



TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, September 9, 2024
2:00 p.m.

Livestream at www.campotexas.org

All individuals attending the CAMPO Transportation Policy Board Meeting are required by the meeting facility to follow the Center for Disease Control (CDC), state, and local guidance.

AGENDA

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

- 2. Public Comments
The public is invited to comment on transportation-related topics in the CAMPO geographic area. The number of speakers and speaker time limits are at the discretion of the Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, September 5, 2024.

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

- 5. [Recognition of Service to the Technical Advisory Committee \(TAC\)](#)
..... Commissioner Cynthia Long, Chair
Chair Long will recognize Mr. Gary Hudder and Ms. Laurie Moyer, P.E. for their service to the TAC.

The public is invited to comment on agenda items 6-12. Speaker time limits and the number of speakers for each topic are at the discretion of the Chair. Each speaker will have one (1) minute to provide public comment. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, September 5, 2024.

- 6. [Discussion and Take Appropriate Action on May 13, 2024 Meeting Minutes](#)
..... Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the May 13, 2024 meeting minutes.
- 7. [Discussion and Take Appropriate Action on 2025 Meeting Schedule for Transportation Policy Board](#)..... Mr. Ashby Johnson, CAMPO
Mr. Johnson will present the draft 2025 meeting schedule for the Transportation Policy Board and request Transportation Policy Board approval.
- 8. [Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Execute an Inter-Local Agreement \(ILA\) with the Texas A&M Transportation Institute \(TTI\)](#)
..... Mr. Nirav Ved, CAMPO
Mr. Ved will present the draft ILA between CAMPO and TTI and request Transportation Policy Board approval.
- 9. [Discussion and Take Appropriate Action on Regional Freight Plan](#)
..... Mr. Nirav Ved, CAMPO
Mr. Ved will present the draft Regional Freight Plan and request adoption by the Transportation Policy Board.
- 10. [Discussion and Take Appropriate Action on CAMPO Executive Director’s Annual Performance Appraisal and Related Compensation Adjustment Recommendation](#)
..... Commissioner Cynthia Long, Chair
Chair Long will present the CAMPO Executive Committee’s recommendation for the FY 2024 compensation adjustment for the CAMPO Executive Director and request Transportation Policy Board approval.
- 11. [Discussion on FY 2026-2029 Project Call and Funding Opportunity](#)..... Mr. Ryan Collins, CAMPO
Mr. Collins will discuss the upcoming opportunity and process for Transportation Alternative Set-Aside (TASA) and Carbon Reduction Program (CRP) funding.
- 12. [Update on 2050 Regional Transportation Plan \(RTP\)](#)..... Mr. William Lisska, CAMPO
Mr. Lisska will provide an update on the development process for the 2050 RTP.

Persons with Disabilities:

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

Transportation from Transit Stops:

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

13. Executive Director’s Report on Transportation Planning Activities
14. Announcements
 - a. Transportation Policy Board Chair Announcements
 - b. Next Technical Advisory Committee Meeting, September 23, 2024 – 2:00 p.m.
 - c. Next Transportation Policy Board Meeting, October 7, 2024 – 2:00 p.m.
15. Adjournment

Persons with Disabilities:

Upon request, reasonable accommodations are provided. Please call 737-226-4840 at least three (3) business days prior to the meeting to arrange for assistance.

Transportation from Transit Stops:

Upon request, transportation vouchers from adjacent transit stops are available. Please call 737-226-4840 at least three (3) business days prior to the meeting to arrange for a voucher.



