TRANSPORTATION POLICY BOARD MEETING

Monday, May 10, 2021
2:00 p.m.

Livestream at www.campotexas.org

AGENDA

PURSUANT TO SECTION 551.127 OF THE TEXAS GOVERNMENT CODE, AND IN CONJUNCTION WITH THE GUIDANCE AND PROVISIONS PROVIDED BY THE GOVERNOR OF TEXAS IN THE DECLARATION OF DISASTER ENACTED MARCH 13, 2020, MEMBERS OF THE TRANSPORTATION POLICY BOARD MAY BE PARTICIPATING REMOTELY IN COMPLIANCE WITH THE TEXAS OPEN MEETINGS ACT, AS TEMPORARILY MODIFIED BY THE GOVERNOR, AND POLICY BOARD BYLAWS.

1. Certification of Quorum – Quorum requirement is 11 members
.....Commissioner Cynthia Long, Chair

2. Public Comments
Individuals wishing to speak during Public Comments must contact the CAMPO office via email at TPBcomments@campotexas.org or call 512-215-9351 by 1:00 p.m., Monday, May 10, 2021. A call or confirmation email will be sent with information on how to offer comments. Speakers must adhere to the three (3) minute time limit.

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 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 necessary.

4. Report from the Technical Advisory Committee (TAC) Chair…….…Ms. Laurie Moyer, P.E.
Ms. Moyer will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.

PUBLIC HEARING:

THE PUBLIC IS INVITED TO COMMENT ON ITEM 5 IN THE SECTION BELOW. INDIVIDUALS WISHING TO SPEAK MUST CONTACT THE CAMPO OFFICE VIA EMAIL AT TPBCOMMENTS@CAMPOTEXAS.ORG OR CALL 512-215-9351 BY 1:00 P.M., MONDAY, MAY 10, 2021. A CALL OR CONFIRMATION EMAIL WILL BE SENT WITH INFORMATION ON HOW TO OFFER COMMENTS. SPEAKERS MUST ADHERE TO THE THREE (3) MINUTE TIME LIMIT.

5. Presentation and Public Hearing on Amendments to the 2021-2024 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)
..... Mr. Ryan Collins, CAMPO

ACTION:

THE PUBLIC IS INVITED TO COMMENT ON ITEM 6-8 IN THE SECTION BELOW. INDIVIDUALS WISHING TO SPEAK MUST CONTACT THE CAMPO OFFICE VIA EMAIL AT TPBCOMMENTS@CAMPOTEXAS.ORG OR CALL 512-215-9351 BY 1:00 P.M., MONDAY, MAY 10, 2021. A CALL OR CONFIRMATION EMAIL WILL BE SENT WITH INFORMATION ON HOW TO OFFER COMMENTS. SPEAKERS MUST ADHERE TO THE THREE (3) MINUTE TIME LIMIT.

6. Discussion and Take Appropriate Action on March 8, 2021 Meeting Minutes
..... Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the March 8, 2021 meeting minutes.

7. Discussion and Take Appropriate Action to Authorize the CAMPO Executive Director to Negotiate Regional Transportation Statistics and Metrics Dashboard 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 Transportation Statistics and Metrics Dashboard contract.

8. Discussion and Take Appropriate Action on CAMPO Appointment to Capital Metro Board
.....Mr. Ashby Johnson, CAMPO
Mr. Johnson will request Transportation Policy Board approval of the CAMPO appointment to the Capital Metro Board.

INFORMATION:

9. Presentation of Draft 2022-2023 Unified Planning Work Program (UPWP)
..... Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will provide an overview of the draft UPWP for fiscal years 2022-2023.

10. Presentation of Capital Metro Project Connect Locally Preferred Alternative (LPA)
..... Mr. David Couch, Capital Metro
Mr. Couch will provide an overview of Capital Metro's Project Connect LPA.

Persons with Disabilities:
Upon request, reasonable accommodations are provided. Please call 512-215-8225 at least three (3) business days prior to the meeting to arrange for assistance.

11. Briefing of CAMPO Transportation Policy Board Bylaws Subcommittee
    ..... Mr. Tim Tuggey, CAMPO Legal Counsel
    Mr. Tuggey will provide a briefing on the discussion of the proposed bylaws changes and recommendations of the Bylaws Subcommittee.

12. Executive Director's Report on Transportation Planning Activities
    a. Findings from Review of Federal Register Notice on Proposed Changes to Classification of Urban Areas
    b. Initial Findings on Pandemic-Induced Changes to the Region's Transportation Network
    c. Briefing on Federal Transportation Bill

13. Announcements
    a. Transportation Policy Board Chair Announcements
    b. Next Technical Advisory Committee Meeting, May 17, 2021 – 2:00 p.m.
    c. Next Transportation Policy Board Meeting, June 14, 2021 – 2:00 p.m.

14. Adjournment

Persons with Disabilities:
Upon request, reasonable accommodations are provided. Please call 512-215-8225 at least three (3) business days prior to the meeting to arrange for assistance.

Capital Area Metropolitan Planning Organization
Technical Advisory Committee Meeting

Held remotely online and by phone in accordance with local and state Stay at Home Orders
Livestream at: www.campotexas.org

Meeting Minutes
April 19, 2021

1. Certification of Quorum ..... Chair Laurie Moyer

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:03 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Robert Spillar	City of Austin	N	Eric Bollich
4.	Tom Gdala	City of Cedar Park	Y	
5.	Will Parrish	City of Georgetown	Y	
6.	Ross Blackketter	City of Leander	Y	
7.	Emily Barron	City of Pflugerville	Y	
8.	Gary Hudder, Vice Chair	City of Round Rock	Y	
9.	Laurie Moyer, Chair	City of San Marcos	Y	
10.	Bastrop County	Bastrop County	Y	Carolyn Dill
11.	David Harrell	Bastrop County (Smaller Cities)	N	
12.	Greg Haley	Burnet County	N	
13.	Mike Hodge	Burnet County (Smaller Cities)	N	
14.	Will Conley	Caldwell County	Y	

15.	Dan Gibson	Caldwell County (Smaller Cities)	N	
16.	Jerry Borcherding	Hays County	N	
17.	John Nett	Hays County (Smaller Cities)	N	Chad Gilpin
18.	Charlie Watts	Travis County	Y	
19.	Amy Pattillo	Travis County (Smaller Cities)	Y	
20.	Bob Daigh	Williamson County	Y	
21.	Samuel Ray	Williamson County (Smaller Cities)	N	
22.	David Marsh	CARTS	N	Ed Collins
23.	Mike Sexton	CTRMA	Y	
24.	Sharmila Mukherjee	Capital Metro	N	
25.	Heather Ashley-Nguyen	TxDOT	N	

2. Approval of the March 22, 2021 Meeting Summary
..... Chair Laurie Moyer, Chair

The Chair opened the floor for comments or revisions to the March 22, 2021 meeting summary.

Hearing none, the Chair entertained a motion for approval of the minutes for the March 22, 2021 meeting, as presented.

Mr. Ed Collins moved for approval of the minutes for the March 22, 2021 meeting, as presented.

Mr. Gary Hudder seconded the motion.

The Committee voted and the motion prevailed unanimously.

3. Presentation of Capital Metro Project Connect Locally Preferred Alternative (LPA) and Potential Amendment to Transportation Improvement Program (TIP)
.....Mr. David Couch, Capital Metro

Mr. David Couch, Program Officer of Project Connect provided an overview of Capital Metro's Project Connect LPAs that were selected in June 2020. Mr. Couch identified investments for the major components of the program and discussed its sequence plan.

Mr. Couch briefly discussed the design, service, and comparison of potential travel time for single occupancy vehicles (SOV) for Capital Metro's Blue Line and Orange Line LPAs. Mr. Couch also highlighted the MetroRapid LPA. The presentation included a summary of program updates on the Blue and Orange Lines' field and engineering activities. A summary of program updates on the Red Line, MetroRapid & Pick-up Service was also included in the presentation.

Mr. Couch informed the Committee that agency scoping meetings were held for the Blue Line and Orange Line LPAs in preparation to begin archeological and environmental investigations. A question and answer with comments concluded the presentation.

Mr. Ashby Johnson, CAMPO Executive Director informed the TAC of the significance of the Capital Metro Project Connect LPAs presentation in preparation for upcoming Transportation Policy Board action on an amendment to the RTP.

The Chair recommended that this item return for action at its May meeting.

Mr. Johnson confirmed that an amendment to the RTP will also be presented at the May meeting

4. Presentation of Draft 2022-2023 Unified Planning Work Program (UPWP)
.....Ms. Theresa Hernandez, CAMPO

Ms. Theresa Hernandez, Finance & Administration Manager informed the Committee that the UPWP is a federally required document that outlines CAMPO's work tasks for a period of two (2) fiscal years. The UPWP identifies funds and funding sources for five (5) main tasks which include Administration, Data Development & Maintenance, Short-Range Planning, Metropolitan Transportation Plans, and Special Studies. Ms. Hernandez highlighted a timeline for approvals of the draft final document.

Ms. Hernandez also informed the Committee that several questions regarding the UPWP were received prior to the meeting. CAMPO staff will provide responses and forward that information to the TAC. A question and answer with comments concluded the presentation.

5. Discussion on Amendments to Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP)
.....Mr. Ryan Collins, CAMPO

Mr. Ryan Collins, Short-Range Planning Manager provided a brief overview of the TIP and RTP and discussed the planning and programming relationship of both documents. Mr. Collins informed the Committee that an amendment cycle is a regularly scheduled opportunity to make changes to the TIP and RTP twice a year. The spring amendment schedule and the amendment policy and procedures for the TIP and RTP were highlighted and discussed.

Mr. Collins briefly discussed the amendment process for the TIP and RTP, amendment types, and next steps. Mr. Collins also informed the Committee that a list of proposed amendments to the TIP and RTP will be provided to the TAC prior to the request for approval. A question and answer with comments concluded the presentation.

6. Discussion on Findings from Review of Federal Registry Notification Concerning Proposed Changes to Classification of Urban Areas
..... Mr. Greg Lancaster, CAMPO

Mr. Greg Lancaster, Travel Demand Modeling Manager presented an overview of the follow-up information as requested by the Committee at its March 22, 2021 meeting. Mr. Lancaster reported that at the request of the Committee, CAMPO staff completed a review of the Federal Registry notice released by the Census Bureau regarding the Urban Area Classification criteria for the 2020 Census.

Mr. Lancaster noted that the review was completed with data that is currently available. It was determined that 2-3 of the 7 proposed changes could affect urban areas. Mr. Lancaster identified and discussed those changes and the specific areas affected.

Mr. Ashby Johnson informed the Committee that he participated on a conference call with other MPOs across the country to discuss the Census Bureau's proposed changes to the classification of urban areas. Mr. Johnson reported that unlike CAMPO, some of its counterparts deal with Community Development Block Grant (CDBG) funding from the Department of Housing and Urban Development (HUD). Mr. Johnson added that the MPOs expressed concerns that the proposed changes would impact the CDBG funding that they receive. Mr. Johnson also encouraged Committee members to review the Federal Registry notice if their agency is a recipient of CDBG funding. A question and answer with comments concluded the presentation.

The Committee suggested that CAMPO staff prepare maps displaying the impact of the Census Bureau's proposed changes to urban areas. CAMPO staff confirmed that the requested information will be provided to the TAC in advance of the next meeting.

7. Report on Transportation Planning Activities

Mr. Chad McKeown, CAMPO Deputy Executive Director reported that corridor studies for the City of San Marcos and Caldwell County are ongoing and reaching the public involvement phase. Mr. McKeown also reported that elected officials have received briefings on the studies. The City of San Marcos and Caldwell County corridor studies are expected to reach completion and recommendations will follow later in the year.

8. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on May 10, 2021 and the next TAC meeting will be held on May 17, 2021.

The Chair also confirmed that the next meeting agenda will include action on the 2022-2023 UPWP and amendments to the TIP and RTP.

9. Adjournment

The Chair entertained a motion to adjourn the April 19, 2021 meeting of the Technical Advisory Committee.

Mr. Gary Hudder moved to adjourn the March 22, 2021 meeting of the Technical Advisory Committee.

Mr. Ed Collins seconded the motion.

The April 19, 2021 meeting of the Technical Advisory Committee was adjourned at 3:35 p.m.

Date:	May 10, 2021
Continued From:	N/A
Action Requested:	Information

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

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) develops and maintains the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). As part of the regular amendment process for the program and plan, CAMPO has requested amendments from local government sponsors and regional transportation agencies. The schedule for the amendment cycle is below:

Date	Milestone
4/16/2021	Last Day for Submissions for the Spring Amendment Cycle
4/19/2021	Technical Advisory Committee – Information
5/10/2021	Transportation Policy Board – Information/Public Hearing
5/17/2021	Technical Advisory Committee – Recommendation
6/14/2021	Transportation Policy Board – Adoption

FINANCIAL IMPACT

This amendment cycle does not allocate funding from any programs administered directly by the Transportation Policy Board (TPB), however projects selected for funding through any other federal programs listed in 23 U.S.C. and 49 U.S.C. including those administered by the Federal Highway Administration and Federal Transit Administration, must be included in the TIP and approved by the TPB for federal funding to be authorized.

BACKGROUND AND DISCUSSION

The amendment cycle is part of the regularly scheduled amendment process. This amendment cycle does not allocate any new CAMPO funding for projects and only provides an opportunity for project sponsors to make changes to existing projects, add projects, or remove projects currently listed in either the TIP or RTP.

SUPPORTING DOCUMENTS

Attachment A – *Community Outreach Boards*

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

CAMPO 101

What is CAMPO?

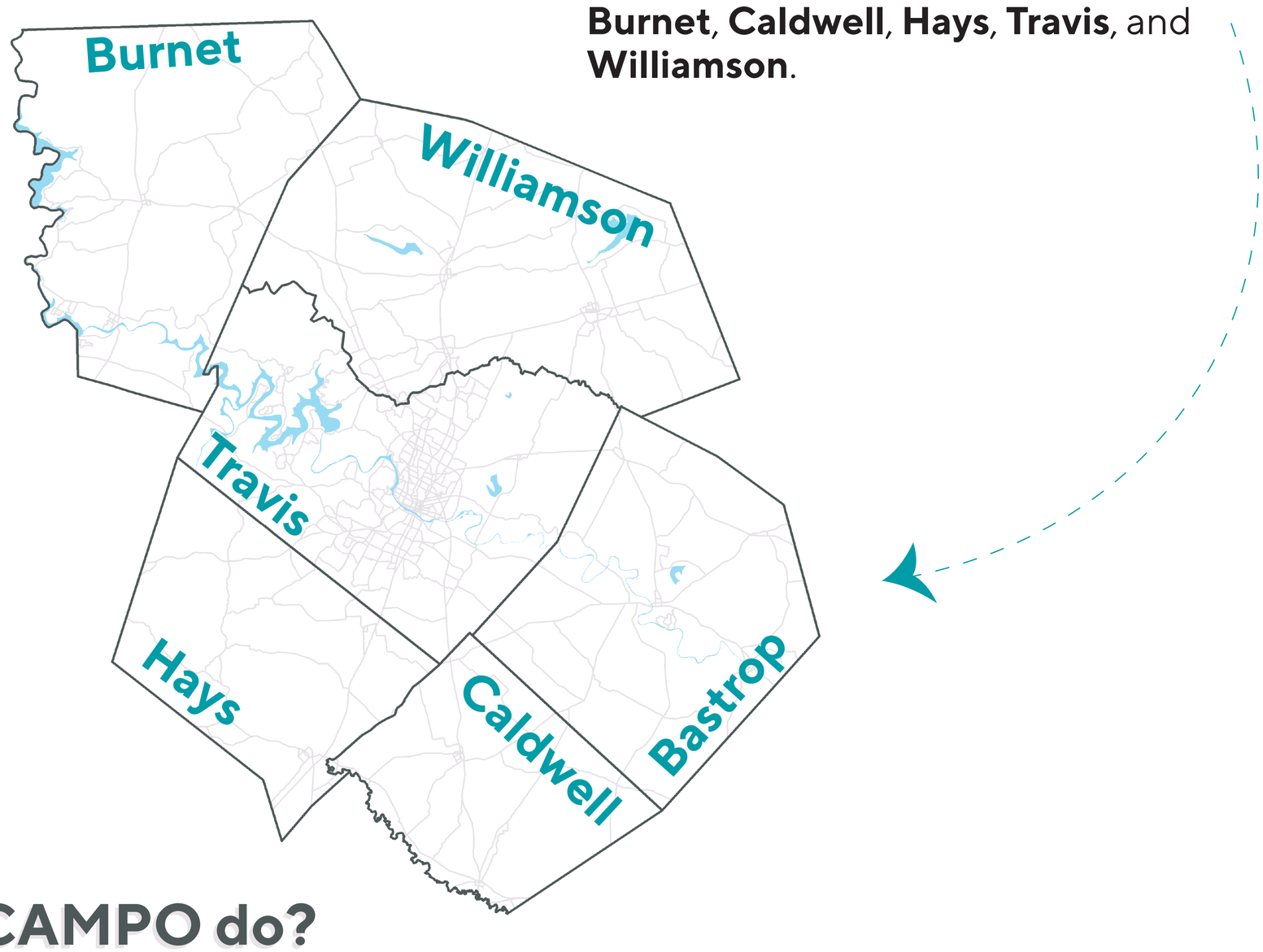
The Capital Area Metropolitan Planning Organization (CAMPO) is **the Austin region's transportation decision-making body**, **coordinating** regional transportation planning **between counties**, **local governments and transportation agencies**. The organization is made up of a **21-member Transportation Policy Board** (TPB) that makes decisions on CAMPO policy and allocates federal transportation funds for the region, a **24-member Technical Advisory Committee** (TAC) that provides technical expertise and recommendations to inform the Transportation Policy Board, and the **Executive Director**, who reports to the TPB and oversees the CAMPO staff.

What is an MPO?

MPO stands for metropolitan planning organization, which is **regional transportation planning entity** designated by the federal government. MPOs were introduced by the Federal-Aid Highway Act of 1962, which requires the **formation of an MPO** for any urbanized area with a **population greater than 50,000**. CAMPO is one of 25 MPOs in Texas, and one of 408 in the United States.

Where is CAMPO?

CAMPO conducts regional transportation planning work within six counties: **Bastrop**, **Burnet**, **Caldwell**, **Hays**, **Travis**, and **Williamson**.



What does CAMPO do?

CAMPO **closely coordinates with local governments and transportation agencies**, such as TxDOT, Capital Metro and CARTS, in planning for regional transportation improvements. This includes working directly with local governments on technical studies related to transportation and economic development. However, **CAMPO does not construct projects** – that responsibility lies with project sponsors, such as cities, counties, and transportation agencies.

CAMPO is responsible for creating two primary regional planning documents– one **long-range** and one **short-range**:

> the **Regional Transportation Plan (RTP)** is a 20+ year plan, which is adopted every five years, and;

> the **Transportation Improvement Program (TIP)**, which is adopted every two years but covers a four-year window.

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TIP Amendments

OPEN HOUSE

What is the 2021-2024 TIP?

The 2021-2024 Transportation Improvement Program, or TIP, is a **regional transportation planning document that lists projects** in CAMPO's six-county region **that are funded and approved to begin implementation in the next four years**.

