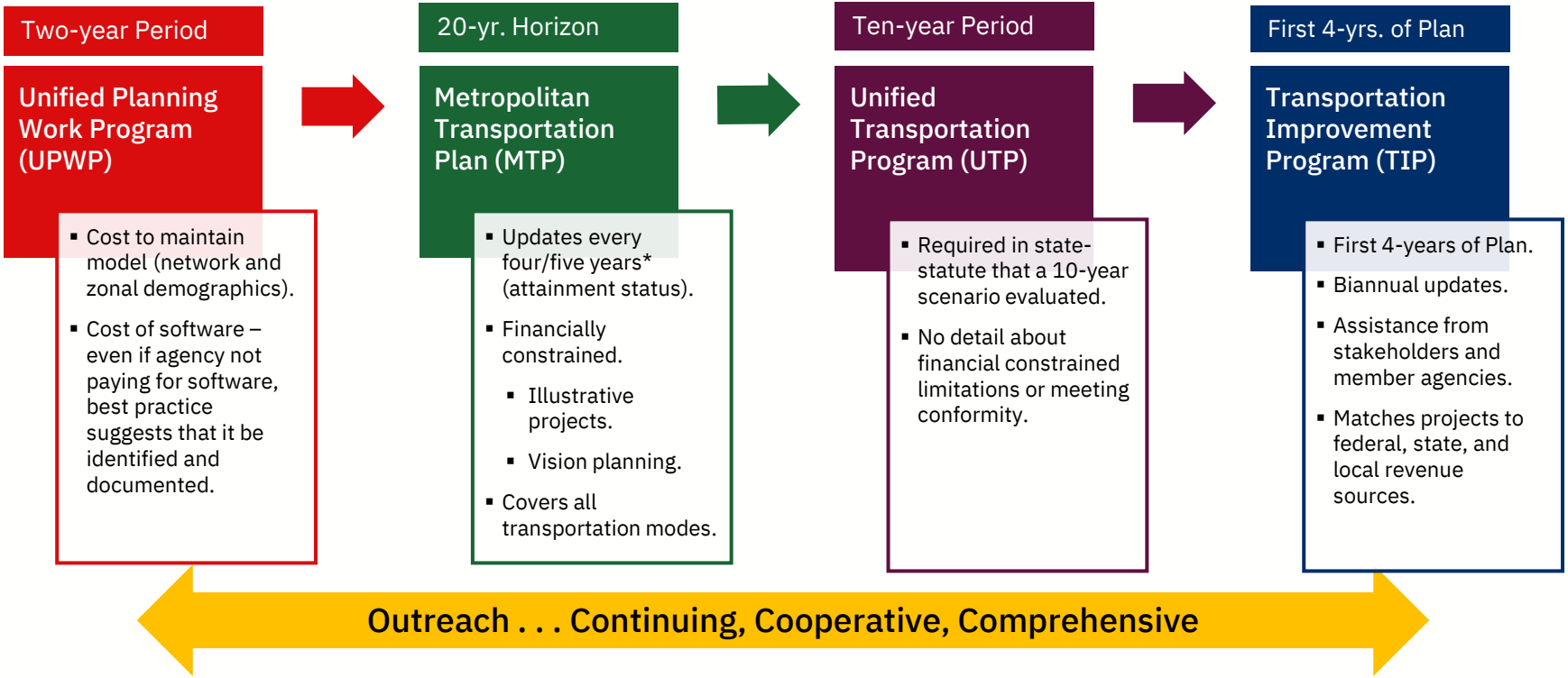




Core Functions for an MPO

Sources: National Highway Institute, Introduction to Travel Demand Modeling, and FHWA-FTA, Transportation Planning Policy Briefing Book.