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

Livestream at: www.campotexas.org

**Meeting Minutes
May 20, 2024
2:00 p.m.**

1. Certification of QuorumMr. Gary Hudder, Chair

In the absence of the Chair, Mr. Gary Hudder, Vice Chair Emily Barron called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:00 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Erik Leak	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Richard Mendoza, P.E.	City of Austin	N	
4.	Tom Gdala	City of Cedar Park	Y	
5.	Nick Woolery	City of Georgetown	Y	
6.	Melissa McCullom	City of Kyle	Y	
7.	Ann Weis	City of Leander	Y	
8.	Emily Barron, Vice Chair	City of Pflugerville	Y	
9.	Gary Hudder, Chair	City of Round Rock	N	
10.	Laurie Moyer, P.E.	City of San Marcos	Y	Shaun Condor, P.E.

11.	Aimee Robertson	Bastrop County	Y	
12.	Kennedy Higgins	Bastrop County (Smaller Cities)	Y	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Caleb Kraenzel, P.E.	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	N	
16.	David Fowler, AICP	Caldwell County (Smaller Cities)	Y	
17.	Vacant	Hays County	-	Jerry Borcharding
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	N	
21.	Bob Daigh, P.E.	Williamson County	Y	
22.	Tom Yantis	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	Y	
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	

2. Approval of April 22, 2024 Meeting Summary

..... Mr. Chad McKeown, CAMPO

Vice Chair Barron entertained a motion for approval of the April 22, 2024 meeting summary, as presented.

Mr. Ed Collins moved for approval of the April 22, 2024 meeting summary, as presented.

Vice Chair Barron seconded the motion.

The motion prevailed unanimously.

3. Discussion and Recommendation on Regional Freight Plan

.....Mr. Nirav Ved, CAMPO

Vice Chair Barron recognized Mr. Nirav Ved, CAMPO Data & Operations Manager as presenter of the Regional Freight Plan. Mr. Ved thanked the consultants for their work in developing the Regional Freight Plan and the TAC for providing feedback on the Regional Freight Plan.

The Committee received a brief overview of the freight assets in the region and how e-commerce has affected the surface transportation network in our region. Mr. Ved briefly discussed the Project Gap Analysis to look at areas for future freight projects and presented a map that identified areas in the region that are unfunded, partially funded, include funded projects, and having no projects at all. Mr. Ved also presented a map of priority corridors identified for freight projects located in the east side of the region.

Mr. Ved informed the Committee that a total of 81 recommendations were developed from the Regional Freight Plan and categorized as Short-Term, Medium-Term, and Long-Term. Mr. Ved briefly highlighted specific recommendations which also included a regional study for truck parking that will identify locations that are suitable for truck parking. Mr. Ved also informed the Committee that adoption of the Regional Freight Plan by the Transportation Policy Board is scheduled for August or September 2024. The presentation was concluded by a brief question and answer with comments.

Vice Chair Barron entertained a motion for approval of a recommendation to approve the Regional Freight Plan, as presented.

Mr. Ed Collins moved for approval of a recommendation to approve the Regional Freight Plan, as presented.

Mr. Tom Gdala seconded the motion.

The motion prevailed unanimously.

Vice Chair Barron changed the order of business to address Item 5 Presentation on Bicycle and Pedestrian Facilities Inventory Update.

5. Presentation on Bicycle and Pedestrian Facilities Inventory Update

.....Mr. Nicholas Samuel, CAMPO

The Chair recognized Mr. Nicholas Samuel, CAMPO Senior Regional Planner as presenter of the Bicycle and Pedestrian Facilities Inventory Update. Mr. Samuel informed the Committee that the Bicycle and Pedestrian Facilities Inventory was a part of the Regional Active Transportation Plan (RATP) and is a key Geographic Information Systems (GIS) resource maintained by CAMPO.

Mr. Samuel also informed the Committee that the Bicycle and Pedestrian Facilities Inventory is a key element of the 2050 Regional Transportation Plan (RTP) and noted that updating it is important to ensure an up-to-date 2050 RTP.