What are the amendments to this document?

Amendments are generally limited to changes to projects already in the TIP. However, if a project meets certain criteria, it may be added as a new project in the TIP. Amendments may include a **change in funding source**, **project length or limits**, or the **project description**. All amendments to the Transportation Improvement Program (TIP) will automatically be amended in the Regional Transportation Plan (RTP) per CFR 450.218.

What is my role in this process?

The public is encouraged to review information about and leave comments on the draft amendment list for the 2021-2024 TIP. Public comments will be accepted by email, mail, phone, and fax until **June 3, 2021.**

An online public hearing will be held by CAMPO's Transportation Policy Board **May 10, 2021.** Visit campotexas.org/get-involved for more information on how to sign up to comment during the public hearing.

Live presentations will be streamed on the CAMPO Livestream webpage **May 19 at 7 p.m.** and **May 20 at noon**. An audio-only connection can be requested by calling 737-708-8144.

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TIP Amendments
ROADWAY PROJECTS

MPO ID	Sponsor	Project Name	Description	Cost	Phase	Amendment Description	Let Year	Contact Information
51-00223-00	City of Austin	Violet Crown Trail	Construct 1.2 mile 12-foot wide natural composite trail **From:** Home Depot Blvd. **To:** MoPac Expwy. and William Cannon Dr.	$2,731,250.00	Construction	Modify project description and decrease project cost	2021	**Katie Wettick** 512-974-3529 katie.wettick@austintexas.gov
41-00188-00	City of Buda	FM 2001	Construct a 10-foot wide multi-use path for pedestrian and bicycle traffic along the east side of FM 2001 and Overpass Road **From:** Overpass Rd./FM 2001 **To:** FM 119/Old Goforth Rd.	$696,983.00	Construction	Change let year from 2021 to 2022	2021	**John Nett** 512-523-1025 jnett@ci.buda.tx.us
41-00194-00	Hays County	FM 621	Widen 2-Lane roadway to include a center turn lane and shoulder enhancements **From:** West of De Zavala Dr. **To:** East of CR 266	$6,872,000.00	Construction	Change funding source by removing $1.4 million of Category 7 funding on project 41-00194-00 and adding it to 44-00027-00. Modify project limits.	2021	**Cory Grell** (512) 691-2241 cgrell@hntb.com
44-00027-00	Hays County	FM 621	Widen 2-Lane roadway to include a center turn lane and shoulder enhancements **From:** 0.2 miles N of Old Bastrop Hwy. **To:** 0.2 miles S of Old Bastrop Hwy.	$858,597.00	Construction		2021	
44-00194-01	Hays County	FM 621	Widen paved shoulder to 5 ft or less, add left turn lane **From:** 0.1 miles SE of Picasso Dr. **To:** 0.2 MI SE of Old Bastrop Hwy	$1,417,473.00	Construction		2021	
44-00105-00	Hays County	Old Bastrop Highway	Reconstruct and realign intersection **From:** On CR 266 **To:** At FM 621	$532,529.00	Construction		2021	
41-00251-00	Hays County	RM 150	Realign and improve 2-lane to 4-lane roadway **From:** FM 3237 **To:** FM 2770	$82,867,452.00	Construction	Remove from TIP	2023	**Summer Lawton** (512) 691-2215 slawton@hntb.com
41-00252-00	Hays County	RM 150	Realign and improve 2-lane to 4-lane roadway **From:** FM 2770 **To:** Burleson St.	$20,345,515.00	Construction	Remove from TIP	2023	
41-00253-00	Hays County	RM 150	Realign and improve 2-lane to 4-lane roadway **From:** RM 12 **To:** RM 3237	$121,790,160.00	Construction	Remove from TIP	2023	
51-00353-00	TxDOT	IH 35	Add NB and SB non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes **From:** FM 1825 **To:** US 290	$318,279,652.00	Construction	Change funding source by removing $15 million of Category 7 funding on projects 51-00351-00 and 51-00353-00 and adding it to 51-00352-00	2022	**Diann Hodges** (512) 832-7027 diann.hodges@txdot.gov
51-00351-00	TxDOT	IH 35	Add NB and SB non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes **From:** SH 45N **To:** FM 1825	$121,745,348.00	Construction		2022	
51-00352-00	TxDOT	IH 35	Add NB and SB non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes **From:** US 290W/SH 71 **To:** LP 275-Slaughter Ln.	$147,452,192.00	Construction		2022	

All amendments to the Transportation Improvement Program (TIP) will automatically be amended in the Regional Transportation Plan (RTP) per CFR 450.218.

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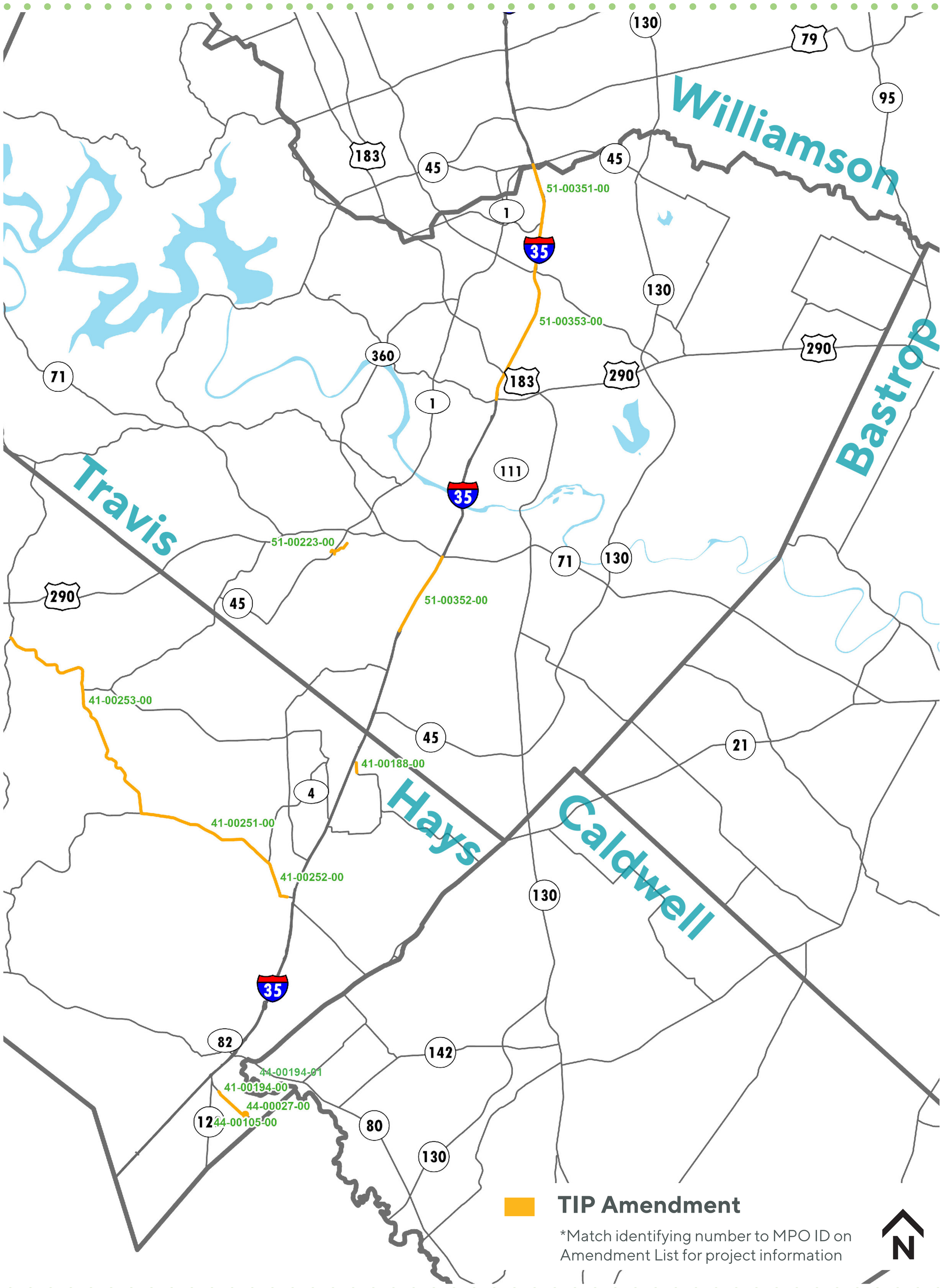
TIP Amendments

ROADWAY PROJECTS



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TIP Amendments

TRANSIT PROJECTS

MPO ID	Sponsor	Project Name	Description	Cost	Phase	Amendment Description	Let Year	Contact Information
53-00005-00	Capital Metro	Expo Center Bus Rapid Transit (BRT)	12-mile Bus Rapid Transit (BRT) route with 23 stations along the Trinity St., San Jacinto Blvd., Manor Rd. and Loyola Ln.	$2,400,000.00	Preliminary Engineering and Environmental	Add to the TIP	2021	**Lonny Stern** 512-389-7509 lonny.stern@ capmetro.org
53-00082-00	Capital Metro	Maintenance Facility Return Track	New return tail track into the rail maintenance facility at North OPS	$1,350,000.00	Construction	Add to the TIP	2021	
53-00080-00	Capital Metro	McKalla Station	6400 LF of double tracking for the new McKalla Station on the Red Line	$3,000,000.00	Construction	Add to the TIP	2021	
53-00003-00	Capital Metro	Pleasant Valley Bus Rapid Transit (BRT)	14-mile Bus Rapid Transit (BRT) route with 19 stations with near-level boarding and improved station amenities	$2,100,000.00	Preliminary Engineering and Environmental	Add to the TIP	2021	
53-00011-00	Capital Metro	Red Line Double Tracking	Double tracking in the rail segment between Lakeline Station and Leander Station on Red Line	$725,000.00	Preliminary Engineering	Add to the TIP	2021	
53-00081-00	Capital Metro	Temporary Rail Station	Build a temporary Rail Station along the CapMetro Right of Way in the vicinity of Pleasant Valley Road	$400,000.00	Preliminary Engineering and Environmental	Add to the TIP	2021	
53-00024-01	Capital Metro	Wildflower Park and Ride Facility	Wildflower Park and Ride	$350,000.00	Right-of-Way Acquistion	Add to the TIP	2021	
43-00024-00	City of San Marcos	Transit Vehicle Procurement	Procurement of 25-foot buses	$366,726.00	Capital Expenditure	Add to the TIP	2021	**Pete Binion** 512-393-8451 pbinion@ sanmarcostx.gov

All amendments to the Transportation Improvement Program (TIP) will automatically be amended in the Regional Transportation Plan (RTP) per CFR 450.218.

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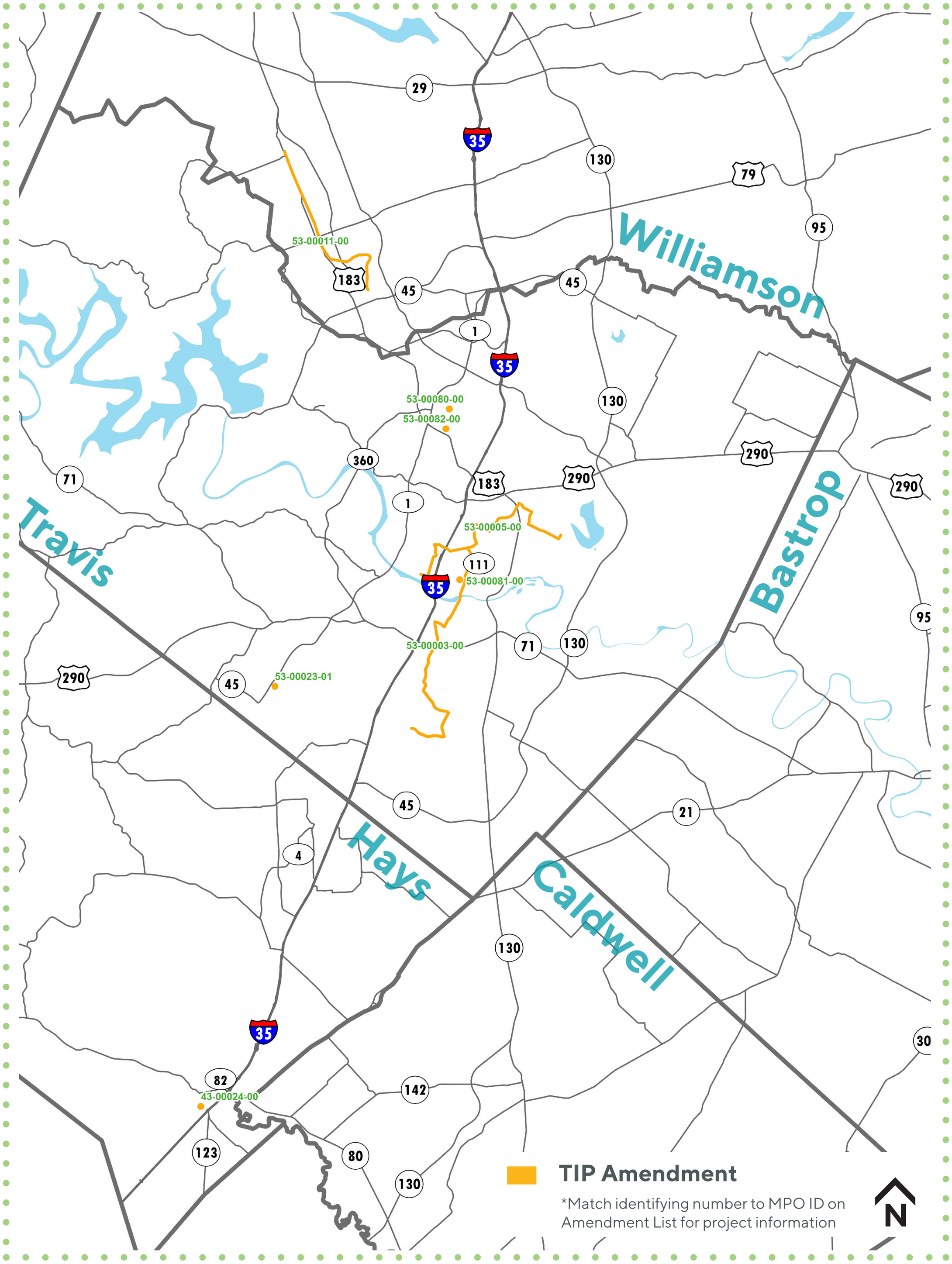
TIP Amendments

TRANSIT PROJECTS



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CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

TIP Amendments

HOW TO COMMENT

REVIEW MATERIALS

ASK QUESTIONS

SHARE YOUR THOUGHTS

Review **open house materials**

Call **737-708-8144** to leave telephone comments or receive materials by mail

Email comments to **comments@campotexas.org**

Fax Comments to 737-708-8140

Mail comments to
3300 N IH 35
Suite 630
Austin, TX 78705

ALL COMMENTS MUST BE SUBMITTED BY

THURSDAY, JUNE 3, 2021

Capital Area Metropolitan Planning Organization
Transportation Policy Board Meeting
Held remotely online and by phone in accordance with local and state Stay at Home Orders - Livestream at www.campotexas.org
Meeting Minutes
March 8, 2021 – 2:00 p.m.

1. Certification of Quorum – Quorum requirement is 11 members
..... Commissioner Cynthia Long, Chair

The CAMPO Transportation Policy Board was called to order by the Chair at 2:02 p.m.

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Cynthia Long, Chair	Commissioner, Williamson County	Y	
2	Ann Kitchen, Vice-Chair	City of Austin, District 5	Y	
3	Alison Alter	City of Austin, District 10	Y	
4	Clara Beckett	Commissioner, Bastrop County	Y	
5	Andy Brown	Judge, Travis County	Y	
6	Marci Cannon	Mayor Pro Tem, City of Leander, Place 6	Y	
7	Paige Ellis	City of Austin, District 8	Y	
8	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
9	Natasha Harper-Madison	Mayor Pro Tem, City of Austin, District 1	Y	
10	Ann Howard	Commissioner, Travis County	Y	
11	Jane Hughson	Mayor, City of San Marcos	Y	
12	Mark Jones	Commissioner, Hays County	Y	
13	Rudy Metayer	City of Pflugerville, Place 4	Y	
14	Terry Mitchell	Capital Metro Board Member	Y	
15	Travis Mitchell	Mayor, City of Kyle	N	**Ex-Officio/Non-Voting Member*
16	Craig Morgan	Mayor, City of Round Rock	Y	
17	James Oakley	Judge, Burnet County	Y	

18	Josh Schroeder	Mayor, City of Georgetown	N	
19	Brigid Shea	Commissioner, Travis County	Y	
20	Edward Theriot	Commissioner, Caldwell County	Y	
21	Jeffrey Travillion	Commissioner, Travis County	Y	
22	Corbin Van Arsdale	Mayor, City of Cedar Park	Y	

2. Public Comments

There were no public comments.

The Chair informed the Board that CAMPO staff received a request from Ms. Zenobia Joseph after the deadline to offer public comment on Agenda Item 7 Discussion and Take Appropriate Action on Federal Performance Measure Targets**,** Agenda Item 8 Discussion and Take Appropriate Action on FY 2020 & 2021 Unified Planning Work Program (UPWP) Amendment Four**,** and Agenda Item 9 Briefing on CAMPO Transportation Policy Board Bylaws Subcommittee.

The Chair informed the Board that Ms. Joseph will be recognized to offer public comment when those items are addressed.

Video of this item can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 01:28

3. Executive Session

An Executive Session was not convened.

Video of this item can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 02:05

4. Report from the Technical Advisory Committee (TAC) Chair

In the absence of TAC Chair, Mike Hodge, the Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who reported that a TAC meeting was held on March 1, 2021 in place of the February 22, 2021 meeting due to the winter storm.

Mr. McKeown reported that the Committee approved minutes from its previous meeting and a recommendation for approval of Performance Measure Target updates. Mr. McKeown also reported that CAMPO staff requested information from the TAC on anticipated feasibility and corridor studies for FYs 2022 and 2023 in preparation for the development of CAMPO's FY 2022 & 2023 Unified Planning Work Program (UPWP).

Video of this item can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 02:20

5. Discussion and Take Appropriate Action on February 8, 2021 Meeting Minutes

The Chair deferred discussion and action on Agenda Item 5 Discussion and Take Appropriate Action on February 8, 2021 Meeting Minutes to allow further discussion of an omission in the meeting minutes noted by Mayor Jane Hughson.

Video of this item can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 04:00

The Chair later changed the order of business to resume discussion and appropriate action on this item prior to addressing Agenda Item 9.

Following further discussion, the Board received clarification that the item noted by Mayor Jane Hughson was an item included in the previous month's meeting and not the February 8, 2021 meeting.

The Chair entertained a motion for approval of the minutes for the February 8, 2021 meeting, as presented.

Mayor Pro Tem Natasha Harper-Madison moved for approval of the February 8, 2021 meeting minutes, as presented.