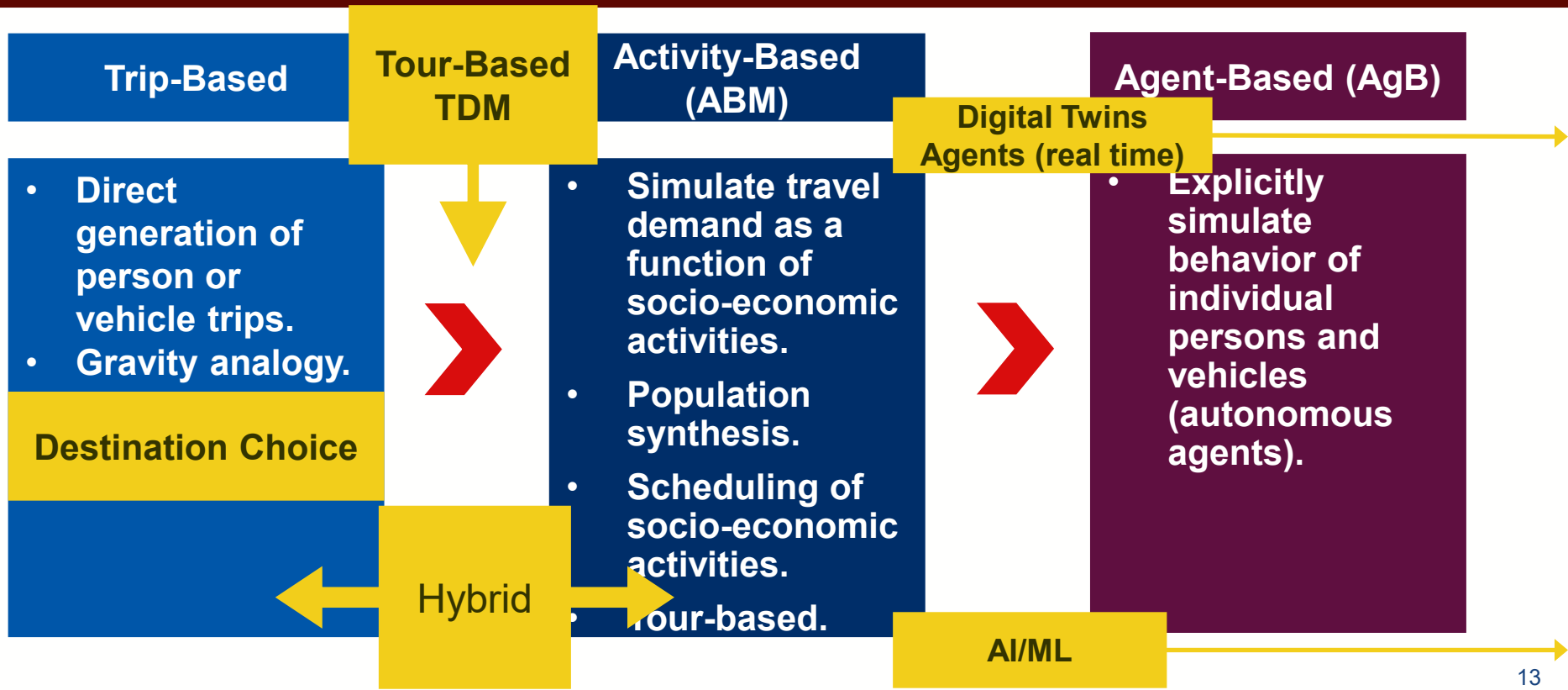
TDM and MPO Products



What are the Different Travel Demand Model (TDM) Platforms?