Mr. Samuel reported that CAMPO Staff requested that its regional jurisdictions review their own jurisdiction on the online map viewer last year as part of the Bicycle and Pedestrian Facilities Inventory update and added that CAMPO Staff is now requesting another review of their own jurisdiction on the online map viewer. The Committee received a brief demonstration and overview of the online viewer and a request for feedback on the Bicycle Pedestrian Facilities Inventory by Friday, June 7, 2024. The presentation was concluded by question and answer with comments.

Following a brief discussion, the Committee recommended an email transmittal of the request for review and feedback with instructions.

Vice Chair Barron resumed the order of business to address Item 4 Discussion on 2050 Regional Transportation Plan (RTP) Call for Projects.

4. Discussion on 2050 Regional Transportation Plan (RTP) Call for Projects

..... Mr. William Lisska, CAMPO

The Chair recognized Mr. William Lisska, CAMPO Regional Planning Manager who reported that an update on the 2050 RTP which included a tentative timeline for development was provided to the TAC at its February meeting. Mr. Lisska reported that intake for the RTP project call application is June 17, 2024 through August 16, 2024 and a workshop for the project call materials will be held on June 7, 2024. The Committee was advised that no funding is associated with the RTP project call.

Mr. Lisska informed the Committee that CAMPO Staff met with project sponsors regarding the 2045 project listing and received feedback. Mr. Lisska also highlighted and briefly discussed the following:

1. Requirements included in project call guidelines and updates
2. Submittal process and Application Workbook
3. Goals and objections for the 2045 RTP with changes in preparation for the 2050 RTP
4. Appendices and resources for potential applicants
5. Index of resources by project selection criteria
6. Next steps

The presentation was concluded without questions or comments.

6. Report on Transportation Planning Activities

Vice Chair Barron recognized CAMPO Staff for the following reports on transportation planning activities.

Mr. Nicholas Samuels reported that development of the Regional Safety Action Plan has begun.

Mr. Ryan Collins, CAMPO Short-Range Planning Manager reported that the Mobile Emission Reduction Plan was approved by the Federal Highway Administration (FHWA) last week and work on the plan will begin in the coming week.

Mr. Collins also reported that the Fall Amendment Cycle for the 2045 RTP is approaching and the deadline for amendment requests is June 12, 2024.

Reports on transportation planning activities concluded without questions or comments.

7. TAC Chair Announcements

Vice Chair Barron announced that the June 10, 2024 and July 8, 2024 Transportation Policy Board meetings have been canceled. Vice Chair Barron noted that the next Transportation Policy Board Meeting will be held on August 12, 2024 at 2:00 p.m. Vice Chair Barron also announced that the next Technical Advisory Committee Meeting will be held on June 24, 2024 at 2:00 p.m.

8. Adjournment

The May 20, 2024 meeting of the CAMPO Technical Advisory Committee was adjourned at 2:59 p.m.



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

Livestream at: www.campotexas.org

**Meeting Minutes
August 26 , 2024
2:00 p.m.**

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

In the absence of the Chair, Mr. Gary Hudder, Vice Chair Emily Barron called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:01 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Erik Leak	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Richard Mendoza, P.E.	City of Austin	Y	
4.	Tom Gdala	City of Cedar Park	Y	
5.	Nick Woolery	City of Georgetown	Y	
6.	Melissa McCullom	City of Kyle	Y	
7.	Ann Weis	City of Leander	Y	
8.	Emily Barron, Vice Chair	City of Pflugerville	Y	
9.	Vacant	City of Round Rock	Y	Gerald Pohlmeier
10.	Shaun Condor, P.E.	City of San Marcos	Y	

11.	Aimee Robertson	Bastrop County	Y	
12.	Kennedy Higgins	Bastrop County (Smaller Cities)	N	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Caleb Kraenzel, P.E.	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	Y	
16.	David Fowler, AICP	Caldwell County (Smaller Cities)	Y	
17.	Marti Reich	Hays County	Y	
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	Y	
22.	Tom Yantis	Williamson County (Smaller Cities)	N	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	Y	Jacob Calhoun
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	

2. Approval of May 20, 2024 Meeting Summary

..... Mr. Chad McKeown, CAMPO

Vice Chair Barron entertained a motion for approval of the May 20, 2024 meeting summary, as presented.