Council Member Rudy Metayer seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Council Member Alison Alter, Commissioner Clara Beckett, Judge Andy Brown, Mayor Pro Tem Marci Cannon, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Mayor Pro Tem Natasha Harper-Madison, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Commissioner Brigid Shea, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: Mayor Josh Schroeder and Mayor Corbin Van Arsdale

Video of the resumed discussion of Agenda Item 5 Discussion and Take Appropriate Action on February 8, 2021 Meeting Minutes can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 50:51

6. Discussion and Take Appropriate Action on CAMPO Executive Director to Begin Negotiation on Transportation Demand Management (TDM) Contract

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who provided a brief overview of TDM and the TDM Program. Mr. Ved noted that a Steering Committee will be formed to help ensure the program's effectiveness and to help meet the program goals.

Mr. Ved highlighted the evaluation process for procuring consultant services for the TDM Program. Mr. Ved informed the Board that Urban Trans is the top ranked firm with 127 points and requested approval for the CAMPO Executive Director to begin negotiation of a TDM contract.

The Chair entertained a motion for approval for the CAMPO Executive Director to begin negotiation of a TDM contract.

Council Member Alison Alter moved for approval for the CAMPO Executive Director to begin negotiation of a TDM contract.

Council Member Paige Ellis seconded the motion.

Council Member Alison Alter suggested the following Transportation Policy Board directives with regards to the TDM Program:

1. Directs CAMPO Executive Director to include in TDM Contract as clarification for Task 4.0 Regional Coordination - The consultant will work with the CAMPO TAC to convene a TDM Subcommittee as recommended by the adopted regional TDM Plan to advise CAMPO staff and the consultant on the development and implementation of a regional TDM Program that aligns with the regional TDM Plan, the evaluation and selection of a TDM online platform to operate and maintain;

2. Directs CAMPO Executive Director to brief Transportation Policy Board on the Public Engagement Plan (PEP) prior to acceptance, for Task 2.0 as completed. The consultant shall consult with the CAMPO TAC TDM Subcommittee in developing the PEP;

3. Directs CAMPO Executive Director to brief Transportation Policy Board on the TDM online platform to be operated by the consultant under Task 2.1 prior to selection, if the recommendation is to change the platform from the current platform;

The Chair informed the Board that she received the noted suggestions via email at 1:31 p.m. today prior to the start of the meeting. The Chair advised members of the Board to forward all suggestions related to agenda items to CAMPO staff sooner to allow for Board review prior to the meeting.

Mr. Ashby Johnson, CAMPO Executive Director confirmed that the suggested directives as noted by Council Member Alter are already routinely done.

Following further comments from the Board, the Chair called the question.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Council Member Alison Alter, Commissioner Clara Beckett, Judge Andy Brown, Mayor Pro Tem Marci Cannon, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Mayor Pro Tem Natasha Harper-Madison, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Commissioner Brigid Shea, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: Mayor Josh Schroeder and Mayor Corbin Van Arsdale

Video of this item can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 06:58

7. Discussion and Take Appropriate Action on Federal Performance Measure Targets

The Chair recognized Ms. Zenobia Joseph, private citizen who submitted a request to give public comments on Agenda Item 7 Discussion and Take Appropriate Action on Federal Performance Measure Targets**,** Agenda Item 8 Discussion and Take Appropriate Action on FY 2020 & 2021 Unified Planning Work Program (UPWP) Amendment Four**,** and Agenda Item 9 Briefing on CAMPO Transportation Policy Board Bylaws Subcommittee. The Chair reminded Ms. Joseph of the three (3) minute time limit for comments.

Ms. Joseph informed the Chair that she was in compliance of the deadline to submit requests to give public comments for today's meeting. Ms. Joseph offered comments on the need for transportation on FM 734 and pedestrian access lacking to the Samsung facility. Ms. Joseph also directed questions to CAMPO staff that were relative to transportation alternatives and not Agenda Items 7-9**.**

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who provided an overview of the Transportation Performance Management process utilized by the Transportation Policy Board. Mr. Collins briefly discussed the performance measure goals and provided a summary of the performance measure targets as set by TxDOT and updates. Mr. Collins also discussed the feedback received from the TAC and highlighted the next steps in the Transportation Performance Management process.

Mr. Collins concluded the presentation with a request for approval of the performance measure target updates and accompanying Resolution 2021-3-7.

The Chair moved for approval of the performance measure target updates.

Vice Chair Ann Kitchen seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Council Member Alison Alter, Commissioner Clara Beckett, Judge Andy Brown, Mayor Pro Tem Marci Cannon, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Mayor Pro Tem Natasha Harper-Madison, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Commissioner Brigid Shea, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: Mayor Josh Schroeder and Mayor Corbin Van Arsdale

Video of this item can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 36:36

8. Discussion and Take Appropriate Action on FY 2020 & 2021 Unified Planning Work Program (UPWP) Amendment Four

The Chair recognized Ms. Theresa Hernandez who provided a brief overview of the federally required UPWP document. Ms. Hernandez informed the Board that CAMPO received a request from Capital Metro on January 12, 2021 to add its Pilot Program for Transit Oriented Development (TOD) Planning and $900,000 of Federal Transit Administration (FTA) funding and $225,000 of local funds to FYs 2020 & 2021 UPWP.

Ms. Hernandez identified the request as Amendment Four with accompanying Resolution 2021-3-8 and requested approval, as presented.

Ms. Hernandez also noted that an additional request was received from Capital Metro to add and revise the title of the Pilot Program to, "Equitable Transit Oriented Development (TOD) Planning" to the FY 2020 & 2021 UPWP and Resolution 2021-3-8.

The Chair entertained a motion for approval of Amendment Four to the FY 2020 & 2021 UPWP and accompanying Resolution 2021-3-8.

Council Member Alison Alter moved for approval of Amendment Four to FYs 2020 & 2021 UPWP and accompanying Resolution 2021-3-8.

Vice Chair Ann Kitchen seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Council Member Alison Alter, Commissioner Clara Beckett, Judge Andy Brown, Mayor Pro Tem Marci Cannon, Council Member Paige Ellis, Mr. Tucker Ferguson, P.E., Mayor Pro Tem Natasha Harper-Madison, Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Commissioner Brigid Shea, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: Mayor Josh Schroeder and Mayor Corbin Van Arsdale

Video of this item can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 47:31

The Chair changed the order of business to resume discussion and to take appropriate action on Agenda Item 5.

Video of the resumed discussion and record of the vote for Agenda Item 5 Discussion and Take Appropriate Action on February 8, 2021 Meeting Minutes can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 50:51

9. Briefing on CAMPO Transportation Policy Board Bylaws Subcommittee

Mayor Corbin Van Arsdale joined the meeting.

The Chair resumed the order of business with Agenda Item 9 Briefing on CAMPO Transportation Policy Board Bylaws Subcommittee following Agenda Item 5 Discussion and Take Appropriate Action on February 8, 2021 Meeting Minutes.

The Chair recognized Mr. Tim Tuggey, CAMPO Legal Counsel who provided a brief summary of the major points of potential amendment to the Transportation Policy Board Bylaws as discussed by the Bylaws Subcommittee. Mr. Tuggey identified the Bylaws Subcommittee members as Council Member Ann Kitchen, Judge James Oakley, Council Member Rudy Metayer, and Commissioner Mark Jones.

Mr. Tuggey noted that most of the proposed amendments are clean up items in nature that bring the Board into compliance with Open Meetings Law. Mr. Tuggey referred to the red-line version of the current bylaws included in the meeting materials while highlighting major proposed amendments as discussed by the subcommittee.

Members of the Bylaws Subcommittee later provided comments on the proposed amendments, as requested by the Chair.

The Chair confirmed that subcommittee recommendations noted in red of the red-line version of the current bylaws will be brought forward for action at the next Transportation Policy Board meeting.

The Chair recommended moving forward with the proposed recommendations of the Bylaws Subcommittee with the exception of proposed amendments to the TAC in Section VI E of the bylaws. The Chair directed the Bylaws Subcommittee to convene for another meeting to finalize Section VI E regarding the TAC and further clarification in Section III D regarding the proposed Secretary position of the bylaws.

Video of this item can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 52:25

10. Briefing on CAMPO Code of Conduct and Ethics Policies

The Chair recognized Mr. Tuggey who called attention to the code of conduct document included in the meeting materials and provided a brief overview of its content. Mr. Tuggey encouraged Board members to review the Code of Conduct document carefully, sign it to acknowledge review, and return it to the CAMPO office.

Mr. Tuggey also called attention to the Ethics of Standards Affidavit also included in the meeting materials and provided a brief overview of its content. Mr. Tuggey encouraged Board members to review the Ethics of Standards Affidavit, sign, notarize, and return the document to the CAMPO office.

Video of this item can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 1:28:59

11. Executive Director's Report on Transportation Planning Activities

Mr. Ashby Johnson, CAMPO Executive Director called attention to a memorandum included in the meeting materials that referred to an item concerning locally preferred alternatives for two (2) of the Capital Metro transit lines. Mr. Johnson reported that Capital Metro has been working on the MetroRapid Transit and light rail lines

for Project Connect for a while. Capital Metro convened two (2) work groups which included CAMPO participation to review the environmental analysis. Capital Metro also provided a draft schedule for managing the environmental process.

Mr. Johnson further reported that FTA will need to be informed of the route and mode chosen for the different corridors of Capital Metro's locally preferred alternatives to reach its target. Mr. Johnson noted that the locally preferred alternatives will have to be included in the TIP prior to Capital Metro receiving a record of decision from FTA. Mr. Johnson added that this item will be presented to the Transportation Policy Board as an information item in May and as an action item in June.

Video of this item can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 1:41:48

12. Announcements

The Chair announced a potential for cancellation of the April 12, 2021 Transportation Policy Board meeting due to fewer major tasks for the month.

The Chair also announced that the next Technical Advisory Committee Meeting will be held on March 22, 2021 at 2:00 p.m. and the next Transportation Policy Board Meeting will be held on April 12, 2021 at 2:00 p.m., if it is determined that an April meeting is necessary.

Video of this item can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 01:44:21

13. Adjournment

The March 8, 2021 meeting of the Transportation Policy Board was adjourned at 3:47 p.m. by unanimous consent.

Video of this item can be viewed at https://austintx.new.swagit.com/videos/114293. Start Video at 01:45:38

Date:	May 10, 2021
Continued From:	N/A
Action Requested:	Approval

To:	Transportation Policy Board
From:	Mr. Nirav Ved, Data and Operations Manager
Agenda Item:	7
Subject:	Discussion and Take Appropriate Action on CAMPO Executive Director to Begin Negotiation on Regional Transportation Statistics and Metrics Dashboard Contract

RECOMMENDATION

Staff requests the Transportation Policy Board authorize the CAMPO Executive Director to negotiate and execute a contract with the top ranked consultant firm to develop the Regional Transportation Statistics and Metrics Dashboard.

PURPOSE AND EXECUTIVE SUMMARY

On February 5, 2021, CAMPO issued a Request for Proposals (RFP) to solicit planning services to develop the Regional Transportation Statistics and Metrics Dashboard. The dashboard will provide a user-friendly web platform that will provide policy makers, practitioners and the public with data that details the region's progress and status on transportation metrics such as congestion, fatalities, mode split, and more.

CAMPO has an established procurement process for the evaluation of proposals that provides a standardized and consistent methodology for evaluating and selecting consultants. This process is summarized below and detailed in full in Section I and II of the attached RFP.

Evaluation Summary	
Written Proposal Criteria	**Available Points**
Previous Experience	20
Understanding and Approach	25
Availability of Consultant	15
Project Management	20
Past Performance	10
Additional Services, Ideas, Innovation, and Projects	10

Interview Criteria	Available Points
Presentation	5
Response to Question 1	5
Response to Question 2	5
Response to Question 3	5
Response to Question 4	5
Total Interview Points Available	**25**

CAMPO received five responses to the RFP. The evaluation committee evaluated the submissions according to the criteria above. Based on the scores of the written submittals, the evaluation committee invited the two top-scoring firms to participate in interviews, provide an oral presentation and answer project related questions. A summary of the scores and ranks is provided in the table below:

Firm Name	Score	Rank
Kimley Horn	108	1
TransSight	99	2
ICF Inc	74	3
mySidewalk Solutions	64	4
Solution Huddle	54	5

FINANCIAL IMPACT

This contract will approve the use of up to $100,000 in Metropolitan Planning (PL) funds.

BACKGROUND AND DISCUSSION

As the region increasingly engages in performance-based planning, a centralized location to track the various metrics established by law, policy and plans is essential towards ensuring progress in meeting those goals. Additionally, a platform that provides information to policy makers, practitioners, and the public on the state of the region's surface transportation system must display data in an informative and intuitive manner. The Regional Transportation Statistics and Metrics Dashboard aims to achieve both of those goals.

SUPPORTING DOCUMENTS

Attachment A – *Request for Proposals (RFP) – NV-003*

MEMORANDUM

February 5, 2021

To: Consultants

From: Theresa Hernandez, Finance & Administration Manager

Subject: Request for Proposals

The Capital Area Metropolitan Planning Organization (CAMPO) is seeking the professional services of a consultant to perform the activities outlined in the attached Request for Proposals (RFP) for ***Regional Transportation Statistics and Metrics Dashboard***.

Electronic proposals are due to CAMPO by 2:00 p.m. (CT), Thursday, February 25, 2021.

Please submit any questions you may have in writing to the attention of Nirav Ved by e-mail to campo.procurement@campotexas.org, no later than 2:00 p.m. (CT), Tuesday, February 16, 2021. Responses will be posted on CAMPO's website at www.campotexas.org no later than 5:00 p.m. (CT), Friday, February 19, 2021.

It is the proposers' responsibility to visit CAMPO's website for any updated information on this RFP.

Due to the ongoing COVID-19 pandemic, effective immediately, the Capital Area Metropolitan Planning Organization is no longer receiving physical hardcopies of proposals. The Capital Area Metropolitan Planning Organization will only solicit submissions of proposals via electronic means.

Request for Proposals (RFP)
Solicitation No. NV-003

Service Description:	Professional Services – Regional Transportation Statistics and Metrics Dashboard
Request for Proposals Issued:	Friday, February 5, 2021 Proposers are responsible for periodically visiting the Capital Area Metropolitan Planning Organization's website www.campotexas.org for updated information on this RFP.
Pre-Proposal Meeting:	2:00 PM (CT), Thursday, February 11, 2021 Pre-Proposal meeting via WebEx: Call-in Number: (408) 418-9388 Access Code: 182 897 4198
Deadline for Questions:	2:00 p.m. (CT), Tuesday, February 16, 2021 Questions will only be accepted in writing by e-mail to ***Nirav Ved*** at campo.procurement@campotexas.org. Responses will be posted to the CAMPO website at www.campotexas.org by 5:00 p.m. (CT), Friday, February 19, 2021.
Electronic Proposal Due:	2:00 p.m. (CT), Thursday, February 25, 2021
Number of Copies:	One electronic document (pdf) less than 10 MB emailed to campo.procurement@campotexas.org
Interview Date(s):	TBD

Due to the ongoing COVID-19 pandemic, effective immediately, the Capital Area Metropolitan Planning Organization is no longer receiving physical hardcopies of proposals. The Capital Area Metropolitan Planning Organization will only solicit submissions of proposals via electronic means.

OFFER SUBMITTED BY

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

Name: _____

Company Name: _____

Address: _____

City, State, Zip Code: _____

Phone No.: (_____) _____

_____ _____

Signature of Person Authorized to Sign Offer Date

Email address: _____

*****SIGNATURE FOR SUBMITTAL REQUIRED*****

RFP SUBMITTAL

Each proposer of this RFP is requested to present a proposal discussing the Scope of Services 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 consultants selected for oral presentations, if required.

III. Scope of Services

This section describes the services 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 consultants with experience in regional and transportation planning. 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 consultant(s). 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 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.

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 CAMPO Executive Director within seven (7) 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 consultant. Further inquiries should be directed to Theresa Hernandez, Finance & Administration Manager at theresa.hernandez@campotexas.org.

SECTION I
PROPOSAL CONTENTS AND SPECIFICATIONS

Submissions must include the following:

A. Executive Summary

The executive summary of three (3) pages or less should include a summary of important points/sections of the proposal, project objectives, brief description of each section of attached proposal, and any special considerations. The letter must include the primary contact name, telephone number, and email address for the responding agency.

B. Project Work Program

The consultant should detail their approach to undertaking the tasks listed in this RFP. A recommended methodology for performance of each task identified in the RFP should be included, along with demonstration of ability to meet specified deadlines from CAMPO management as assigned. This project should be completed within 24 months of contract execution, although CAMPO may extend the contract due to extenuating circumstances.

C. Responsibility and Qualifications

The project manager and other key staff members must be specified and a clear indication given as to their involvement in the project, the amount of time they will be on-site and the percent of their time dedicated to this project. Brief resumes of staff members should be included. The successful respondent to this RFP must understand they are expected to 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 opinion, to be unqualified to perform the work.

D. Prior Experience

Describe only relevant corporate experience and individual experience for personnel who will be actively engages in the project. Do not include experience prior to 2010. Supply the project title, year, and reference name, title, present address, and phone number of principal person for whom prior projects were accomplished.

E. References

Please provide three references from Governmental agencies that have solicited similar services. References should include contact name, title, agency, email, and phone number.

F. Budget

CAMPO has established a cost ceiling for the requested services not to exceed **$100,000.00** for the initial 12-month term of the contract and may be extended for up to one additional six (6) month period. An estimated budget shall be included.

G. 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.

H. 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 there-under (49 C.F.R. part 21), and the assurances by CAMPO thereto.

I. 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 http://www.ethics.state.tx.us/.

The CIQ must be completed and filed with the bid/proposal response. Vendors and consultants that do not include the form with the response, and fail to timely provide it, may be disqualified from consideration by CAMPO.

J. 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 and (b) is located within CAMPO's geographic boundaries.

K. 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 PROPOSALS

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:

- Previous Experience - Submissions will be assessed on prior experience of the consultant in the subject areas covered in Section III of this RFP. (20 points);

- Understanding of Project Scope – The responding consultant team must present their team's approach through further clarification and understanding of all tasks involved in this study and the project. Any work on similar type projects may be listed to validate this understanding. The proposal should also include a project timeline/schedule demonstrating completion of tasks within the allotted project timeframe. (25 points);

- Availability of Consultant – This project involves many simultaneous tasks; the consultant team must demonstrate its ability to meet the project schedule. The consultant team should indicate other significant projects being worked on by the principals, % of involvement, and probable completion dates. (15 points);

- Project Management – The responding consultant team should include individuals that have relevant and effective project management experience. This includes a strong project manager, if applicable, deputy project manager, and strong subconsultants. Strong proposals will demonstrate how each team member, including any subconsultants, will be utilized in relevant tasks. (20 points);

- Past Performance – The Consultant must have a demonstrated track record of timely performance, quality, and integrity, as evidenced by a list of client references. (10 points);

- Additional Services, Ideas, Innovation or Products - Any additional services, innovative ideas, graphic design, cost-saving measures, safety-measures, products, DBE/WBE/MBE/HUB usage, etc. will be considered for their usefulness to CAMPO or their contribution to the project. (10 points);

The Evaluation Committee will evaluate all submissions according to the criteria described. Based on scores of written submittals, 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 SERVICES

Description: Regional Transportation Statistics and Metrics Dashboard

1. PURPOSE

The Capital Area Metropolitan Planning Organization, hereinafter referred to as CAMPO, seeks offers in response to this Solicitation from consultants qualified and experienced in transportation data acquisition, processing, analysis, and presentation. The successful consultant will establish a user-friendly online dashboard that will allow the general public to view the status of the region's surface transportation system.