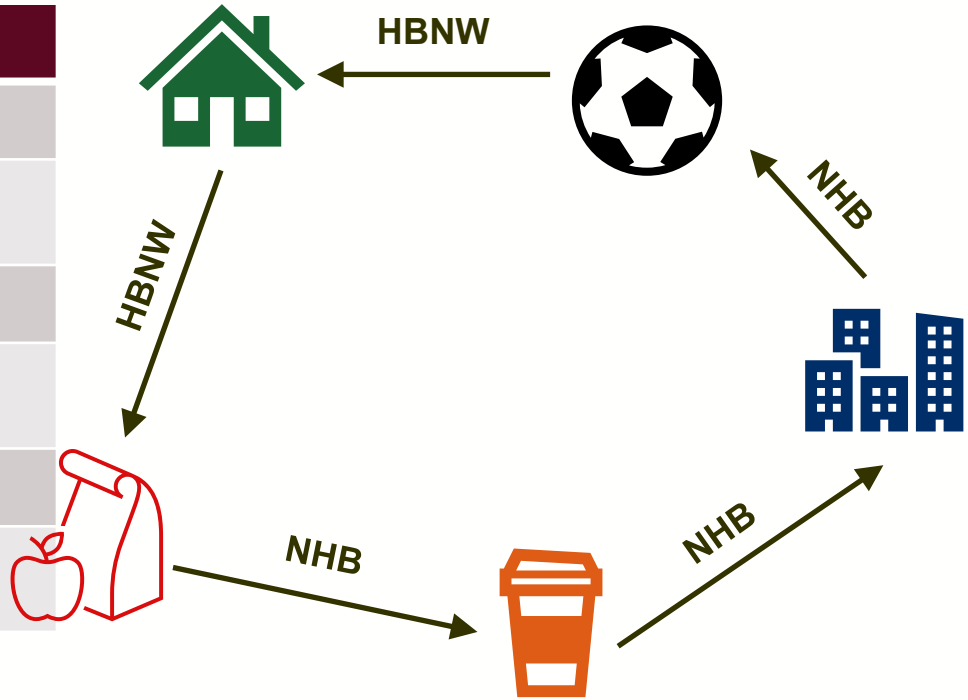
Trip-Based	Activity-Based (ABM)	Agent-Based (AgB)
Has been around since the 1950's/1960's	Began in academia in the 1990's. Limited adoption nationally.	Recent development.

What are the Different Travel Demand Model (TDM) Platforms?



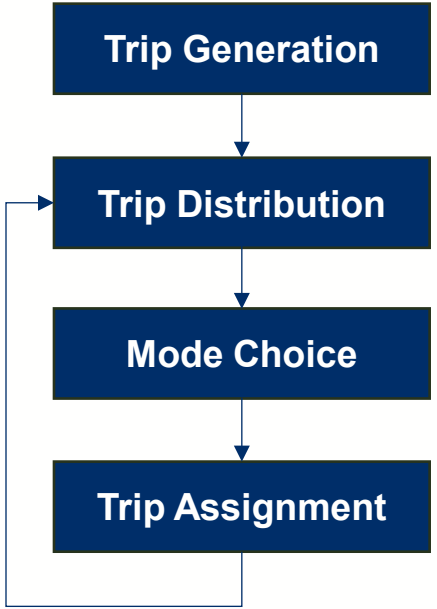
What are the Differences?

	Trip-Based TDMs
History	Decades
Main Approach	Aggregate (Trips)
Units of Analysis	Zones/households
Behavior Representation	Trips between origins and destinations
Structure	Three or Four Step
Traveler Interactions	None (Aggregate flows)



What are the Differences?

	Trip-Based TDMs
History	Decades
Main Approach	Aggregate (Trips)
Units of Analysis	Zones/households
Behavior Representation	Trips between origins and destinations
Structure	Sequential
Traveler Interactions	None (Aggregate flows)



How many trips.

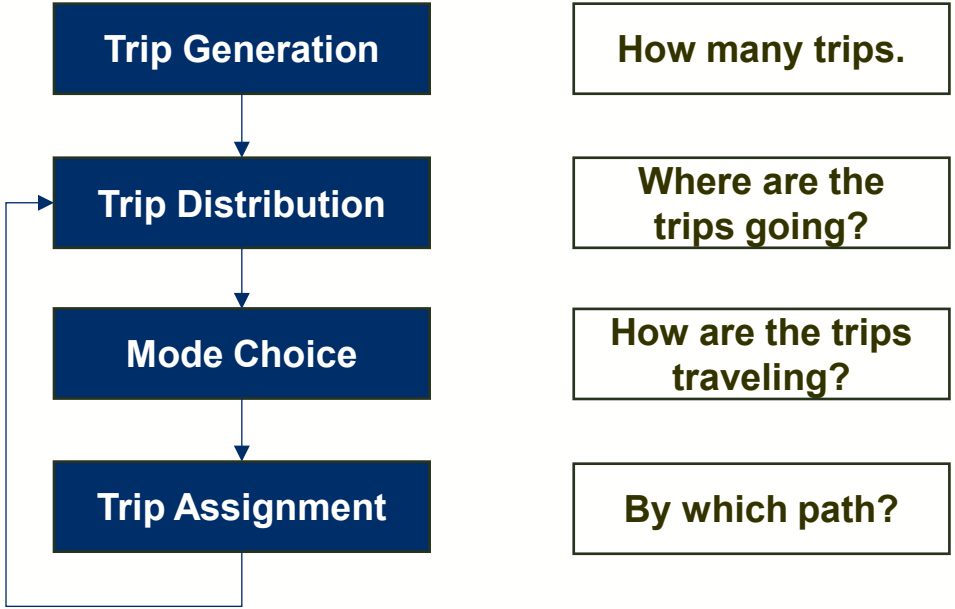
Where are the trips going?