Mr. Bob Daigh, P.E. moved for approval of the May 20, 2024 meeting summary, as presented.

Mr. Ed Collins seconded the motion.

The motion prevailed unanimously.

3. Discussion on FY 2026-2029 Project Call and Funding Opportunity

..... Mr. Ryan Collins, CAMPO

Vice Chair Barron recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who provided an overview on the FY 2026-2029 Project Call and Funding Opportunity. Mr. Collins informed the Committee that CAMPO will release the Notice of Funding Opportunity for Transportation Alternatives Set-Aside (TASA) Program and Carbon Reduction Program (CRP) funding on September 9, 2024. Mr. Collins also summarized the project types that are eligible for TASA and CRP funding.

The Committee was informed that \$1.9 million is currently available in CRP funding and \$9 million is currently available in TASA funding. The Committee was also informed that the FY 2026-2029 Project Call will have \$32 million available to program for the CRP projects and approximately \$37 million available to program for TASA projects.

Mr. Collins summarized the schedule and milestones for the FY 2026-2029 Project Call and briefly highlighted the new online project call application. Mr. Collins also identified and discussed added available resources included in the project call administration.

The Committee was later informed that CAMPO will release a call for projects in September 2025 for Surface Transportation Block Grant (STBG) funding which will be programmed in FYs 2028-2031. The presentation was concluded by a question and answer with comments.

4. Presentation on CAMPO Regional Safety Action Plan

..... Mr. Brian Chandler, DKS Associates and Mr. Nicholas Samuel, CAMPO

Vice Chair Barron recognized Mr. Nicholas Samuel, CAMPO Senior Regional Planner who introduced Mr. Brian Chandler with DKS Associates and Safety Lead for the CAMPO Regional Safety Action Plan as presenter.

Mr. Chandler informed the Committee that CAMPO has received \$2.3 million from U.S. DOT to develop a Regional Safety Action Plan through the Safe Streets and Roads for All (SS4A) Grant Program. Mr. Chandler further informed the Committee that the Regional Safety Action Plan includes a CAMPO-wide regional plan and individual chapters for each member county (Bastrop, Burnet, Caldwell, Hays, and Williamson) with exception of Travis County. Mr. Chandler noted that Travis County has received SS4A funding and is concurrently developing its own Regional Safety Action Plan.

Mr. Chandler provided a detailed overview of the project scope, public engagement process, draft vision and goals and highlighted examples of regional objectives which included measurable steps to achieve safety goals. The Committee also received a summary of the next steps. The presentation was concluded by a question and answer with comments.

5. Presentation on Central Texas Transportation Management System (CTTMS)

.....Mr. Nirav Ved, CAMPO

Vice Chair Barron recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who provided an overview of the Central Texas Transportation Management System (CTTMS) concept and project approach. Mr. Ved informed the Committee that the CTTMS concept and project approach proposes to take data from traffic signals throughout the region and use new technologies to alleviate challenges by creating a digital platform that will do the coordination on a systematic or automatic basis. Mr. Ved also summarized discussions from recent stakeholder engagement and user requirement meetings that were held with the following cities and agencies:

- | | |
|--------------------|----------------------|
| City of San Marcos | City of Georgetown |
| City of Cedar Park | City of Pflugerville |
| City of Round Rock | City of Kyle |
| City of Leander | TxDOT |
| City of Austin | CTRMA |

Mr. Ved reported that region-wide Project/Digital Development Workshops were also held on June 4, 2024 and June 7, 2024 to discuss what the minimum viable product should be and its functionality. Mr. Ved also summarized the discussions from those workshops, discussed key dates, and next steps in the CTTMS Project. The presentation was concluded without questions or comments.