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. SCOPE OF SERVICES

Task 1: Program Administration/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 2.0 – Outreach and Public Engagement

The consultant shall develop a dashboard that can combine diverse transportation-related datasets from public, commercial, and non-profit sources to provide the general public an understanding of the status of the region's transportation system. The dashboard should be user-friendly and provide information on items such as transportation facilities usage on multiple modes, the state of safety, the progress on performance measures, among others. The dashboard will operate on the www.campotexas.org domain.

Deliverable:

- Online Dashboard

Task 3.0 – Discovery and Data Development

The consultant will establish a regimen to provide select CAMPO staff training in how to operate and maintain the dashboard. Training focus areas will include the acquisition, processing, analysis, and presentation of the datasets comprised within the dashboard.

Deliverables:

- Training Schedule and Regimen Report
- Monthly Progress Reports

Date:	May 10, 2021
Continued From:	August 13, 2018
Action Requested:	Approval

To:	Transportation Policy Board
From:	Mr. Ashby Johnson, Executive Director
Agenda Item:	8
Subject:	Discussion and Appropriate Action on CAMPO Appointment to Capital Metro Board

RECOMMENDATION

Staff requests approval of the reappointment of Mr. Terry Mitchell to serve as the CAMPO financial or accounting appointee to the Capital Metro Board, in accordance with Section 451.5021 of the Texas Transportation Code. This term will expire on June 1, 2024.

PURPOSE AND EXECUTIVE SUMMARY

Section 451.5021 of the Texas Transportation Code states, in part, that CAMPO will appoint three (3) individuals to the Board of Directors of Capital Metro:

- one appointee who is an elected official (Subsection (b)(1));
- one appointee must have at least 10 years experience as a financial or accounting professional (Subsection (b)(6)); and
- one appointee must have at least ten (10) years experience in an executive level position (Subsection (b)-(7)).

Mr. Mitchell was appointed as the appointee with "…at least 10 years experience as a financial or accounting professional in a public or private organization, including a governmental entity." Mr. Mitchell has indicated his willingness to serve for an additional term as one of CAMPO's appointees to Capital Metro's Board.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Mr. Mitchell was first appointed to the Capital Metro Board on April 6, 2015. He has completed a second term and is willing to serve an additional term.

SUPPORTING DOCUMENTS

None.

Resolution 2021-5-8

Reappointment to the Capital Metropolitan Transportation Authority Board of Directors

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, Section 451.5021 of the Texas Transportation Code outlines the composition of the Board of Directors of the Capital Metropolitan Transportation Authority; and

WHEREAS, Section 451.5021 further stipulates that the Transportation Policy Board is charged with appointing three members to the Board of Directors of the Capital Metropolitan Transportation Authority; and

WHEREAS, Section 451.5021 (b)(1) specifies that one appointee must be an elected official; (b)(6) specifies that one appointee must have at least 10 years of experience as a financial or accounting professional; and (b)(7) specifies that one appointee must have at least 10 years of experience in an executive level position in a public or private organization; and

WHEREAS, on August 13, 2018, the CAMPO Transportation Policy Board reappointed Terry Mitchell to the Capital Metro Board of Directors as the member with at least 10 years of experience as a financial or accounting professional in a public or private organization; and

WHEREAS, it is in the best interest of the region to reappoint Mr. Mitchell to another term;

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to reappoint Terry Mitchell; 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, the CAMPO Transportation Policy Board made a motion to reappoint Terry Mitchell to the Capital Metropolitan Transportation Board of Directors. The motion was made on May 10, 2021 by _____, duly seconded by _____.

DRAFT

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 10th day of May 2021.

_____

Chair, CAMPO Board

Attest:

_____

Director, CAMPO

DRAFT

Date:	May 10, 2021
Continued From:	N/A
Action Requested:	Information

To:	Transportation Policy Board
From:	Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item:	9
Subject:	Discussion on Draft FYs 2022-2023 Unified Planning Work Program (UPWP)

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to allow comments on the Draft FYs 2022-2023 UPWP (**Attachment A**).

FINANCIAL IMPACT

The budget for the FYs 2022-2023 UPWP is based on anticipated FHWA PL 112 and 5303 funds. In FY 2021, CAMPO received a total of $2,134,970 of Section 5303 and PL 112 funds. CAMPO has programmed these funds, along with other funds among the five main tasks.

BACKGROUND AND DISCUSSION

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

The document is divided into five main task areas:

- Task 1 - Administration
- Task 2 - Data Development and Maintenance
- Task 3 - Short Range Planning
- Task 4 - Metropolitan Transportation Plan and
- Task 5 - Special Studies

SUPPORTING DOCUMENTS

Attachment A – *Draft FYs 2022-2023 Unified Planning Work Program*

FY 2022 & 2023

UNIFIED PLANNING WORK PROGRAM

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

DRAFT

Adopted by the Transportation Policy Board: xx

Credit and Disclaimer Statement

Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

I. **INTRODUCTION** - The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis.

A. **PURPOSE** - The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Area Metropolitan Planning Organization (CAMPO) planning process for FYs 2022- 2023. This activity is required under federal law defining the responsibilities of Metropolitan Planning Organizations (MPO). The UPWP serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process in the six-county Capital Area in Central Texas. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, CAMPO prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the CAMPO region.

The appendices contain the following:

Appendix A: Transportation Policy Board Membership
Appendix B: Metropolitan Area Boundary Map
Appendix C: Debarment Certification
Appendix D: Lobbying Certification
Appendix E: Certification of Compliance
Appendix F: Certification of Internal Ethics and Compliance

<u>FAST Act Planning Factors</u>

FAST Act contains ten broad planning areas that should be considered when developing plans and programs. The work tasks contained in the FYs 2022 - 2023 UPWP have considered the following ten areas, some more directly than others:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

Further, the work tasks consider the federal performance goals in the following seven areas:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

B. **DEFINITION OF AREA** - The CAMPO planning area includes all of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties (**Appendix B**) and the cities and villages in each of the six counties (a comprehensive list of these jurisdictions can be found at www.campotexas.org). By federal definition, CAMPO's planning area must at least include the urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years.

During the 2010 census, a very small portion of Guadalupe County was included as a part of the newly urbanized area of San Marcos. San Marcos intends to remain part of CAMPO. Therefore, an agreement was developed between CAMPO and the Alamo Area MPO (AAMPO) regarding the roles and responsibilities of each MPO concerning this portion of Guadalupe County. CAMPO agrees that staff will meet as needed to review progress of planning efforts to discuss key findings from program activities and to discuss the scope, plans, and implementation of activities. To help ensure continuity of federal and state funds, CAMPO agrees to abide by the methodology and process used to allocate funds to the respective MPOs. CAMPO agrees to abide by the methodology and process currently used to allocate federal transportation planning funds to the respective MPOs. CAMPO agrees to work with the AAMPO to identify the need for corridor projects that cross the CAMPO and AAMPO planning area boundary.

C. **ORGANIZATION** – The Transportation Policy Board (**Appendix A**), develops regional transportation policy, allocates state and federal funding to implement the short- and long-range transportation plans for CAMPO. The Policy Board consists of 21 elected and appointed county, city, Texas Department of Transportation (TxDOT) and Capital Metropolitan Transportation Authority (CMTA) officials.

Other committees, task forces or study groups may be formed from time-to-time throughout the year as necessary.

CAMPO currently operates with various professional staff positions. The professional staff covers the tasks listed in the UPWP. Depending on the budget and/or work tasks to be completed, CAMPO may employ a varying number of consultants, interns, permanent, or temporary personnel.

Functional Responsibilities of Planning Agencies

For the transportation planning process to function properly, the agencies involved

must work together cooperatively. The Transportation Policy Board (TPB), the Texas Department of Transportation (TxDOT), Central Texas Regional Mobility Authority (CTRMA), Capital Metro, Capital Area Rural Transportation System (CARTS) and the local governments within the planning area are responsible for carrying out the urban transportation planning process consistent with local agreements. This process includes planning for roadways, bicycling facilities, pedestrian facilities, freight movement, passenger rail, and transit.

The following descriptions of functional responsibilities for each agency are not intended to limit the participation of any agency or local government in the study. Rather, they are brief descriptions of primary responsibilities.

Metropolitan Planning Organization - The MPO, in cooperation with CTRMA, mass transit operators, planning agencies and local governments:

1) Is responsible for carrying out and maintaining the urban transportation planning process to include:
    a. Cooperative decision-making, principally, by elected officials of local governments.
    b. Unified Planning Work Program (UPWP),
    c. Transportation Improvement Program (TIP),
    d. Metropolitan Transportation Plan (MTP), and
    e. Congestion Management Process (CMP).
2) Executes contracts and/or agreements necessary to carry out the work outlined in the UPWP.
3) Develops and maintains transportation databases and analytical tools.

MPO staff has the following general responsibilities:

1) Provide staff support to the Transportation Policy Board (TPB), the Technical Advisory Committee (TAC), and committees of the Policy Board and TAC.
2) Review and report on items on the agenda(s) for the TPB, TAC, and appropriate committees.
3) Coordinate and perform the planning and data collection activities contained in the UPWP.
4) Prepare and submit an annual budget outlined in the UPWP for approval.
5) Receive and review all bills from consultants that the MPO has contracted with to perform work outlined in the UPWP.
6) Submit requests for reimbursement to the appropriate federal and/or state agencies for work performed according to the UPWP.
7) Prepare and submit grant applications for federal/other assistance in transportation planning, and related fields, as appropriate.
8) Prepare and submit the annual performance and expenditure report and annual project listing.
9) Coordinate the activities for the development and maintenance of the Unified Planning Work Program, the long-range Metropolitan Transportation Plan and the Transportation Improvement Program.
10) Refine and maintain a process for engaging the public in the transportation planning process; and

11) Perform any other administrative duties as required by the Transportation Policy Board; and,
12) Ensure compliance with Title VI Civil Rights, Environmental Justice and other federal requirements related to CAMPO's operations, activities and programs.

Texas Department of Transportation

The Texas Department of Transportation (TxDOT), within the realm of transportation planning, has the following varied responsibilities for the CAMPO planning area:

- Highway planning.
- Participating and lead agency in appropriate transportation studies and environmental documents.
- Review of all FTA Section 5307, 5310 and Section 5311 capital grant applications that may involve state funding: and

In addition, TxDOT maintains certain transportation database files and forecasting models, and coordinates its planning efforts with the MPO through the UPWP.

Capital Area Rural Transportation System (CARTS)

CARTS is the rural public transportation provider for this region and has primary responsibility for rural transit planning and operations in the study area.

Capital Metropolitan Transportation Authority (Capital Metro)

Capital Metro is a provider of public transportation in the region. Capital Metro has primary responsibility for conducting various short and long-range transit studies, maintaining all transit data, and is responsible for transit planning and operation in the urban portion of the study area.

Counties

Williamson County acts as our fiscal agent and provides support for human resources, benefits, accounting, and information technology.

The Counties of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson have the primary responsibility for the planning of all roads outside incorporated areas that are not on the State system. The counties also perform analyses on the state system in cooperation with the TxDOT – Austin District. The County coordinates its planning with TxDOT and incorporated areas in extraterritorial jurisdictional areas.

Cities

All jurisdiction cities in our planning area have the responsibility for the planning of all off-system roads within their incorporated area, and some have negotiated agreements with TxDOT to plan for roads on the state system as well in cooperation with TxDOT.

Public/Public and Public/Private Partnerships

The CAMPO region continues partnerships with local governments and transportation agencies and has actively pursued various partnerships with entities established to advance planning for and improve the area's transportation infrastructure.

D. **PRIVATE SECTOR INVOLVEMENT** – Consultants have been and will continue to be used on an as-needed basis in CAMPO's transportation programs and planning processes. In the past, CAMPO has used private sector consultants for a variety of services ranging from legal services to corridor studies to improvements to the regional travel demand model. The use of consultants will continue as needed.

E. **PLANNING ISSUES AND EMPHASIS** – The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks for FY 2022 and 2023. The Planning Emphasis Areas are:

1. MAP-21 Implementation - Transition to Performance Planning and Programming: CAMPO continues to engage in performance-based planning and programming as required by MAP-21 and the FAST Act including the adoption of federal and state performance measures for Safety (PM1), Pavement/Bridge Conditions (PM2), System/Freight Performance (PM3) and Transit Asset Management (TAM). These performance measures are regularly updated, amended, and incorporated into the development of planning products including the Transportation Improvement Program and Regional Transportation Plan. Additionally, project programming and funding efforts undergo a rigorous performance-based evaluation process.

2. Regional Models of Cooperation - Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO and state boundaries:
   CAMPO will continue to strive to improve the effectiveness of transportation decision making by working with regional partners to think beyond traditional borders and adopt a coordinated approach to transportation planning that supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination promises to reduce project delivery time and enhance the efficient use of resources. Enhanced cross-jurisdictional communication will improve collaboration, policy implementation, technology usage, and performance management.

3. Ladders of Opportunity – Access to essential services:
   Through the transportation planning process, CAMPO will work with regional partners to identify connectivity gaps in accessing essential services, including employment, health care, schools/education, and recreation. Staff will research analytical methods to identify gaps in the connectivity of the transportation system and identify infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Potential tasks include: evaluating the effectiveness of public transportation plans for engaging transportation disadvantaged communities in the transportation decision making process; updating the Section 5310 Coordinated Human Services Public Transportation Plan; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with the Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical and transit facilities.

CAMPO will work cooperatively with TxDOT, CARTS and Capital Metropolitan Transportation Authority (CMTA) to define performance measures that emphasize these seven federal goals:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

- **OBJECTIVE**
  To accomplish, on a continuing basis, the plans and programs necessary to administer federal transportation planning requirements and maintain the transportation planning process in and for the Capital Area Metropolitan Planning Organization's planning area.

- **EXPECTED PRODUCTS**
  Certified transportation planning process
  FY 2021 & FY 2022 Single Audit
  Unified Planning Work Program (FYs 2022 & 2023) and amendments
  Unified Planning Work Program (FYs 2024 & 2025)
  FY 2021 & 2022 Annual Project Listing
  FY 2021 & 2022 Annual Performance and Expenditure Report
  Statistics and Metrics Dashboard
  New equipment and computer hardware/software

- **PREVIOUS WORK**
  Performed general administrative functions
  FY 2020 & 2021 Unified Planning Work Program and amendments
  FY 2019 & 2020 Annual Project Listing
  FY 2019 & 2020 Annual Performance and Expenditure Report
  FY 2019 & 2020 Single Audit
  Updated Public Participation Plan
  Updated Title VI Plan
  Coordinated transportation planning and implementation activities with other agencies and organizations
  Conducted a public involvement process compliant with federal and state regulations
  Provided support for all meetings of the transportation planning process
  Implemented policies to maintain the transportation planning process
  Provided staff access to courses, conferences, workshops and seminars
  Regional Transit Study
  Bergstrom Spur Study
  Regional Transportation Demand Management (TDM) Study

- **SUBTASKS**

Subtask 1.1 MPO Staff Work for Task 1.0
The primary activities which will take place under MPO Staff Work include the following:

1.1.1 <u>Program Administration</u>: This activity includes development and implementation of those policies and guidelines necessary to carry out and maintain the transportation planning process; maintenance of the FY 2022 & 2023 Unified Planning Work Program, development of the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL), development of the FY 2024 & 2025 Unified Planning Work Program, sponsoring and conducting

meetings including providing support to policy and advisory bodies; coordinating and working with other agencies and organizations involved in planning, programming and implementation of transportation projects.

1.1.2 Public Participation: This activity supports the implementation of the MPO's Public Participation Plan to include the conduct of community outreach and public meetings/hearings as needed with emphasis on Environmental Justice populations and the development/review processes of the Transportation Improvement Program, Metropolitan Transportation Plan and other planning products; develop and use of questionnaires, online surveys, newsletters and other participation techniques; and provide bilingual materials and translations as appropriate.

1.1.3 Title VI Civil Rights/Environmental Justice (EJ): This activity supports monitoring and evaluating Title VI/EJ guidance and requirements, developing and implementing documents and procedures to ensure CAMPO's plans, programs and activities comply with Title VI/EJ guidance and requirements, collecting and analyzing data related to minority, low income, limited English proficiency and other populations vulnerable to potential disproportional adverse impacts from the planned transportation system and transportation projects, identifying possible strategies to minimize, avoid or mitigate potential disproportional adverse impacts on the EJ populations, maintaining, coordinating efforts to develop the Regional Toll Network Analysis that evaluates the impacts of the regional toll network on the EJ and non-EJ populations (see Task 2.0), implementing the CAMPO Limited English Proficiency Plan and updating that plan as needed.

1.1.4 Travel and Training: This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops (AMPO, APA, ESRI, TransCad, TxDOT, TRB, UT at Austin, CNU, etc.). CAMPO will seek prior approval from TxDOT for Out-of-State travel.

1.1.5 Equipment/Office Space & Computer Hardware/Software: This activity is for the upgrade/addition of, equipment/office space and computer hardware or software to ensure program efficiency. A description of equipment purchases in excess of $5,000 will be submitted to the Texas Department of Transportation for approval prior to acquisition. The MPO understands that split costs are not allowed.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	$3,908,388 PL
Product(s):	Certified transportation planning process; Updated or new documents and reports Statistics and Metrics Dashboard New equipment and computer hardware/software

Subtask 1.2 Legal Services – Consultant Work

1.2.1 Legal Services: This activity is for legal services that are necessary for planning purposes. Ongoing contract.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: $200,000 PL
Product(s): Legal opinion(s) and counsel, as necessary and appropriate, with prior approval from TxDOT and FHWA

Subtask 1.3 Audit Costs – Consultant Work

1.3.1 Audit Services: This activity is for audit services that are necessary to comply with the Single Audit Act. Ongoing contract.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: $50,000 PL
Product(s): Single Audit Report, financial statements

- FUNDING SUMMARY

Task 1.0 - FY 2022 & FY 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		STBG		Local		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	2022&2023
1.1	CAMPO	1,978,501	1,929,887					1,978,501	1,929,887	3,908,388
1.2	CAMPO	75,000	125,000					75,000	125,000	200,000
1.3	CAMPO	25,000	25,000					25,000	25,000	50,000
				-	-	-	-	-	-	-
TOTAL		2,078,501	2,079,887	-	-	-	-	2,078,501	2,079,887	4,158,388

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

- **OBJECTIVE**
  Provide updated information, demographic data and analysis to support the Metropolitan Planning Organization's planning efforts.

- **EXPECTED PRODUCTS**
  Series of technical reports documenting the ongoing GIS data updates on traffic counts and mapping
  Transportation related air quality data collection and analysis, air quality planning and outreach products
  2045 Plan related performance measures
  Demographic forecasts and travel demand model for the 2045 Plan updates
  Interactive Web Viewer updates
  UrbanSim (Demographic Allocation Tool)
  Development 2050 Travel Demand Model

- **PREVIOUS WORK**
  Updated demographic forecasts and travel demand model for the 2045 Plan
  2040 Plan related performance measures
  Development 2045 Travel Demand Model
  Regional Arterial Plan Modeling
  UrbanSim (Demographic Allocation Tool)
  Interactive Web Viewer – Regional Arterial Plan

- **SUBTASKS**

Subtask 2.1 MPO Staff Work for Task 2.0

2.1.1 General Administration: This subtask allows for administrative activities related to data development and maintenance including procurement, contract management and appropriate review/processing of monthly billings for work related to Task 2, as well as conducting the activities in subtasks 2.1.2, 2.1.3, 2.1.4, and 2.1.5 and developing related performance measures.