How are the trips traveling?

By which path?

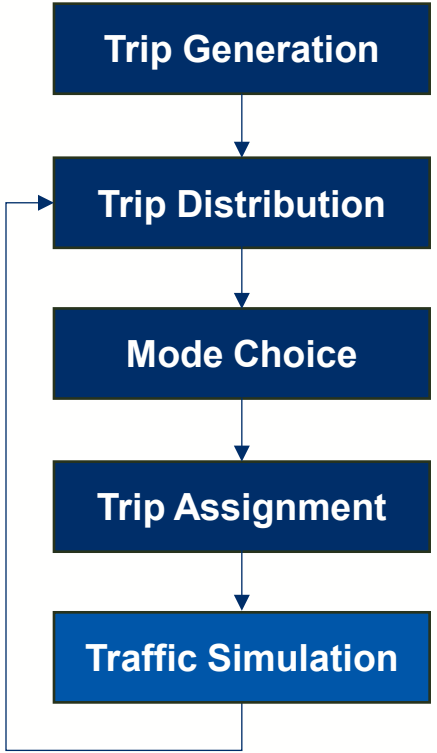
Notes on Traffic Assignment

- Traffic assignment is capacity restraint!
  - Assigned traffic can exceed the available capacity and that is the point (Demand models).
  - Trip-based and activity-based models use the same capacity restraint approaches.



Notes on Traffic Assignment

- Traffic assignment is capacity restraint!
  - Assigned traffic can exceed the available capacity and that is the point.
  - Trip-based and activity-based models use the same capacity restraint approaches.
- Capacity constraint is found in traffic operation models.
  - Sometimes used to feedback travel times in both platforms.



How many trips.

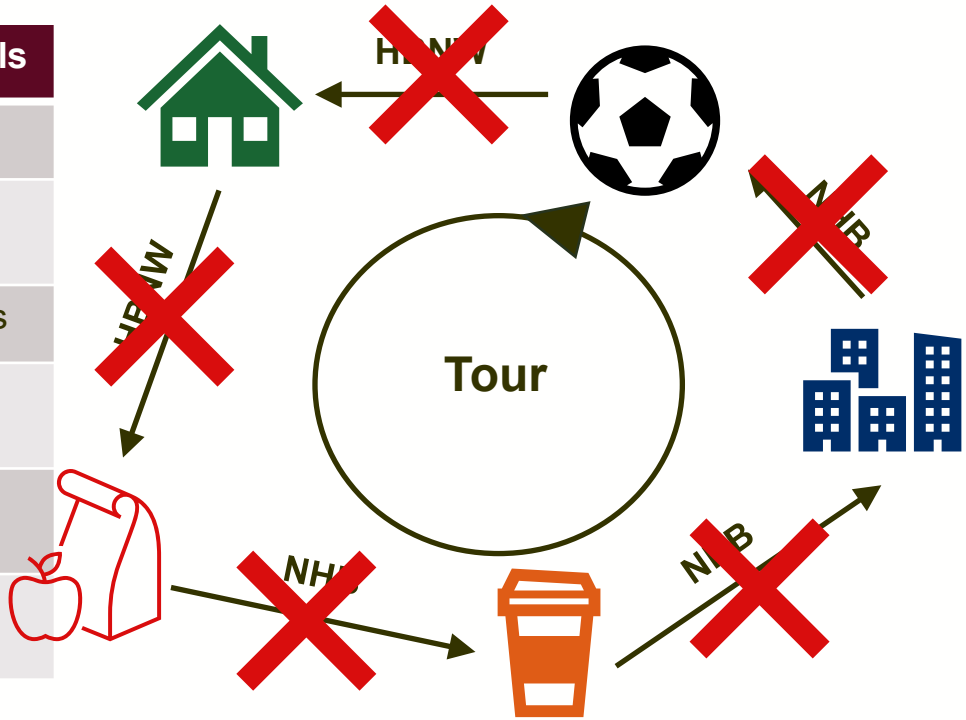
Where are the trips going?