6. Update on 2050 Regional Transportation Plan (RTP)

Vice Chair Barron recognized Mr. Will Lisska as presenter of the update on the 2050 Regional Transportation Plan (RTP). Mr. Lisska informed the Committee that intake for the 2050 RTP Project Call was held from June 17, 2024 to August 16, 2024. Mr. Lisska added that 756 project applications were received during that time. The Committee was informed that CAMPO staff conducted a review of those projects applications and a brief project call summary which included carryover projects from the 2045 RTP and other project by types was provided. Mr. Lisska also discussed the timeline, milestones, and next steps in the 2050 RTP development process. The presentation was concluded by a brief question and answer.

7. Report on Transportation Planning Activities

Vice Chair Barron recognized the following CAMPO Staff for reports on transportation planning activities.

Mr. Chad McKeown, CAMPO Deputy Executive Director informed the Committee that the current TAC Chair, Mr. Gary Hudder has retired from the City of Round Rock. Mr. McKeown added that Vice Chair, Ms. Emily Barron will serve as Chair for remaining 2024 TAC meetings. Mr. McKeown noted that the Committee will fill the vacancy during next year’s election of officers and thanked Mr. Hudder and Ms. Barron for their service as officers to the TAC.

Mr. Nicholas Samuels thanked the TAC for its requested feedback on the Bicycle Pedestrian Facilities Inventory Update. Mr. Samuels reported that the updated version of the Bicycle Pedestrian Facilities Inventory can be found on the 2045 Regional Active Transportation Plan (RATP) page of the CAMPO website.

Mr. Ryan Collins informed the Committee that the development of the Mobile Emission Reduction Plan is underway. Mr. Collins reported that CAMPO Staff is in the early stages of developing the project management plan, public engagement plan, and populating a steering committee. Mr. Collins also reported that updates will be provided to the TAC and Transportation Policy Board during the development process.

Following brief comments, the reports on transportation planning activities concluded without questions or comments.

8. TAC Vice Chair Announcements

Vice Chair Barron announced that the next Transportation Policy Board Meeting will be held on September 9, 2024 at 2:00 p.m. and the next Technical Advisory Committee Meeting will be held on September 23, 2024 at 2:00 p.m.

9. Adjournment

The August 26, 2024 meeting of the CAMPO Technical Advisory Committee was adjourned at 3:05 p.m.



Date: September 9, 2024
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Commissioner Cynthia Long, Chair
Agenda Item: 5
Subject: Recognition of Service to the Technical Advisory Committee (TAC)

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**Capital Area Metropolitan Planning Organization
Transportation Policy Board Meeting**

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane Austin, TX 78759
Monday, May 13, 2024 – 2:00 p.m.
Livestream at: www.campotexas.org

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

.....Commissioner Cynthia Long, Chair

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

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Cynthia Long, Chair	Commissioner, Williamson County	Y	
2	Rudy Metayer, Vice-Chair	City of Pflugerville, Place 4	Y	
3	Clara Beckett, Secretary	Commissioner, Bastrop County	N	Judge James Oakley
4	Alison Alter	City of Austin, District 10	Y	
5	Andy Brown	Judge, Travis County	N	Commissioner Ann Howard
6	Christine DeLisle	Mayor City of Leander	Y	
7	Paige Ellis	Mayor Pro Tem, City of Austin, District 8	Y	
8	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
9	Vanessa Fuentes	City of Austin, District 2	Y	
10	Natasha Harper-Madison	City of Austin, District 1	N	Council Member Paige Ellis
11	Matt Harriss	Capital Metro Board Member	Y	
12	Ann Howard	Commissioner, Travis County	Y	
13	Jane Hughson	Mayor, City of San Marcos	Y	
14	Debbie Ingalsbe	Commissioner, Hays County	N	Commissioner Cynthia Long