2.1.2 General GIS: Specific activities will include reviewing and providing direction on the development and dissemination of geospatial databases on residential and commercial growth and transportation data; mapping databases supporting CAMPO programs; maintenance of the demographic and modeling databases of the 2045 Plan; develop and maintain the interactive web viewer for sharing GIS data on growth and projects; develop maps and materials for work group and public meetings; develop technical memoranda documenting work completed.

2.1.3 Demographic Forecasting: Run UrbanSim for producing demographic forecasts for 2050 Plan and TIP amendments. Specific activities will include production and review of demographic forecasts to be used for required 2045 Plan. Develop the datasets for running the Allocation Tool for the 2045 Plan.

2.1.4 Travel Demand Modeling: Run CAMPO's FTA-compliant and time-of-day model. Specific activities will include coordination with TxDOT on development of the new 2020 base year model, performing model runs for the amendments of the 2045 Plan, 2019-2022 TIP and the development of the 2050 Plan; refinements of in-house modeling capabilities; and regular updates of computer hardware, software, and necessary peripherals for supporting the demographic forecasting and travel demand modeling activities.

2.1.5 Environmental Analysis: This subtask includes facilitating planning and environmental linkages by participating in NEPA related studies and Planning and Environmental Linkages (PEL) studies, monitoring and evaluating the effect of CAMPO plans and programs on the environment, identifying potential mitigation activities and locations where they might occur, coordinating outreach with resource agencies and working groups, developing and updating GIS analyses using GISST, and other relevant data. CAMPO is participating in NEPA related studies to facilitate the proper integration of planning outcomes in the environmental process.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	$449,225 PL
Product(s):	Technical memoranda, final reports, PEL and NEPA related reports and analyses.

Subtask 2.2 GIS, Demographic Forecast, & Travel Demand – Consultant Work

2.2.1 Demographic Forecast and Travel Demand Modeling Projects for 2045 Plan

Conduct activities related to the travel demand model in support of development of the 2045 Plan. It is noted that the demographic forecasting and travel demand modeling procedures applied in the CAMPO area are integrated. Conduct activities related to the production of the regional employment and population profiles for inclusion in the CAMPO travel demand model and the 2045 toll analysis. Ongoing contract.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Product(s):	Interactive Web Viewer, UrbanSim, Development 2045 Travel Demand Model, Model files for development of the 2045 RTA, draft and final 2045 RTA document.

- FUNDING SUMMARY

Task 2.0 - FY 2022 & FY 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Sect. 5304		Local		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	2022&2023
2.1	CAMPO	219,332	229,893					219,332	229,893	449,225
2.2	CAMPO	-	-					-	-	-
2.3	CAMPO	-	-					-	-	-
TOTAL		219,332	229,893					219,332	229,893	449,225

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

IV. TASK 3.0 - SHORT RANGE PLANNING

- **OBJECTIVE**
  Conduct short-range transportation and transportation-related planning activities with short-term planning and implementation focus, including the development and administration of the Transportation Improvement Program.

- **EXPECTED PRODUCTS**
  2021-2024 Transportation Improvement Program
  2023-2024 Transportation Improvement Program
  10 Year Plan
  Performance Measure Report
  Project Progress Report
  2023-2026 TASA 4-Project Call
  Project Prioritization Process
  Congestion Management Process

- **PREVIOUS WORK**
  2019-2022 Transportation Improvement Program
  Project Tracking
  Performance Measure Report
  Congestion Management Process (CMP)
  Special Funding Report

- **SUBTASKS**

Subtask 3.1 MPO Staff Work for Task 3.0

3.1.1 General Administration: This subtask allows for MPO staff support for administrative activities related to short range planning, including the development and management of agency contracts; procurement, development, and management of consultant contracts for projects in Task 3; and the review and processing of monthly billings for work related to Task 3.

3.1.2 General Activities: Specific activities will include, but are not limited to, maintenance of the FY 2021-2024 Transportation Improvement Program, development of the FY 2023-2026 Transportation Improvement Program, along with related performance measures.

3.1.3 Public Participation: This subtask includes MPO staff participation in public outreach activities including video production, developing website information, writing newsletter articles, developing other printed materials, and public meeting facilitation as needed.

3.1.4 Congestion Management Process (CMP), Intelligent Transportation Systems (ITS) and Operations Planning: This subtask covers activities related to conducting the CMP, ITS and Operations Planning. Specific activities include, but are not limited to, developing, updating, refining, and implementing the CMP, incorporating congestion analysis results into the regional planning process, and incorporating ITS, systems management and operations into the planning process.

3.1.5 Transportation Improvement Program: The four-year Transportation Improvement Program (TIP) lists surface transportation projects that are funded with federal dollars and are consistent with the long-range plan developed for the area. The TIP may also include non-federally funded projects that are regionally significant. The TIP development process includes public involvement activities and opportunities for public review and comment on all aspects of the program.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	$565,667 PL
Product(s):	Contract procurement materials and billing packages, meeting packages and materials, technical memos, 2021-2023 TIP amendments, 2023-2026 TIP, Congestion Management Process (CMP) Plan

Subtask 3.2 Congestion Management – Consultant Work

3.2.1 Congestion Management Process Data Collection and Analysis: This subtask provides support for the CMP through congestion data collection and analysis.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	$30,000 LC
Product(s):	Congestion data and analysis, data in GIS format

Subtask 3.3 Regional Transportation Demand Management Program– Consultant Work

3.3.1 Regional Transportation Demand Management Program

The Regional Transportation Demand Management (TDM) Program will provide TDM services throughout the region with the goal of reducing congestion without adding capacity on the region's roadway network.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	$498,720 STBG 124,680 TDCs
Product(s):	Contract procurement materials and billing packages, meeting packages and materials, technical memos

- FUNDING SUMMARY

Task 3.0 - FY 2022 & FY 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		STBG		Local		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	2022&2023
3.1	CAMPO	278,080	287,587					278,080	287,587	565,667
3.2	CAMPO	-	-			30,000		30,000	-	30,000
3.3	CAMPO	-	-	498,720	-			498,720	-	498,720
TOTAL		278,080	287,587	498,720	-	30,000	-	806,800	287,587	1,094,387

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

V. TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN

- **OBJECTIVE**
  To develop, maintain and update a multi-modal Regional Transportation Plan for the CAMPO planning area for a 25-year horizon that meets federal requirements and regional goals.

- **EXPECTED PRODUCTS**
  Maintenance of the 2045 Regional Transportation Plan
  Coordinated Public Transit – Health and Human Services Transportation Plan Update
  Performance Measures

- **PREVIOUS WORK**
  2045 Regional Transportation Plan
  2040 Regional Transportation Plan Amendments
  2040 Regional Transportation Plan implementation products initial work products related to the development of the 2045 Regional Transportation Plan
  Develop a regional bicycle and pedestrian plan

- **SUBTASKS**

Subtask 4.1 MPO Staff Work for Task 4.0

4.1.1 General Administration: This subtask allows for MPO staff support for administrative activities related to long range planning including procurement, development, management of consultant contracts for projects in Tasks 4.1, 4.2, and 4.3, review and processing of monthly billings for work related to Tasks 4.1, 4.2, and 4.3, conduct access management, safety, sub-regional traffic management, and other related corridor studies, participation in study oversight committee meetings, amending and maintaining the CAMPO 2040 Regional Transportation Plan, developing the CAMPO 2045 Regional Transportation Plan and supporting materials and cooperatively developing related performance measures.

4.1.2 Public Participation: This subtask includes MPO staff participation in public outreach activities including video production, developing website information, newsletter articles, other printed materials, and public meeting facilitation as needed.

4.1.3 Regional Public Transportation Coordination: This subtask allows for MPO staff support for regional public transportation coordination including coordinating the Regional Transit Coordination Committee (RTCC) and associated activities, and implementing, maintaining and updating the Capital Area Coordinated Transit – Health and Human Services Transportation Plan.

4.1.4 Bicycle and Pedestrian Planning: This subtask includes coordinating the Active Transportation Advisory Committee, conducting planning activities related to bicycle and pedestrian facilities, updating the regional active transportation plan, updating the regional bicycle and pedestrian facility inventory.

4.1.5 Safety Planning: This subtask includes access management and corridor studies for the region, crash data hot spot analyses for regional and local governments, coordinating the regional safety coalition and its safety emphasis area team's associated activities, including, but not limited to, regional workshops, Safety Summits, data analyses, and updating and maintaining the safety analysis tool.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	$868,773 PL $40,000 LC
Product(s):	Planning documents, data sets, contract procurement materials and billing packages, and networks

Subtask 4.2 2045 Metropolitan Transportation Plan

4.2.1 2045 Metropolitan Transportation Plan

Maintenance of the CAMPO 2045 Regional Transportation Plan.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Product(s):	Meeting materials, technical report(s), plan documents

Subtask 4.3 Regional Transit Coordination - Related MPO and Consultant Work

4.3.1 Regional Transit Coordination

This subtask provides support for regional public transportation coordination including the Regional Transit Coordination Committee and associated activities, implementing, maintaining and updating the Capital Area Coordinated Transit-Health and Human Services Transportation Plan. Contract ongoing.

Responsible Agency:	Capital Area Metropolitan Planning Organization
Funding Requirement:	$100,000 FTA 5304
Product(s):	Reports, memos, agendas

Subtask 4.4 Planning Studies – Other agencies in the CAMPO region (MPO Staff Work is not applicable)

4.4.1 CARTS Transportation Development Plan

Develop a comprehensive 5-year transportation development plan for CARTS 9-county district to serve as a blueprint for refining existing passenger services and defining future expansion of passenger services.

Responsible Agency: CARTS
Funding Requirement: $166,667 FTA 5304 and $33,333 TxDOT

4.4.2 Austin Urban Trails, Pedestrian and Sidewalks, and Bicycle Plan Updates

The City of Austin is updating its Urban Trails, Bikeways, and Sidewalk plans in the 2020-2022 timeframe. In addition to updating these three existing plans, the process will include the addition of both a pedestrian crossing infrastructure plan component and an equity framework component.

Responsible Agency: City of Austin
Funding Requirement: $1,650,000 City of Austin local funds

- FUNDING SUMMARY

Task 4.0 - FY 2022 & FY 2023

Sub task	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Sect. 5304		STBG		STATE		LOCAL		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022&2023
4.1	CAMPO	425,472	443,301							40,000		465,472	443,301	908,773
4.2	CAMPO	-	-									-	-	-
4.3	CAMPO			75,000	25,000							75,000	25,000	100,000
4.4	OTHER AGENCIES	-		166,667		-	-	33,333	-	1,650,000	-	1,850,000	-	1,850,000
		-	-			-				-	-	-	-	-
TOTAL		425,472	443,301	241,667	25,000	-	-	33,333	-	1,690,000	-	2,390,472	468,301	2,858,773

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

VI. TASK 5.0 - SPECIAL STUDIES

- **OBJECTIVE**
  To conduct special studies of transportation facilities and/or corridors and transportation-related topics and to implement specialized studies. Includes the assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

- **EXPECTED PRODUCTS**
  Continued analysis of corridors in the region
  Western Caldwell County Transportation Study and Schematic Development
  FM 1626/RM 967 Intersection
  Garlic Creek Parkway
  US 290/RM 12 & Mercer District

- **PREVIOUS WORK**
  Regional Arterial and MoKan/Northeast Subregional
  San Marcos Transportation Corridor Study

- **SUBTASKS**

Subtask 5.1 MPO Staff Work for Task 5.0

5.1.1 General Activities: This subtask allows for MPO staff support for activities related to special transportation planning studies in Subtask 5.1 and 5.2. Specific activities will include participating in special studies. MOU/MOA or other similar documents will be developed to address specific written provision for cooperatively developing and sharing information related to transportation performance data; selection of performance targets; reporting performance targets; reporting and tracking progress.

Responsible Agency:	CAMPO
Funding Requirement:	$192,644 PL
Product(s):	Contract procurement materials and billing packages, meeting packages and materials, technical memos

Subtask 5.2 Special Studies (undertaken by CAMPO and/or Consultant(s)

5.2.1 FM 1626/RM 967 Intersection

Lane use and transportation nodal analysis. Contract TBD.

Responsible Agency: CAMPO and City of Buda
Funding Requirement: $160,000 STBG and $40,000 Local Funds

5.2.2 Garlic Creek Parkway

Corridor and connectivity analysis. Contract TBD.

Responsible Agency: CAMPO and City of Buda
Funding Requirement: $280,000 STBG and $70,000 Local Funds

5.2.3 US 290/RM 12 & Mercer District

Land use, corridor and node analysis. Contract TBD.

Responsible Agency: CAMPO and City of Dripping Springs
Funding Requirement: $360,000 STBG $90,000 Local Funds

5.2.4 Western Caldwell County Transportation Study and Schematic Development

Conduct feasibility study for new location roadway. Contract ongoing.

Responsible Agency: CAMPO and Caldwell County
Funding Requirement: $1,200,000 STBG and $300,000 State Funds

Subtask 5.3 Corridor and Feasibility Studies (undertaken by agencies other than CAMPO in the CAMPO region)

- FUNDING SUMMARY

Task 5.0 - FY 2022 & 2023

Sub task	Responsible Agency	Transportation Planning Funds (TPF)[1]		STBG		Local		State		Total		Grand Total
		2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022&2023
5.1	CAMPO	94,097	98,547	-		-				94,097	98,547	192,644
5.2	CAMPO	-	-	2,000,000	-	200,000	-	300,000	-	2,500,000	-	2,500,000
5.3	OTHER Agencies	-	-	-		-				-	-	-
TOTAL		94,097	98,547	2,000,000	-	200,000	-	300,000	-	2,594,097	98,547	2,692,644

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

VII. BUDGET SUMMARY - Include the following table which provides a summary of all funding requirements for this UPWP by task and source. Include sources of funding (*including carryovers*).

BUDGET SUMMARY - FY 2022 & 2023

UPWP Task	Description	TPF[1] Funds	FTA Sect. 5304	FTA 5307	FTA Sect. 20005(b)	STBG	Local Funds	STATE	Total Funds
1.0	Administration-Management	4,158,388							4,158,388
2.0	Data Development and Maintenance	449,225							449,225
3.0	Short Range Planning	565,667				498,720	30,000		1,094,387
4.0	Metropolitan Transportation Plan	868,773	100,000				40,000		1,008,773
4.4	MTP (other agencies)		166,667				1,650,000	33,333	1,850,000
5.0	Special Studies	192,644				2,000,000	200,000	300,000	2,692,644
TOTAL		6,234,697	266,667	-	-	2,498,720	1,920,000	333,333	11,253,417

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds [2]	$5,826,136
Estimated Unexpended Carryover	$ 408,561
TOTAL TPF	$6,234,697

[2] Estimate based on prior years' authorizations.

Date:	May 10, 2021
Continued From:	N/A
Action Requested:	Information

To:	Transportation Policy Board
From:	Mr. David Couch, Capital Metro
Agenda Item:	10
Subject:	Presentation of Capital Metro Project Connect Locally-Preferred Alternative (LPA) and Potential Amendment to Transportation Improvement Program (TIP)

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

This presentation will provide an update on Capital Metro's Project Connect program. The presentation will focus on the System Plan as approved in 2020, the Locally Preferred Alternatives (LPA) for the corridors contained within Project Connect, and progress toward funding and implementation.

FINANCIAL IMPACT

None at this time.

BACKGROUND AND DISCUSSION

Project Connect is a plan designed to create a system of high-capacity transit (HCT) options that will connect people, places, and opportunities in an affordable, efficient, and sustainable way. Through Project Connect, the Capital Metropolitan Transportation Authority (Capital Metro) –partnering with other transportation agencies including the City of Austin, TxDOT, CTRMA, and CAMPO, has been working closely with residents, workers, and community groups to develop a transit plan that addresses the region's short- and long-term needs. Project Connect has developed specifically targeted solutions that address deficiencies in existing services and identified HCT investments that add mobility options for the Central Texas region. A local funding mechanism for Project Connect's $7.1 billion program of projects was passed by voters in the City of Austin the fall of 2020. The City of Austin and Capital Metro have jointly formed the Austin Transit Partnership to implement Project Connect.

SUPPORTING DOCUMENTS

None.

Date:	May 10, 2021
Continued From:	March 8, 2021
Action Requested:	Information

To:	Transportation Policy Board
From:	Mr. Tim Tuggey, CAMPO Legal Counsel
Agenda Item:	11
Subject:	Discussion on Transportation Policy Board Bylaws

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Transportation Policy Board (TPB) has been discussing potential changes to its bylaws since the October 12, 2020 meeting. TPB Chair, Commissioner Cynthia Long created a TPB Bylaws Subcommittee consisting of Commissioner Mark Jones, Vice Chair Ann Kitchen, Councilman Rudy Metayer, and Judge James Oakley.

The Subcommittee met via Microsoft Teams on February 2, 2021. The Subcommittee reviewed the existing TPB bylaws and potential changes that have been discussed since the October 12, 2020 TPB meeting.

An information briefing was provided to the TPB at the March 8, 2021 meeting. Two (2) additional clean-up items were discussed and Chair Long asked the Bylaws Subcommittee to convene again. The follow-up meeting is scheduled for May 4, 2021.

An addendum to this item will be transmitted to the TPB members prior to May 7, 2021 so that the Policy Board will have the benefit of the May 4th TPB Bylaws Subcommittee meeting synopsis prior to the May 10th Policy Board meeting.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

None.

SUPPORTING DOCUMENTS

Attachment A – *CAMPO Transportation Policy Board Bylaws Amended August 2016*

Adopted June 10, 1996
Amended February 8, 1999, April 14, 2003,
August 11, 2003, February 13, 2006, January 22, 2007, November 9, 2009, January 20, 2010,
May 10, 2010, September 13, 2010, February 13, 2012
January 13, 2014, and August 8, 2016

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION BYLAWS AND OPERATING PROCEDURES FOR THE TRANSPORTATION PLANNING PROGRAM IN THE AUSTIN METROPOLITAN AREA

SECTION I DEFINITIONS

For the purposes of these bylaws, the following definitions apply

A. Metropolitan Transportation Planning Process. The Metropolitan Planning Organization (MPO), designated as Capital Area Metropolitan Planning Organization (CAMPO), in cooperation with the State and with operators of publicly owned transit services, shall be responsible for carrying out the metropolitan transportation planning process in accordance with Section 134, Title 23, United States Code (23 USC 134) and applicable federal and state regulations. CAMPO shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods.

The metropolitan transportation planning process includes the development of a transportation plan, transportation improvement program (TIP) and a unified planning work program (UPWP) that will encourage the achievement of community goals by evaluating the environmental, energy, economic, and social costs of transportation plans and systems, projecting future travel demands, determining viable transportation alternatives, and evaluating these alternatives to determine the optimum combination of all modes of travel to best serve the citizens of the Austin metropolitan area.