How are the trips traveling?

By which path?

What are the Differences?

	Activity-Based Models
History	1990's
Main Approach	Disaggregate (Activities)
Units of Analysis	Individuals/households
Behavior Representation	Activities, tours, schedules
Structure	Activities into trips and modes
Traveler Interactions	Limited (Household Members)



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Structure	Activities into trips and modes
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Travel event that starts at a location and returns to that location.

- **Home-based work**





Who is the prime driver in the Household (autonomous vehicles).





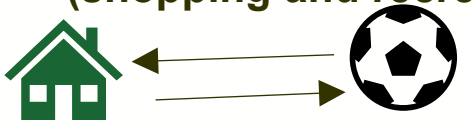


What are the Differences?

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Behavior Representation	Activities, tours, schedules
Structure	Activities into trips and modes
Traveler Interactions	Limited (Household Members)

Travel event that starts at a location and returns to that location.

- **Home-based Joint Non-Mandatory (shopping and recreation).**



Escorting a child in the trip that is part of a tour.







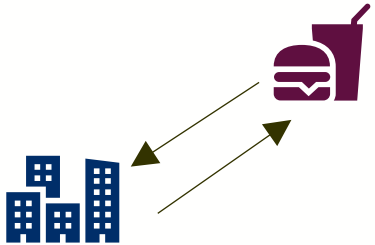
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Travel event that starts at a location and returns to that location.