15	Travis Mitchell	Mayor, City of Kyle	Y	
16	Craig Morgan	Mayor, City of Round Rock	Y	
17	James Oakley	Judge, Burnet County	Y	
18	Amy Pattillo	Travis County	Y	
19	Jim Penniman-Morin	City of Cedar Park	Y	
20	Josh Schroeder	Mayor, City of Georgetown	Y	Mayor Craig Morgan
21	Edward Theriot	Commissioner, Caldwell County	Y	
22	Jeffrey Travillion	Commissioner, Travis County	Y	

2. Public Comments

The Chair recognized Mr. Bill Brock, Hays County Coalition of Neighborhoods who offered public comments.

Video of this item can be viewed [here](#). Start Video at 00:03:04

3. Executive Session

An Executive Session was not convened.

4. Report from Technical Advisory Committee (TAC) Chair

The Chair recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who provided a report of the discussion and action items from the April 22, 2024 TAC Meeting, on behalf of the TAC Chair, Mr. Gary Hudder.

Mr. McKeown reported that the TAC unanimously voted to approve a recommendation for Transportation Policy Board approval to adopt the 2025-2028 Transportation Improvement Program (TIP) and an amendment to the 2045 Regional Transportation Plan (RTP).

Mr. McKeown also reported that the TAC received a presentation on the Regional Freight Plan and an update on the Green House Gas Litigation Outcomes.

Video of this item can be viewed [here](#). Start Video at 00:01:44.

5. Discussion and Take Appropriate Action on April 15, 2024 Meeting Minutes

The Chair entertained a motion for approval of the April 15, 2024 meeting minutes, as presented.

Mayor Christine DeLisle moved for approval of the April 15, 2024 meeting minutes, as presented.

Mayor Craig Morgan seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Commissioner Debbie Ingalsbe), Council Member Rudy Metayer, Council Member Alison Alter, Mayor Christine DeLisle, Council Member Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes, Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Judge Andy Brown), Mayor Jane Hughson, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley (Proxy for Commissioner Clara Beckett), Ms. Amy Pattillo, Mayor Jim Penniman-Morin, Mayor Josh Schroeder, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed [here](#). Start Video at 00:05:17.

6. Discussion and Take Appropriate Action on FY 2024 & 2025 Unified Planning Work Program (UPWP) Amendment #3

The Chair recognized Ms. Theresa Hernandez, CAMPO Finance & Administration Manager who informed the Board that proposed Amendment #3 will add the Central Texas Regional Mobility Authority's 183A Added Capacity Study to Subtask 4.4 of the FY 2024 & 2025 UPWP. Ms. Hernandez requested Transportation Policy Board approval of Amendment #3 to the FY 2024 & 2045 UPWP with accompanying Resolution 2024-5-6, as presented.

The Chair entertained a motion for approval of Amendment #3 to the FY 2024 & 2045 UPWP with accompanying Resolution 2024-5-6, as presented.

Mayor Josh Schroeder moved for approval of Amendment #3 to the FY 2024 & 2045 UPWP with accompanying Resolution 2024-5-6, as presented.

Judge James Oakley seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Commissioner Debbie Ingalsbe), Council Member Rudy Metayer, Council Member Alison Alter, Mayor Christine DeLisle, Council Member Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes, Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Judge Andy Brown), Mayor Jane Hughson, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley (Proxy for Commissioner Clara Beckett), Ms. Amy Pattillo, Mayor Jim Penniman-Morin, Mayor Josh Schroeder, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed [here](#). Start Video at 00:05:39.

7. Discussion and Take Appropriate on CAMPO Reappointment to CapMetro Board

The Chair informed the Board that Mr. Matt Harriss currently serves as CAMPO appointee to the CapMetro Board and moved for approval to reappoint Mr. Harriss for an additional term to the CapMetro Board with accompanying Resolution 2024-5-7.