B. Public Involvement Program. The metropolitan transportation planning process includes the development of a Public Involvement Program and staff procedures. The

Program is intended to include all Austin metropolitan area citizens, groups, agencies, and transportation providers in a transportation effort that is proactive and provides

complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and programs including the Transportation Plan and Transportation Improvement Program. The Public Involvement Program shall integrate the concerns of a wide variety of involved parties and encourage and provide for the greatest level of education of transportation issues. The program will provide opportunities for citizens to contribute ideas and voice opinions early and often, both during and after preparation of draft plans and programs. Public participation in CAMPO Transportation Policy Board meetings is governed by Section III. E. of this document.

C. **Transportation Plan**. The metropolitan planning process includes the development of a transportation plan addressing at least a twenty-year planning horizon. The plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. The transportation plan shall be reviewed and updated at least every five years to confirm its validity and its consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period. The transportation plan must be approved (adopted) by the CAMPO Transportation Policy Board.

D. **Transportation Improvement Program**. The Transportation Improvement Program specifies how federal transportation funds are spent in the Austin metropolitan area for a minimum three-year period. The TIP will be prepared at least every other year and will include a financial plan that demonstrates how the Transportation Improvement Program can be implemented.

E. **Unified Planning Work Program**. The Unified Planning Work Program is a document setting forth, by work element tasks, the planning priorities facing the metropolitan area and documenting the planning activities to be performed with funds available to CAMPO. The estimated expenditures and funding sources for carrying out the work shall be identified.

F. **Metropolitan Planning Organization**. The Metropolitan Planning Organization (MPO) is that organization designated by the Governor as being responsible, together with the state, for carrying out the provisions of 23 USC 134 (The Urban Transportation Planning Process) and 49 USC 5303, as amended. The MPO is the forum for cooperative decision making by principal elected officials of general purpose local and state government and a representative from the Texas Department of Transportation and the Capital Metropolitan Transportation Authority.

SECTION II ORGANIZATION

The structure of the Metropolitan Planning Organization consists of the Transportation Policy Board, the Executive Committee, the CAMPO Office and other Committees, all as described in subsequent paragraphs of these bylaws and operating procedures.

A. **Transportation Policy Board**. The Transportation Policy Board, as the Metropolitan Planning Organization, hereinafter referred to as the TPB, furnishes policy guidance and direction for the continuing transportation study. Ultimate responsibility for the total transportation process including, but not limited to, review and approval of the recommended transportation plan and transportation improvement program rests with the Transportation Policy Board.

B. **Executive Committee**. The Executive Committee are members of the Transportation Policy Board who make recommendations on transportation planning issues, projects and the process as directed by the Transportation Policy Board.

C. CAMPO Office. The development of detailed transportation studies, maintenance of accurate data, preparation of reports, and performance of other activities requested by

the Transportation Policy Board is the responsibility of the CAMPO Office. The Director of the CAMPO Office is responsible solely to the Transportation Policy Board.

D. Other Committees. The Chairperson, with the advice and consent of the Executive Committee, may establish other committees as needed.

SECTION III TRANSPORTATION POLICY BOARD

The following rules shall govern the operations of the Transportation Policy Board.

A. Membership. Membership on the Transportation Policy Board is established by the Joint Powers Agreement.

B. Voting Representation.

1. **Voting Alternate.** A member of the Transportation Policy Board may designate as an alternate a person eligible pursuant to the applicable subsection (a) and (b) of this subparagraph (B)(1), or any other member of the Transportation Policy Board, to exercise some or all of that member's authority as a member of the Transportation Policy Board. The option provided herein for a Transportation Policy Board Member to designate any other member of the Transportation Policy Board to serve as his or her voting alternate shall not nullify or override the authority of the governing body of a CAMPO member organization to appoint voting alternates pursuant to the applicable subsection (a) and (b) of this subparagraph (B)(1). The alternate designated by a member will count toward a quorum and may vote on any matter authorized by the member designating the alternate. A person designated as a voting alternate

may vote as an alternate on behalf of only one designating member. A member who designates an alternate shall give written notice of the alternate's name and voting authority to the Chairperson prior to the first meeting for which the alternate is designated. The authority of an alternate designated under this subparagraph (B)(1) shall continue until it is rescinded or changed by written notice from the designating member to the Chairperson.

a. An elected official may designate as an alternate a person appointed as an alternate by the body who appointed that member.

b. A member who is not an elected official may designate as an alternate a person employed by or who serves on the Board of the organization represented by that member.

2. **Non-Voting Proxy.** A member of the Transportation Policy Board may appoint a proxy to attend a meeting in the member's stead. The proxy appointed by a member does not count toward a quorum and may not vote.

C. **Quorum**. Fifty percent (50%) of the total members encompassed in paragraph A or their alternate shall constitute a quorum of the members for transaction of business at all meetings.

D. **Officers**. The Transportation Policy Board elects a Chairperson and a Vice Chairperson for a term of two years. It is the preference that the Vice Chair succeeds to the Chair position. However, the Executive Committee shall reserve the right to recommend that the Vice Chair not succeed to the Chair's position at the end of the two-year term. The Chair and the Vice Chair must come from different counties. Elections are to be held at the first meeting of each even year. If the Chairperson resigns or is no longer eligible to be a member of the Transportation Policy Board, the Vice Chairperson will serve as Chairperson until an election is held.

E. Meetings. The Chairperson, with the advice and consent of the Executive Committee, shall establish the dates and times of meetings, and the Chairperson designates in the written notice of the meetings the location and business to be transacted or considered. Any Board member may submit a matter for consideration on a future agenda. If the Chairperson does not include that item on the agenda, the member may petition the Executive Committee and the Executive Committee may require the item to be placed on a future agenda.

Written notice of the meeting, the agenda, and all supporting documents shall be mailed to each member of the Board at least seven (7) days prior to the meeting.

All meetings are to be held as open meetings as defined in Chapter 551, Government Code, and the CAMPO Director shall insure that the written notice of the meeting is posted in the appropriate governmental offices at least seventy-two (72) hours prior to the meeting, and shall insure that at least two copies of the agenda and such supporting documentation as is available to the members of the Transportation Policy Board are made available for public inspection in the CAMPO Office at the same time they are made available to Board members.

In the absence of the Chairperson and Vice Chairperson from a meeting of the Transportation Policy Board at which a quorum is present, the Executive Director will convene the meeting and the remaining members of the board present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson.

Public participation in meetings shall be as follows. Internal reports from CAMPO employees and committees not posted for action by the board are not eligible for public comment. If action is required on an item which has already been the subject of a public hearing, no public comment will be taken. Otherwise, persons wishing to

comment on a specific agenda item must fill out the card provided by the CAMPO staff. The card will be presented to the Chairperson before the board begins consideration of the item. The card must specify the item on which they will comment and include the speaker's name and whom they represent. Speakers are limited to three minutes and a speaker's time may not be assigned to another speaker.

Persons wishing to address the board about issues not on the agenda should offer their comments during the "Citizens Communication" agenda item. Persons wishing to speak during "Citizens Communication" must contact the CAMPO staff via phone, electronic mail, facsimile transmission, or in person between 9:00 a.m. on the 6th day before the meeting at which they wish to speak and 4:30 p.m. on the day of the meeting at which they wish to speak. Such persons must give their name and specify the topic on which they wish to address the board. Topics are limited to those that directly or indirectly affect transportation in the CAMPO geographic area. No more than ten persons will address the board during Citizens Communication at any given meeting. Speakers are limited to three minutes and a speaker's time may not be assigned to another speaker. Speakers are requested to not directly address individual members of the board or the CAMPO staff. The Chairperson will enforce decorum.

F. **Functions.** The functions of the Transportation Policy Board shall be as delineated in the Joint Powers Agreement.

G. **Attendance.** If a member of the Transportation Policy Board misses more than half of the Board meetings scheduled during a calendar year, the Chairperson may contact the member's appointing body to request a replacement appointee to the Transportation Policy Board.

SECTION IV EXECUTIVE COMMITTEE

A. Membership. The Executive Committee will consist of the Transportation Policy Board Chairperson and Vice-Chairperson and members of the Transportation Policy Board that are, at a minimum, representative of the jurisdictions that are signatory of the Joint Powers Agreement. The members of the Executive Committee shall be appointed by the Chairperson of the Transportation Policy Board at the first meeting each year. The jurisdictional representatives of the Joint Powers Agreement are indicated below:

Texas Department of Transportation	1
City of Austin	1
County of Travis	1
County of Williamson	1
County of Hays	1
Capital Metropolitan Transportation Authority	1

B. Function. The functions of the Executive Committee shall be as follows~~:~~

1. Meet at the direction of the Chairperson.
2. Take actions on items delegated by the Transportation Policy Board and/or make recommendations on items to the Transportation Policy Board.
3. The Executive Committee will have no distinctive powers on their own unless given by the Transportation Policy Board or established by these bylaws and operating procedures.

SECTION V CAMPO OFFICE

The following rules govern the operations of the CAMPO Office:

A. Direction. The CAMPO Director will be selected by the Transportation Policy Board. The CAMPO Director will hire staff, supervise, and prepare contracts as necessary to perform the work outlined in the Unified Planning Work Program.

B. **Funding.** The budget of the CAMPO Office must be consistent with the Unified Planning Work Program.

C. **Functions.** The functions of the CAMPO Director and CAMPO Office are established in the Joint Powers Agreement.

SECTION VI OTHER COMMITTEES

The following rules govern the operations of other committees.

A. **Other Committees**. The committee will perform tasks and functions as requested by the Chairperson, with the advice and consent of the Executive Committee.

B. **Membership**. Members of other committees are appointed by the Chairperson with the advice and consent of the Executive Committee. Membership of each committee may include persons who are not board members with expertise of a nature that would be beneficial to the planning process.

C. **Officers**. The Chairperson and Vice Chairperson for the committee shall be designated by the Chairperson of the Transportation Policy Board.

D. **Meetings**. Meetings of a committee are held as necessary to perform the tasks and functions of the committee. The Chairperson of the committee calls such meetings as necessary and shall notify all committee members of the time, date, and place of the meeting.

E. **Technical Advisory Committee**. The Technical Advisory Committee's purpose is to advise the Transportation Policy Board in its development of

1. The long-range metropolitan transportation plan;

2. The Transportation Improvement Program, including review of and recommendations on candidate projects for the TIP;
3. The Unified Planning Work Program; and
4. Other transportation planning activities, as directed by the Transportation Policy Board or CAMPO's Executive Director.

SECTION VII ETHICS POLICY

A. A member of the Transportation Policy Board or employee of CAMPO shall not:

1. Accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the intent to influence the member's or employee's official conduct;
2. Accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position;
3. Accept other employment or compensation that could reasonably be expected to impair the member's or employee's independence of judgment in the performance of the member's or employee's official duties;
4. Make personal investments that could reasonably be expected to create a substantial conflict between the member's or employee's private interest and the public interest; or
5. Intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's or employee's official powers or performed the member's

or employee's official duties in favor of another.

B. An employee of CAMPO who violates Subsection (a) is subject to termination of the employee's employment or another employment-related sanction. Notwithstanding this subsection, a policy board member or employee who violates Subsection (a) is subject to any applicable civil or criminal penalty if the violation also constitutes a violation of another statute or rule.

SECTION VIII ADOPTION

These bylaws and operating procedures shall be in full force and effect at such time as they have been approved by a majority vote of the Transportation Policy Board at a meeting at which a quorum, as defined herein, is present.

SECTION IX REVISIONS

These bylaws and operating procedures may be revised by approval of the Transportation Policy Board at a meeting at which a quorum, as defined herein, is present.
Adopted unanimously by the Capital Area Metropolitan Planning Organization Transportation Policy Board on June 10, 1996; revised by resolution on February 8, 1999, April 14, 2003, February 13, 2006, January 22, 2007, November 9, 2009, January 20, 2010, May 10, 2010, September 13, 2010, February 13, 2012, January 13, 2014, and August 8, 2016.

ATTEST:

Ashby Johnson
Director

Date:	May 10, 2021
Continued From:	N/A
Action Requested:	Information

To:	Transportation Policy Board
From:	Mr. Greg Lancaster, Travel Demand Modeling Manager
Agenda Item:	12a
Subject:	Discussion on Findings from Initial Review of Federal Register Notification Concerning Proposed Changes to Classification of Urban Areas

RECOMMENDATION

None. Information only.

PURPOSE AND EXECUTIVE SUMMARY

Review and assess the impacts of the proposed changes requested by the Census Bureau concerning classification of Urban areas.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The Federal Register Notification concerning the Urban Area 2020 Census proposed criteria was released in February 2021. It provides a description of the changes from the final criteria used for the 2010 Census, including:

- Adoption of a housing unit density threshold for qualification of census blocks,
- Qualify urban areas based on a minimum threshold of 4,000 housing units or 10,000 persons instead of a minimum threshold of 2,500 persons,
- Cease distinguishing different types of urban areas,
- Maximum distances of jumps,
- No longer include the low density hop or jump "corridor" in the urban area,
- No longer include low-density territory located within indentations formed during the urban area delineation process, and
- Splitting of large agglomerations of densely settled territory

These urban area criteria will be important for determining, among other things:

- Establishing boundaries for Metropolitan Statistical Areas and Micropolitan Statistical Areas
- Transit funding amounts for the state and local communities
- Areas that are or are not eligible for 5307 Urbanized Area funding and 5311 Rural Transit Funding

SUPPORTING DOCUMENTS

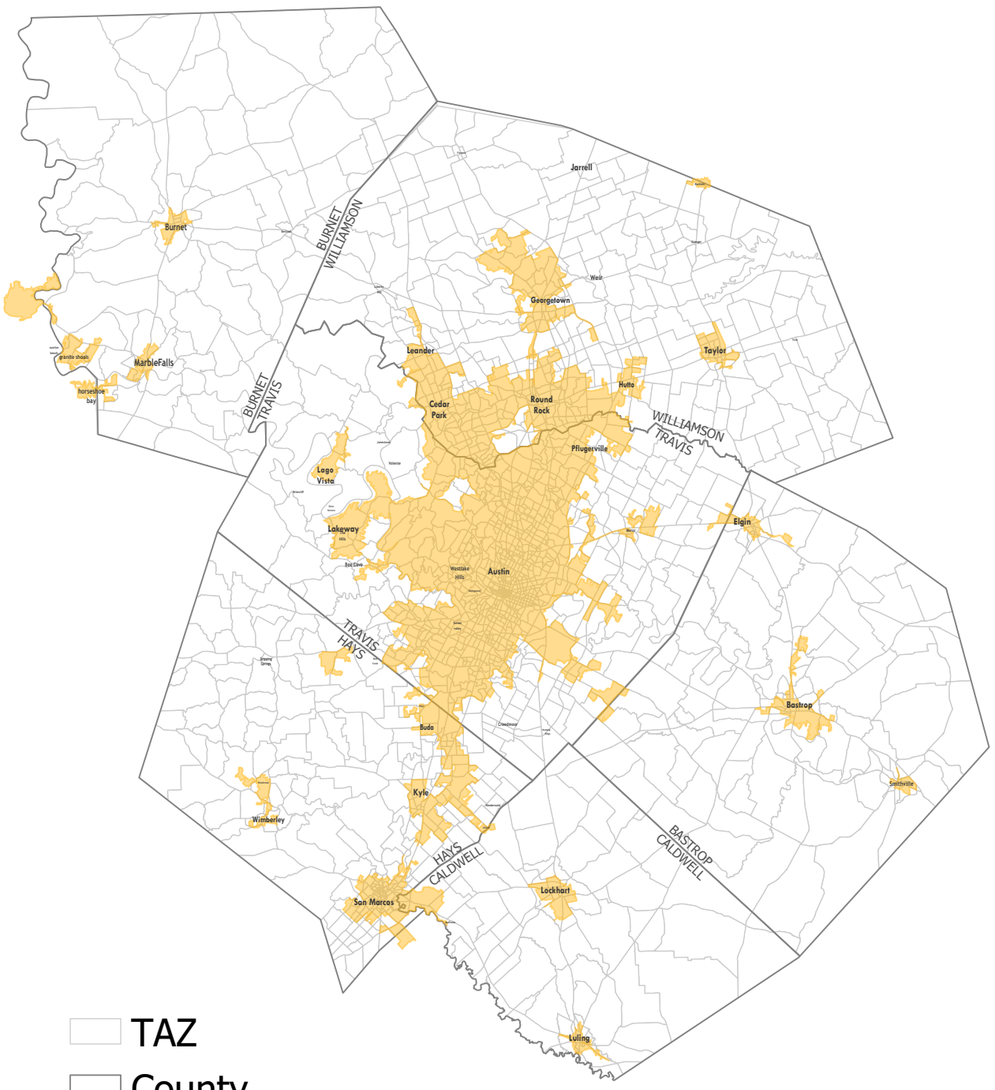
Attachment A – *Maps of the current and proposed Urban Areas in the CAMPO region*

Attachment B – *Presentation document from the Census Bureau*

Attachment C – *Summary of proposed impacts to the Urban Areas in the CAMPO region with a link to the Federal Register Notification 03412*