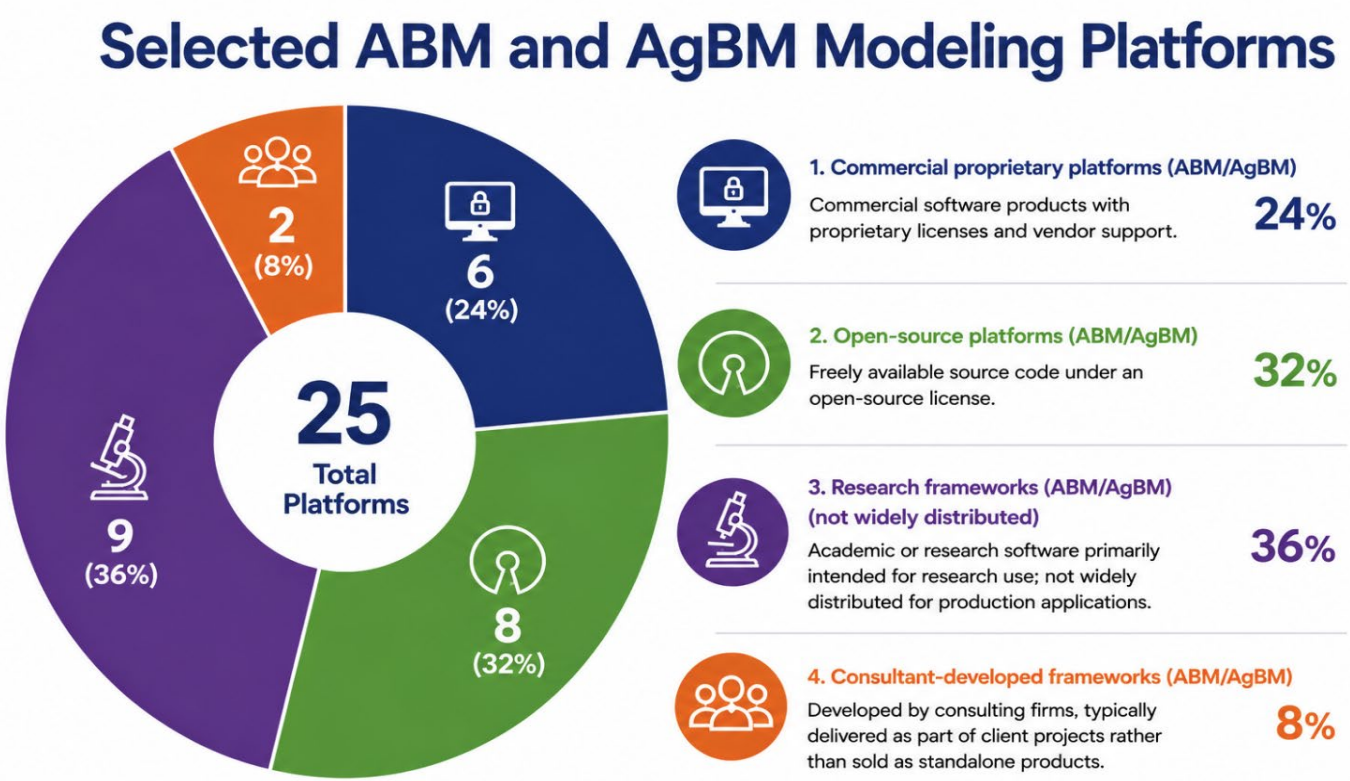
- **At-Work Tours**







Activity-Based Model Platforms



How Many ABMs in Use Nationally?

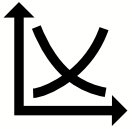
- Depends who you ask:
  - There are 459 MPOs in the United States.
  - There are between 10 to 14 MPOs that use an ABM as the primary platform (about 2%).
    - There are a handful of MPOs that still utilize both a four-step while testing an ABM.
    - As the software becomes more available, additional large MPOs are considering.
    - Two MPOs in Florida recently stopped supporting ABM.

What are the Differences (Summary)?

	Trip-Based TDMs	Activity-Based Models	Agent-Based Models
History	Decades	1990's	Recent
Main Approach	Aggregate (Trips)	Disaggregate (Activities)	Disaggregate (Agent Interactions)
Units of Analysis	Zones/households	Individuals/households	Individual agents
Behavior Representation	Trips between origins and destinations	Activities, tours, schedules	Complex interactions between agents
Structure	Sequential	Activities into trips and modes	Agents choose interactions and actions
Traveler Interactions	None (Aggregate flows)	Limited (Household Members)	Detailed (Agents interact)

Trip-Based vs. ABMs

Main Features of ABMs (higher fidelity)



- Travel demand derived from socio-economic and is consistent with activity schedules. Spatial and temporal constraints imposed on activity schedules.



- Travel demand is micro-simulated on person and household levels as opposed to aggregate zonal levels encountered in trip-based platforms.Intra-household interactions explicitly modeled in state-of-the practice ABM's.



- Trips are modeled as part of travel tours. Trip interdependencies within trip tours are reflected in destination, mode and route choice.



- Higher temporal and spatial resolution. Could potentially do continuous timeline but one-hour intervals are typical. Micro-analysis zones…

Trip-Based vs. ABMs

Complexity and Cost



- Historically, ABM's are higher complexity models both in terms of structure and methods.



- Historically model run times for advanced ABMs were higher but modern implementations appear to have addressed this issue.



- Dependency on consultants and vendors in the absence of in-house expertise (can also apply to complex trip-based models).



- ABMs have stricter travel survey requirements.



- ABMs often have higher computer, data storage, and maintenance needs.

Path Forward

Options to Consider

1. Continue to Enhance Existing 4-Step TDM
2. Consider Hybrid Integration of ABM and 4-Step TDM
3. Embrace ABM (Develop 4-Step in Parallel)
4. Consider Other Advances

Travel Demand Modeling Idioms

It is important to know context…

"If all you have is a hammer, everything looks like a nail."

~ Law of the Instrument or Maslow's Hammer

"Is the juice worth the squeeze?"

~ Anybody from New Jersey/New York City

"Who wants to know?"

~ Anybody from New Jersey/New York City

"You don't need to have a travel demand model to see that Austin has a traffic problem."

~ Zach Graham

Questions?