Commissioner Jeffrey Travillion seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Commissioner Debbie Ingalsbe), Council Member Rudy Metayer, Council Member Alison Alter, Mayor Christine DeLisle, Council Member Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Mr. Tucker Ferguson, P.E., Council Member Vanessa Fuentes, Commissioner Ann Howard (Proxy for Judge Andy Brown), Mayor Jane Hughson, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley (Proxy for Commissioner Clara Beckett), Ms. Amy Pattillo, Mayor Jim Penniman-Morin, Mayor Josh Schroeder, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: Mr. Matt Harriss

Absent and Not Voting: None

Video of this item can be viewed [here](#). Start Video at 00:07:11.

The Chair changed the order of business to address Agenda Item 9 Annual Briefing on CAMPO Financial Audit, Agenda Item 10 Update on 2050 Regional Transportation Plan (RTP), and Agenda Item 11 Presentation and Discussion on Regional Freight Plan, consecutively.

9. Annual Briefing on CAMPO Finance Audit

The Chair recognized Ms. Theresa Hernandez who informed the Board that CAMPO has completed its single audit for FY 2023. Ms. Hernandez reported that the auditing firm Montemayor Britton Bender, PC performed the audit and provided notification of a clean audit. Ms. Hernandez introduced Mr. Sean Bender of Montemayor Britton Bender, PC who presented the audit results.

Video of this item can be viewed [here](#). Start Video at 00:08:18.

10. Update on 2050 Regional Transportation Plan (RTP)

The Chair recognized Mr. William Lisska, CAMPO Regional Planning Manager who provided a brief overview of CAMPO's RTP and the planning process for the 2050 RTP. Mr. Lisska presented the tentative planning schedule for the 2050 RTP and discussed key dates. Mr. Lisska informed the Board that the draft 2050 RTP is anticipated for completion by the end of December 2024 and the final draft 2050 RTP must be adopted by May 2025.

Video of this item can be viewed [here](#). Start Video at 00:11:04.

11. Presentation and Discussion on Regional Freight Plan

The Chair recognized Mr. Nirav Ved, CAMPO Data & Operations Manager who informed the Board that the Regional Freight Plan was adopted in 2008 and has since been updated following its adoption. Mr. Ved provided a brief overview of the Regional Freight Plan and summarized the next steps. Mr. Ved informed the Board that staff will seek TAC recommendation for adoption at its May 20, 2024 meeting and adoption by the Transportation Policy Board at its June 10, 2024 meeting.

Video of this item can be viewed [here](#). Start Video at 01:11:32.

The Chair changed the order of business to address Agenda Item 8 Discussion and Take Appropriate Action on Draft 2025-2028 Transportation Improvement Program (TIP) and Amendment to 2045 Regional Transportation Plan (RTP).

8. Discussion and Take Appropriate Action on Draft 2025-2028 Transportation Improvement Program (TIP) and Amendment to 2045 Regional Transportation Plan (RTP)

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who informed the Board that a public hearing on the draft 2025-28 TIP and amendment to the 2045 RTP was held on April 15, 2024 and provided a brief overview of the draft 2025-28 TIP and proposed amendment to the 2045 RTP. Mr. Collins highlighted the I-35 Capital Express Project and other projects included in the 2025-2028 TIP. Mr. Collins also presented and discussed a historical timeline for the I-35 Capital Express Project.

Mr. Collins introduced Ms. Doise Miers, CAMPO Community Outreach Manager who summarized the public involvement process for the draft 2025-2028 TIP and amendment to the 2045 RTP. Ms. Miers informed the Board that the public comment period for the draft 2025-2028 TIP and proposed amendment to the 2045 RTP opened on March 15, 2024 and closed on April 16, 2024. Ms. Miers reported that approximately 350 public comments were received and noted that the TAC provided a review of those comments.

Mr. Collins concluded the presentation with a request for adoption of the 2025-2028 Transportation Improvement Program (TIP) and approval of the proposed amendment to 2045 Regional Transportation Plan (RTP) accompanying Resolution 2024-5-8.