Attachment D – *AMPO Resource Guide to Proposed Changes to Census Urban Areas*

CAMPO Urban Areas: Current and Proposed



TAZ

County

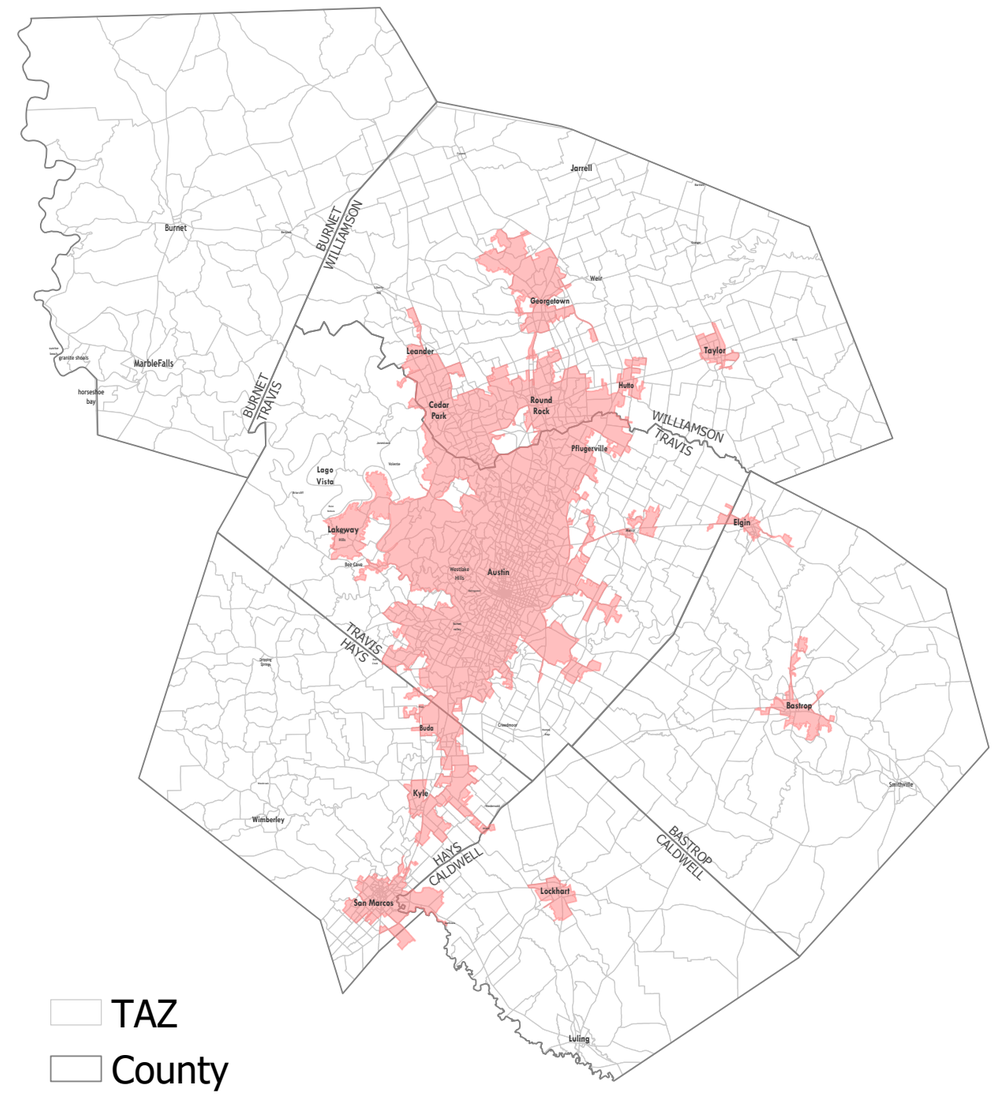
Urban Area - Current

Urban Areas - Current

Area	Population
Austin - MSA	790390
San Marcos	52826
Taylor	14436
Lockhart	12337
Elgin	8023
Manor	5320
Bastrop	7134
Lago Vista	5281
Marble Falls	6131
Burnet	5428
Luling	5379
Granite Shoals	5573
Smithville	3750
Horseshoe Bay	3134

Urban Areas - Proposed

Area	Population
Austin - MSA	950807
San Marcos	63220
Taylor	17001
Lockhart	13652
Elgin	10064
Manor	9974
Bastrop	8776



TAZ

County

Urban Area - Proposed

N

0 10 20 40 Miles

Proposed Urban Area Criteria for the 2020 Census

Michael Commons and Jennifer Zanoni

U.S. Census Bureau

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United States
Census
2020

Increase the Minimum Threshold to Qualify as an Urban Area Using Either Housing Units or Population

Housing Units: 4,000

OR

Population: 10,000

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Adoption of Housing Unit Density Threshold for Qualification of Census Blocks

385 housing units (occupied or vacant) per square mile density

Ability to update extent of Urban Areas between censuses

More direct measure of developed landscape

Census block-level housing unit counts invariant

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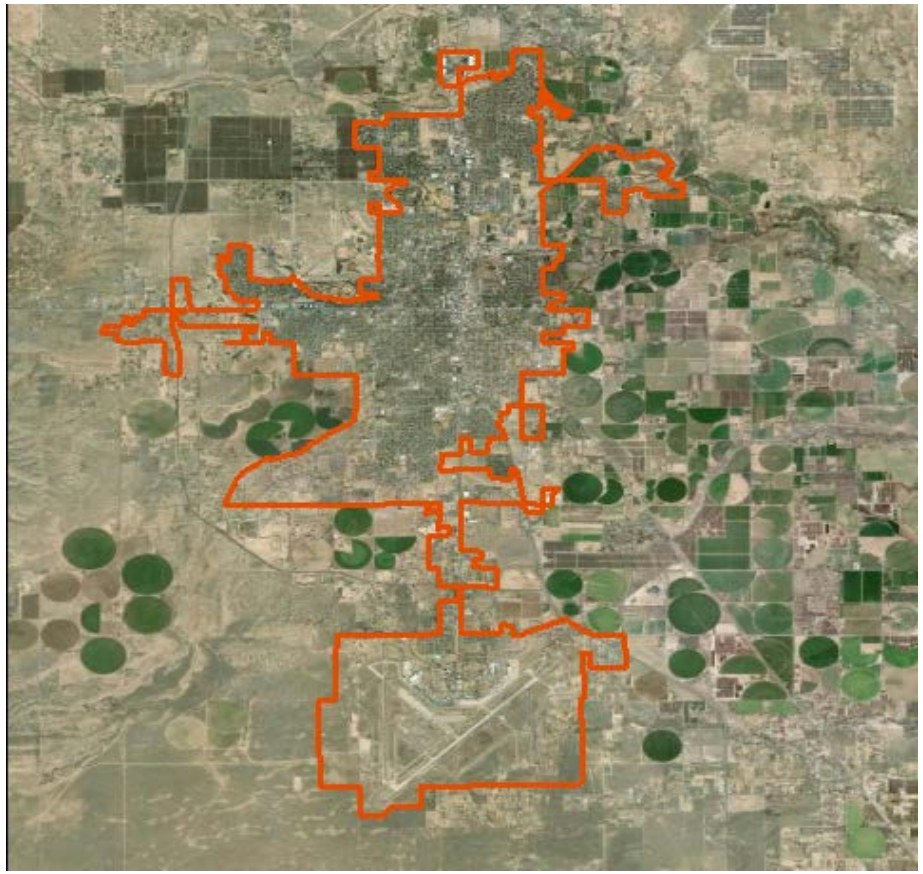
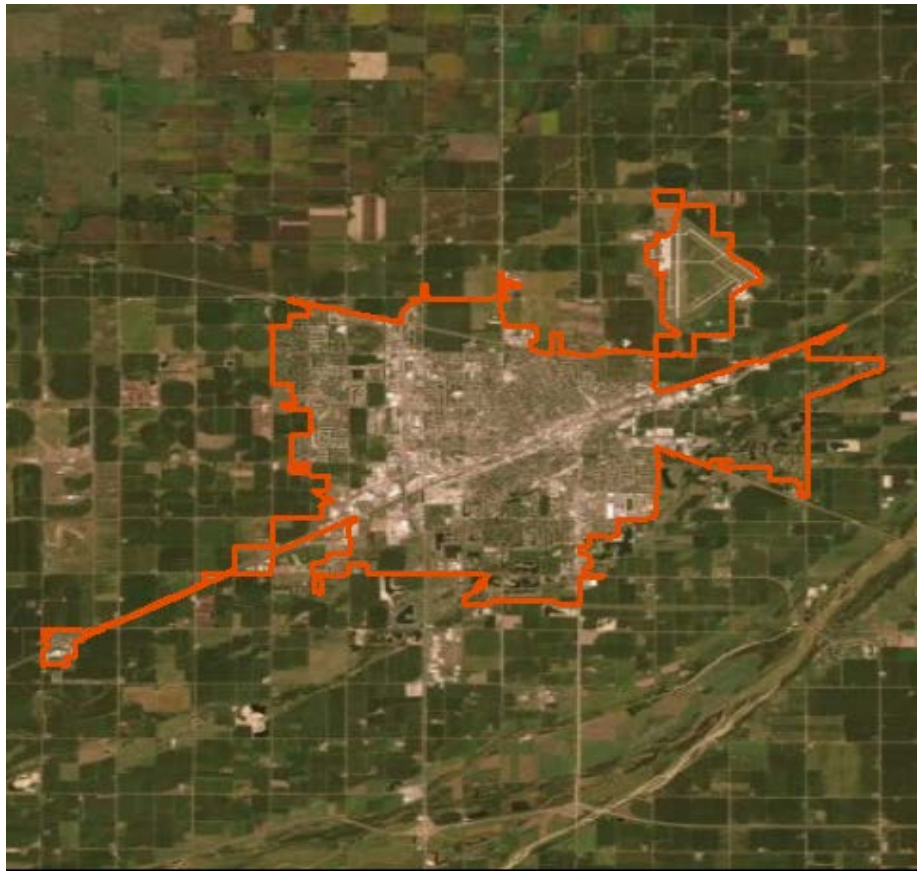
Cease Distinguishing Different Types of Urban Areas



Roswell, NM Urban Cluster
2010 population: 49,727



Grand Island, NE Urbanized Area
2010 population: 50,440

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Cease Distinguishing Different Types of Urban Areas

Urban Area	2010 Census Population	Number of Firms	Population to Firm ratio	Retail Sales	Per capita retail sales
New Bern, NC	50,503	3,994	12.6	$880,434,000	$17,433.30
Grand Island, NE	50,440	4,366	11.6	$1,198,923,000	$23,769.29
Pascagoula, MS	50,428	4,083	12.4	$851,756,000	$16,890.54
Roswell, NM	49,727	3,317	15.0	$863,103,000	$17,356.83
Danville, VA-NC	49,344	3,314	14.9	$985,916,000	$19,980.46

2010 Census; 2012 Survey of Business Owners; 2012 Economic Census

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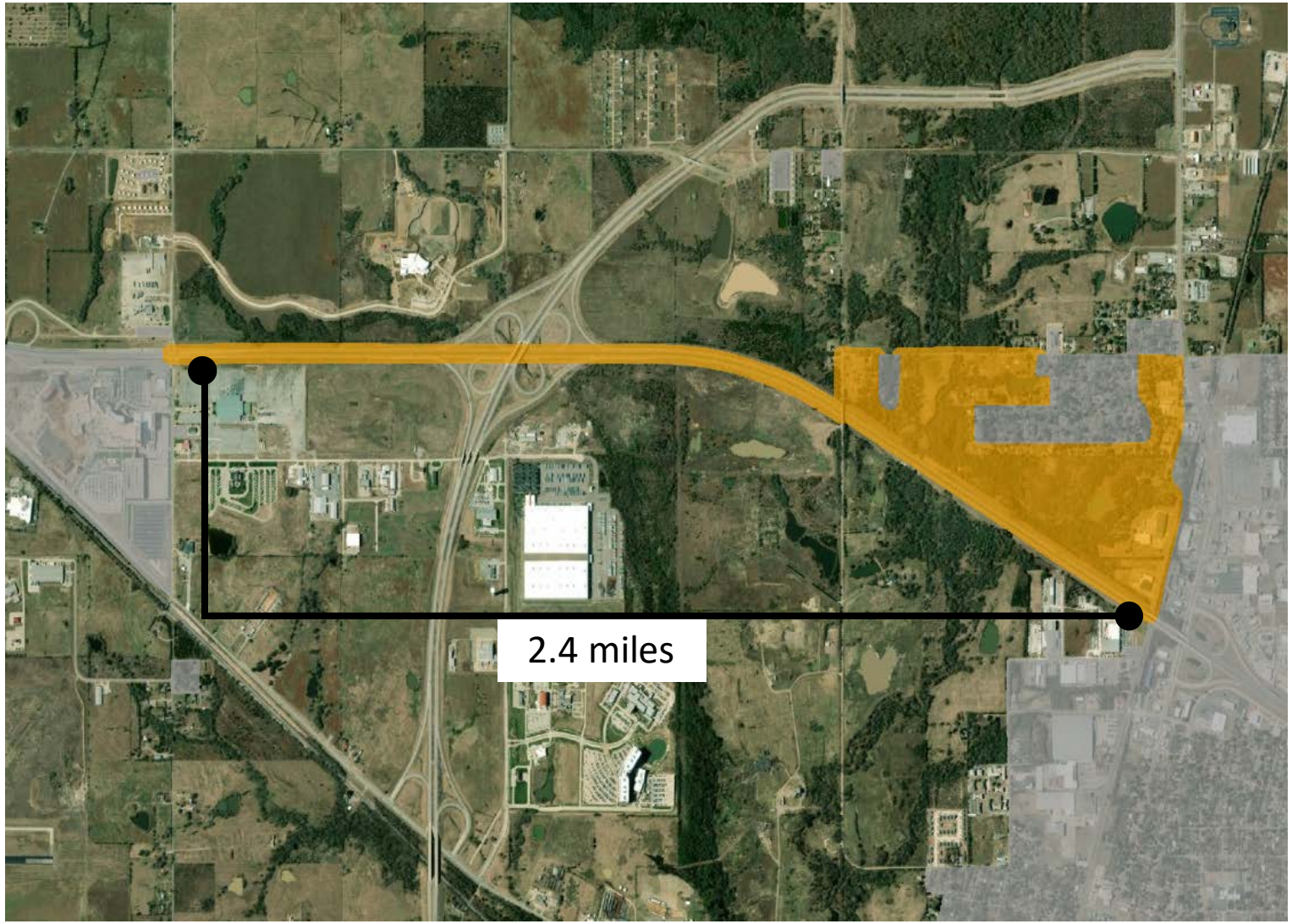
Maximum Distances of Jumps



2010 Jump Blocks

2010 Qualified Urban Blocks

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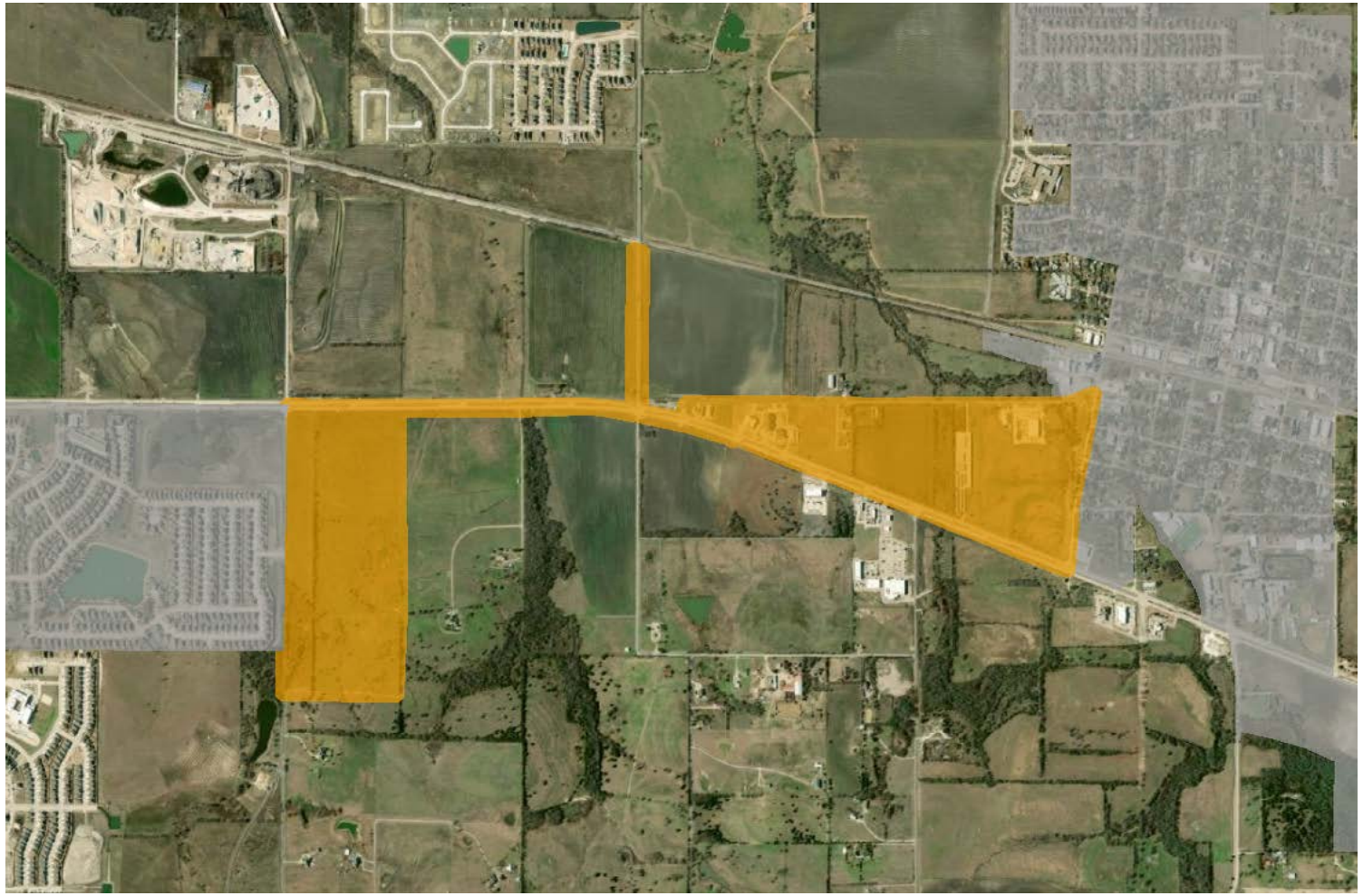
No Longer Include the Low Density Hop or Jump "Corridor" in the Urban Area



2010 Jump Blocks

2010 Qualified Urban Blocks

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Splitting of Large Agglomerations of Densely Settled Territory

Utilization of Longitudinal Employer-Household Dynamics (LEHD) data

- Two-step process for accepting or adjusting 2010 split boundaries.
  - Step One. Conduct analysis of the new 2020 UAs using the 2010 UA splits.
    - Measure aggregate commuter flows into and out of each UA.
    - Upon qualification, the UA split boundaries are further analyzed in Step Two.
  - Step Two. Conduct block-level analysis of the commuter flows.
    - Using the LEHD data, apply the Leiden Algorithm to objectively identify communities.
    - Based on the results of the Leiden Algorithm, split boundaries are adjusted, or the UA is merged with the large agglomeration.

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Splitting of Large Agglomerations of Densely Settled Territory

Where do Avondale Residents work?	Count	Percent
Phoenix--Mesa, AZ	80,034	83.5%
Avondale--Goodyear, AZ	11,110	11.6%
Tucson, AZ	1,473	1.5%
Buckeye, AZ	1,404	1.5%

Where do Avondale Workers live?	Count	Percent
Phoenix--Mesa, AZ	20,124	57.0%
Avondale--Goodyear, AZ	11,110	31.4%
Buckeye, AZ	856	2.4%
Tucson, AZ	712	2.0%

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Splitting of Large Agglomerations of Densely Settled Territory

Where do Washington Residents work?	Count	Percent
Washington, DC--VA--MD	1,854,172	88.1%
Baltimore, MD	120,178	5.7%
Richmond, VA	26,252	1.2%
Virginia Beach, VA	16,304	0.8%

Where do Washington Workers live?	Count	Percent
Washington, DC--VA--MD	1,854,172	81.6%
Baltimore, MD	149,564	6.6%
Waldorf, MD	28,690	1.3%
Virginia Beach, VA	25,987	1.1%

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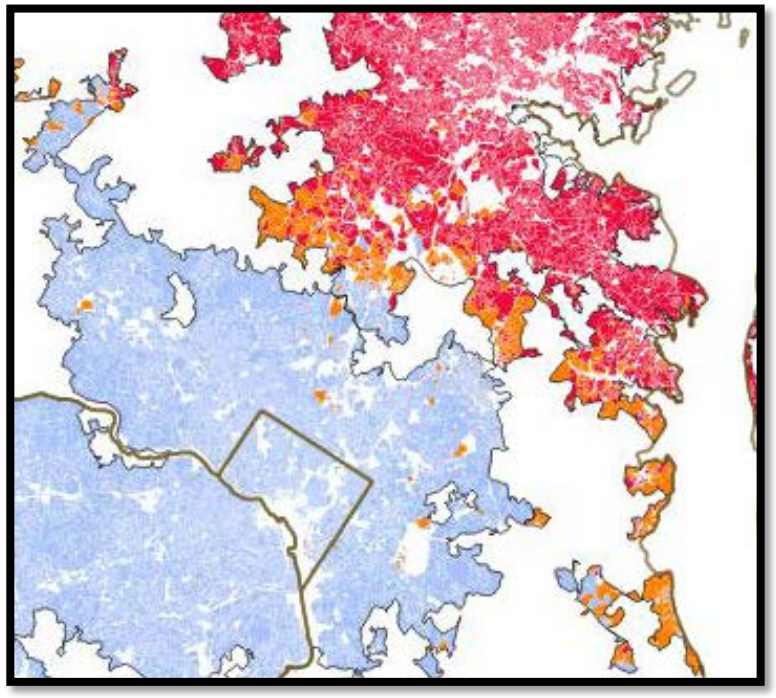
Splitting of Large Agglomerations of Densely Settled Territory

Where do Washington Residents work?