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info@tti.tamu.edu
979-317-2000

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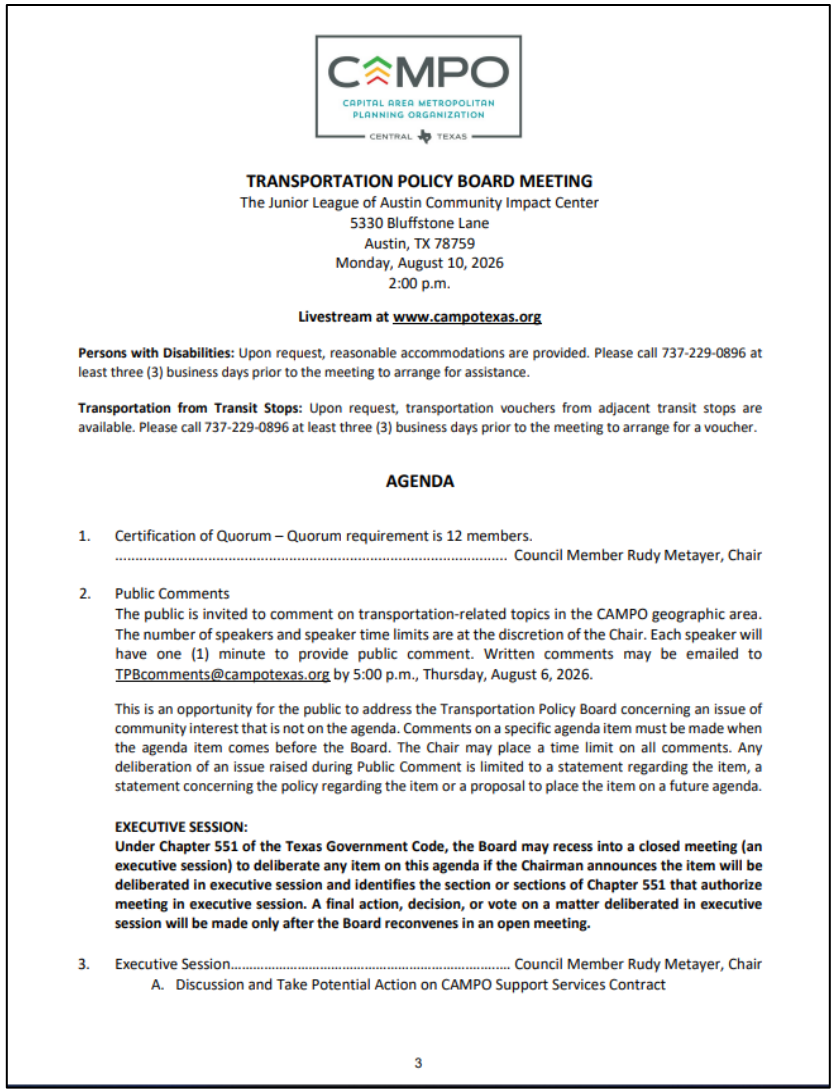
Item 12: Interim Executive Director's Report on Transportation Planning Activities

Federal Legislative Update



Congress is moving closer to a short-term extension of the Infrastructure and Investments in Jobs Act (IIJA), the federal surface transportation law.

- **July 21 –** House passed Continuing Resolution (CR).
- **August 8 –** Senate passed CR.
- **September** – House must reconcile with Senate CR.
- **September 30** – IIJA expires.
- **December 11** – Next fiscal cliff.



CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

TRANSPORTATION POLICY BOARD MEETING
The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, August 10, 2026
2:00 p.m.

Livestream at 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.
   ..... Council Member Rudy Metayer, 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 Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, August 6, 2026.

   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 Chair may place a time limit on all comments. Any deliberation of an issue raised during Public Comment is limited to a statement 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..... Council Member Rudy Metayer, Chair
   A. Discussion and Take Potential Action on CAMPO Support Services Contract

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Upcoming Agenda Items

Important agenda through the end of the year include:

- MPO Planning Agreement (Pending)
- TIP/RTP Fall Amendment Cycle
- 2028-2031 CFP – Project Mitigation Status
- Studies: Truck Parking Plan, Interchange Study
- Safety Items: State of Safety, PM Discussion
- Corridor Program Update

2027 TPB Meeting Schedule

January 11, 2027
March 8, 2027
May 10, 2027
July 12, 2027
September 13, 2027
November 8, 2027

February 8, 2027
April 12, 2027
June 14, 2027
August 9, 2027
October 4, 2027
December 13, 2027

Item 13: Announcements

East Braker Lane Extension Ribbon Cutting



Upcoming Meetings

TAC → August 24, 2026

TPB → September 14, 2026

TPB Strategic Planning Workshop → September 18, 2026

Adjournment