Percent of jobs filled by residents of Washington

- 0.00 - 0.30
- 0.30 - 0.50
- 0.50 - 1.00

Where do Washington Workers live?



Percent of residents working in Washington

- 0.00 - 0.30
- 0.30 - 0.50
- 0.50 - 1.00

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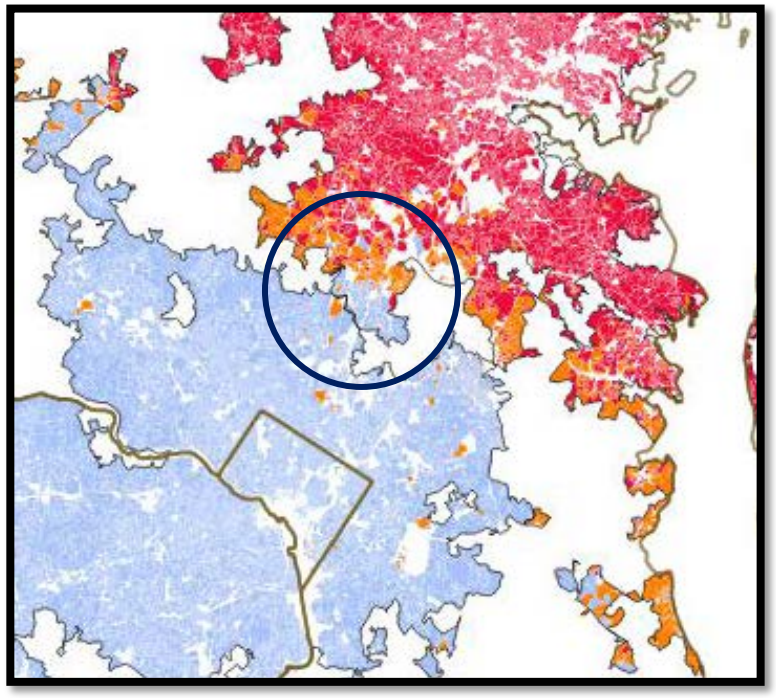
Splitting of Large Agglomerations of Densely Settled Territory

Where do Washington Residents work?

Percent of jobs filled by residents of Washington

0.00 - 0.30
0.30 - 0.50
0.50 - 1.00

Where do Washington Workers live?



Percent of residents working in Washington

0.00 - 0.30
0.30 - 0.50
0.50 - 1.00

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Next Steps

- Complete development delineation software
  - Test software outputs

Schedule

Spring 2021	Publish Proposed Urban/Rural Criteria in the Federal Register Notice
Summer 2021	Review comments on Proposed Urban/Rural Criteria published in the Federal Register Notice
Winter 2021	Publish Final Urban/Rural Criteria in the Federal Register Notice
Summer 2022	Publish Federal Register Notice announcing qualifying Urban Areas

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Contact Us

Send questions and comments to us at

geo.urban@census.gov

Proposed Criteria Federal Register Notice

https://www.federalregister.gov/documents/2021/02/19/2021-03412/urban-areas-for-the-2020-census-proposed-criteria

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Urban Area 2020 Proposed Criteria Summary

Federal Registry Notification concerning the Urban Area 2020 census **proposed criteria** was released in February. This notice can be found at the following link: https://www.federalregister.gov/documents/2021/02/19/2021-03412/urban-areas-for-the-2020-census-proposed-criteria#h-11

Below is a summary of the proposed changes and analysis by CAMPO staff of the potential impacts to the CAMPO region.

Proposed Changes

Adoption of a Housing Unit Density Threshold for Qualification of Census Blocks

Propose adoption of 385 Housing Units (occupied or vacant) per square mile to delineate census blocks. This change is consistent with the 1,000 persons per square miles used in the past and is approximately 2.6 persons per household which is consistent with our area. This will also allow Census to update urban areas during off census years unlike in the past.

Expected impact to CAMPO region: Low

Qualify Urban Areas Based on a Minimum Threshold of 4,000 Housing Units or 10,000 Persons Instead of a Minimum Threshold of 2,500 Persons

Proposal to increase the 2,500 persons designation for an urban area to 4,000 housing units and/or 10,000 persons. This proposal is in response to calls for the Census Bureau to increase the minimum threshold of 2,500 persons which was established in 1910. This change would also allow the Census Bureau to be more consistent with other Federal agencies' definition of urban areas and is consistent with the switch to housing density and is proposed for the same reasons.

Expected impact to CAMPO region: This could impact 7 of the 14 Urban Areas in the CAMPO region, including: Lago Vista, Marble Falls, Burnet, Luling, Granite Shoals, Smithville, and Horseshoe Bay. This is shown in Attachment A. We will know more later this fall when population and housing unit data become available from the Census Bureau.

Cease Distinguishing Different Types of Urban Areas

By adopting this proposal, the Census Bureau would identify urban areas of 4,000 or more housing units and/or 10,000 persons without distinguishing types of urban areas. The 50,000 persons threshold that has been used to distinguish between urbanized areas and small urban areas does not have the same meaning as when adopted in 1950 and, therefore, shouldn't be used anymore.

Expected impact to CAMPO region: Low

Maximum Distances of Jumps

Jumps, and the shorter distance Hops, are used to facilitate inclusion of noncontiguous, densely developed land that is considered part of a nearby urban area. The Census Bureau proposes changing the current 2.5 mile jump to the 1.5 mile jump used in each census from 1950 through the 1990 census. The 2.5 mile jump is considered by some urban geographers to be too generous and is causing areas that should not be considered urban to have that classification. There is already criteria (impervious surface area) which was adopted in 2010 that does the same as this and making this change will remove the redundancy.

Expected impact to CAMPO region: This could have some impact but currently it is too early to tell and will be monitored

No Longer Include the Low Density Hop or Jump "Corridor" in the Urban Area

This change would result in a more accurate depiction of the patterns of urban development by removing the rural areas which usually follow roadways connecting adjacent urban areas.

Expected impact to CAMPO region: Low

No Longer Include Low-Density Territory Located Within Indentations Formed During the Urban Area Delineation Process

This change follows the previous Hop or Jump changes by making a more accurate depiction of an Urban Area by not including the rural indentations that can be found in some Urban Areas.

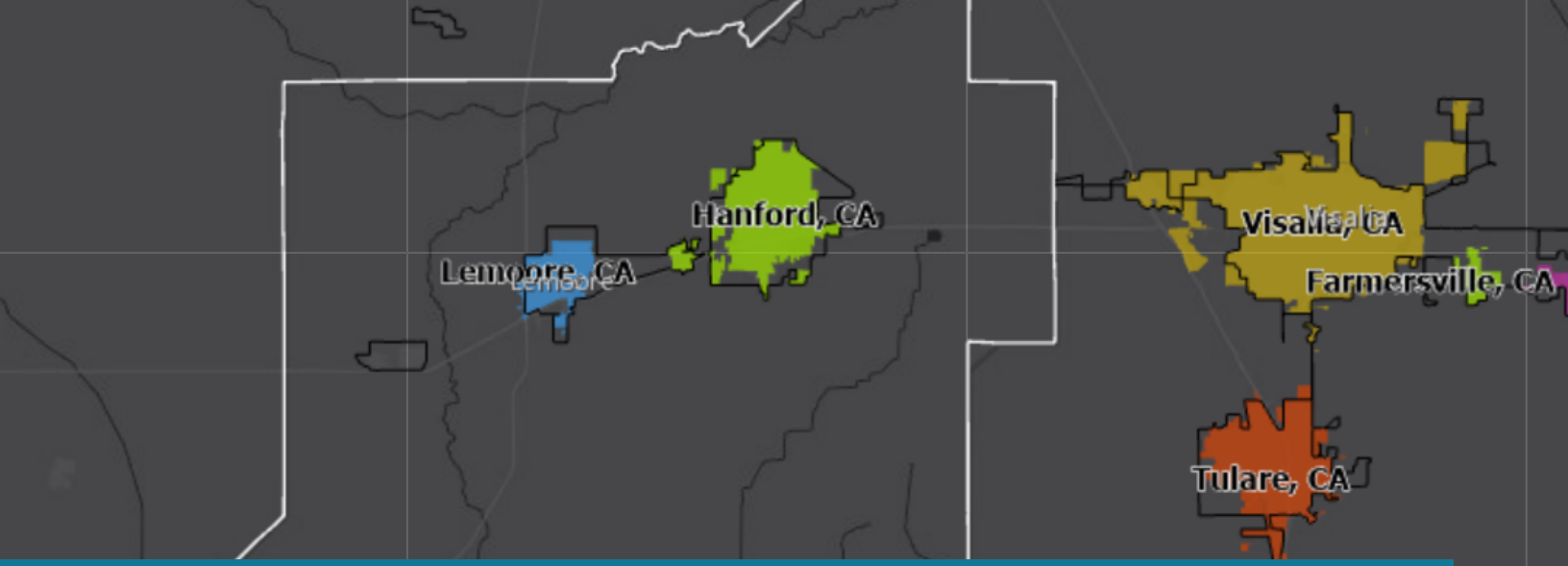
Expected impact to CAMPO region: Low

Splitting of Large Agglomerations of Densely Settled Territory

The Census will be using an automated system to define Urban Areas. Using this system can result in the delineation of large agglomerations of continuously developed territory. There is value in this but they can become too large to be used in analyses for most urban areas. The question on how to split large agglomerations has been worked on since the 1960 Census and was usually answered by keeping the same areas as previous surveys based on metropolitan statistical areas or primary metropolitan statistical area definitions to determine whether to merge or split the area. The Census Bureau proposes using Worker Flow Data from the Longitudinal Employer-Household Dynamics Program to determine whether the agglomeration represents a single functionally integrated region or whether the commuting patterns indicate a distinct urban area within the larger agglomeration.

Expected impact to CAMPO region: Low

The due date for public comment back to Census is May 20, 2021.



PROPOSED CHANGES: CENSUS URBAN AREA

BACKGROUND

On February 19, 2021 the Census Bureau posted proposed Urban Areas for the 2020 Census—Proposed Criteria. The proposed criteria included several changes, most notably:

1. *Defining Criterion:* Shift to housing density as the primary criterion for determining whether a census block is urban, rather than population
2. *Agglomerations:* Using LEHD commuting data for merging/splitting urban areas where two or more urban areas are largely contiguous
3. *Hops/Jumps:* Changes to "hops" and "jumps" may prevent some urban areas from merging or agglomerating, this will most likely be seen along the edges.

In response to these proposed changes AMPO formed a working group from members within the Technical and Policy Committees, and Data and GIS & Data Visualization Working Groups to explore the potential impacts, share analyses, and prepare formal comments for submittal.

TIMELINE & PROCESS

AMPO is collecting feedback from the working group and members through May 7, 2021 followed by final consideration by the Board of Directors. Comments are due to the Federal Register May 20, 2021.

ADDITIONAL RESOURCES

- AMPO Census Briefing Recording
  - Slides
  - Q&A Report
- CTAA Overview
- NARC Overview
- AASHTO Webinar
- Census Bureau Proposed Changes Viewer

SUBMIT YOUR COMMENTS

If your agency or state MPO association has written comments regarding these proposed changes, please let us know so we can ensure we accurately reflect our member's concerns.

Image Source: Census Bureau Urban Area Proposed Criteria Viewer

For questions or comments contact: Caitlin Cook, AMPO Director of Technical Programs | ccook@ampo.org

KEY DEFINITIONS

US Census Bureau Terms and Definitions

Urban Area

The Census Bureau's urban areas represent densely developed territory (>2,500 people), and encompass residential, commercial, and other non-residential urban land uses. Not to be confused with FHWA's definition of Urban Area, which is >5,000 people.

Proposed Change:
Change Urban Area criteria to either 4,000 housing units or 10,000 people. No longer distinguish types of urban areas below.

Urbanized Area (UA)
An urbanized area consists of densely developed territory that contains 50,000 or more people.

Proposed Change:
Eliminate naming convention

Urban Cluster (UC)
A urban cluster is at least 2,500 and less than 50,000 people.

Proposed Change:
Eliminate naming convention

US DOT definitions that *will not* be affected by these proposed changes:

- Urban Area
- Urbanized Area (UZA)
- Adjusted Urbanized Area

Additional Sources: FHWA FAQ
Title 23, U.S.C.

OMB definition that *will not* be affected by these proposed changes, but is also currently under review:

- Metropolitan Statistical Area (MSA)
  - AMPO's Comments to Federal Register

MPO DESIGNATION

It is important to note that MPO designation is based on FHWA's definition of urbanized area. So while the Census has proposed eliminating the distinction within urban areas, the underlying data will remain available for FHWA's definition. It is our understanding, after conversations with FHWA that there are no current plans to alter the threshold for MPO designation.

SAMPLE ANALYSES AND METHODOLOGIES

CENSUS BUREAU

The Census Bureau produced an interactive web map to illustrate the proposed 2020 Urban Area criteria applied with 2010 Census population and housing unit data in 2010 Census blocks. These examples are provided solely to inform and support review and comment on the proposed 2020 Urban Area criteria and should not be used for any other purposes. The boundaries of urban areas based on the 2020 proposed criteria, and the names associated with those areas, are not official and likely will change when the 2020 Urban Area final criteria are applied with 2020 Census data in 2020 Census blocks.

Contact: geo.urban@census.gov

SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS

The Southeast Michigan Council of Governments (SEMCOG) has undergone a review of the changes proposed by the Census Bureau to delineating urban area in the 2020 Census. As part of this process, SEMCOG staff estimated the impact of the proposed changes on the region by replicating the process outlined in the Federal Register notice for all census blocks in the SEMCOG region Four of the region's seven counties are estimated to lose urban population, with two counties losing close to 20% of their urban population. A detailed description of the steps taken to conduct this analysis can be found here.

Contact: Jeff Nutting
nutting@semcog.org

A NOTE ABOUT THESE SAMPLES

Due to several factors, including not having access to the 2020 data, these analyses are to be used a best-guess scenarios for what could potentially change and in no way are guaranteed to accurately reflect the official Census changes; this is particularly true of the actual urban area boundary determination.

AMPO is providing this guide to explain proposed changes, share how other agencies are attempting to visualize those changes, let our members know that we are preparing to respond to the federal register and give agencies the opportunity to contribute to that response.

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

East-West Gateway COG created an interactive map that shows what would happen if the proposed criteria were applied to 2010 block data. Orange shows areas that were rural in 2010, but that meet the initial density or imperviousness criteria. Note: EWG hasn't attempted to simulate hops or jumps, so some of these areas will be too far from the core to have any chance of switching from urban to rural.

Dark green shows areas that were urban last time but are expected to be rural this time. For most areas that fall into this category, the reason is that last time the initial delineation was done at the tract level, which ended up including some undeveloped areas at the edge of the urban area. This time, the initial delineation is at the block level, which removes some of these areas. Detailed instructions for recreating this map can be found here.

Additionally, regarding LEHD, EWG used a SQL script to examine if the St. Louis UA would be merged with the Alton UA (East-West Gateway serves both UAs).

Web Map Contact: Ted LaBoube
ted.laboube@ewgateway.org
SQL Script Contact: Michael Wohlstadter
michael.wohlstadter@ewgateway.org

BALTIMORE METROPOLITAN COUNCIL

The Baltimore Metropolitan Council was able to examine four areas of the proposed changes:

- Urban Area by Housing Unit Density: This analysis only looks at the question of how different the 2010 UA would look using the proposed housing unit density instead of the previous population density thresholds. This map uses standard 2010 Census block data.
- Housing Unit Density (with permits): This analysis adds permitted new residential units issues between 2010-2020 to the block housing unit count to attempt to represent a maximum residential expansion scenario.
- Commuter Flow: This analysis attempted to replicate the Census' analysis shown in their AMPO briefing. Areas where more than 50% of the residents work in a different urban area may end up with those blocks switched to that urban area.
- Agglomeration: A fourth analysis was not mapped. Using the same LEHD data as the above map, the total flow between whole urban areas adjacent to BMC were calculated. This was used to determine if there was a chance of BMC merging.

Contact: Mara Kaminowitz
mkaminowitz@baltometro.org

CAPITAL DISTRICT TRANSPORTATION COMMITTEE

The CDTC MPO conducted an exercise to demonstrate how the proposed criteria for defining Urban Areas in the 2020 Census may affect urbanized areas within CDTC's Planning area, and therefore possibly federal funding amounts and eligibility. This exercise only took into account the following two proposed criteria below:

- Adoption of a Housing Unit Density Threshold for Qualification of Census Blocks
- Qualify Urban Areas Based on a Minimum Threshold of 4,000 Housing Units or 10,000 Persons Instead of a Minimum Threshold of 2,500 Persons

Please note that this exercise is not an exact representation of the 2020 Census designated Urban Areas, due to the following reasons: 1) This is based on 2010 data not 2020 data. 2) Defining the Urban Core is the first of a multi-step process used to determine the extent of an Urban Area. Once the Urban Core is defined, impervious surfaces (such as parking lots, malls, office parks, etc.,) are added in as well as additional area that is within a certain distance (hops and jumps) from the Urban Core along transportation routes. 3) The proposed changes to defining Urban Areas have not yet been finalized/adopted. A detailed explanation of the exercise and results can be found here.

Contact: Teresa LaSalle
tlasalle@cdtcmpo.org

PENNYSYLVANIA STATE DATA CENTER

The Pennsylvania State Data Center created an interactive map that demonstrates urban area status according to the 2020 definitions when applied to the 2010 data. It found that Pennsylvania has a total of 137 urban areas (including Urban Clusters) that were identified as a result of the 2010 Census. Under the 2020 thresholds, 77 urban areas would no longer qualify. These urban areas have a total population of 340,301 (803 persons per square mile) compared to the 60 remaining urban areas which have a population of 9.65 million (1,735 persons per square mile). The average population of the 77 urban areas that no longer qualify is approximately 4,420 persons compared to the 60 remaining urban areas which have an average population of nearly 161,000 persons. A summary of results can also be found here.

Contact: Tim Schock
timschock@psu.edu

HAVE AN ANALYSIS?
If your agency has conducted an analysis and are willing to share your methodology please contact AMPO staff.