Mayor Josh Schroeder designated his proxy to Mayor Craig Morgan prior to leaving the meeting.

The Chair entertained a motion for approval to adopt the 2025-2028 Transportation Improvement Program (TIP) and approval of the amendment to the 2045 Regional Transportation Plan (RTP) with accompanying Resolution 2024-5-8.

Mayor Craig Morgan moved for approval to adopt the 2025-2028 Transportation Improvement Program (TIP) and approval of the amendment to the 2045 Regional Transportation Plan (RTP) accompanying Resolution 2024-5-8.

Judge James Oakley seconded the motion.

The Chair summarized the process for offering public comments to the Transportation Policy Board on agendas item and recognized the following individuals who offered public comment on Agenda Item 8 Discussion and Take Appropriate Action on Draft 2025-2028 Transportation Improvement Program (TIP) and Amendment to 2045 Regional Transportation Plan (RTP).

1. Mr. Scott Johnson, Private Citizen
2. Mr. Santiago, Private Citizen
3. Mr. Logan Ott, Private Citizen
4. Mr. Bill Brock, Hays County Coalition of Neighborhoods
5. Ms. Mery Rivera, Rethink 35
6. Mr. Cameron Cassidy, Private Citizen
7. Ms. Meah Lin, Rethink 35
8. Mr. Robert Boler, Private Citizen

9. Mr. Matt Geske, Downtown Austin Alliance
10. Mr. Christian May, Rethink 35
11. Ms. Eileen McGinnis, The Parent's Climate Community
12. Mr. Adam Greenfield, Reconnect 35
13. Ms. Monica Sanchez, LaRata Roundtable
14. Ms. Lauren Maher, Rethink 35 at UT
15. Ms. Alexandria Sivolab, Rethink 35
16. Ms. Barbara Epstein, Hancock Neighborhood Association
17. Mr. Geoffrey Chapliss, Rethink 35
18. Mr. Brandon Countryman, Rethink 35 at UT
19. Ms. Miriam Schoenfield, Private Citizen
20. Ms. Shannon Clark, Private Citizen
21. Mr. Edgar Handle, AURA
22. Ms. Elyse Watts, Private Citizen
23. Ms. Anoosh Razian, Private Citizen
24. Mr. Cutter Gonzales, Rethink 35
25. Mr. Eric Kylberg, AURA
26. Ms. Makenna Mann, Private Citizen
27. Mr. Isaac Martin, Rethink 35
28. Mr. Gabriel Brittian, Rethink 35
29. Ms. Grace Gilker, Festival Beach Food Forest
30. Ms. Christina DeStefano, Rethink 35
31. Ms. Elena Milan, Rethink 35
32. Ms. Heyden Walker, Reconnect Austin
33. Ms. Addie Walker, Reconnect Austin
34. Mr. Sean Moothart, Private Citizen
35. Mr. Kevin Wern, Private Citizen
36. Mr. Jordan Wade, Private Citizen
37. Mr. Connor Gibson, Rethink 35
38. Ms. Nima Rahman, Private Citizen
39. Mr. John Bengson, Private Citizen
40. Ms. Logan Ott, Private Citizen
41. Ms. Jessica Riley, Private Citizen

The Chair opened the floor for comments and discussion by the Board on Agenda Item 8 Discussion and Take Appropriate Action on Draft 2025-2028 Transportation Improvement Program (TIP) and Amendment to 2045 Regional Transportation Plan (RTP).

The Chair recognized Mr. Tucker Ferguson, P.E., TxDOT-Austin District Engineer who summarized TxDOT's public involvement efforts, public feedback received, and collaborations with public agencies regarding the I-35 Capital Express Project. Mr. Ferguson also addressed concerns recently presented by the City of Austin regarding the impact on air quality as a result of the I-35 Capital Express Project. To address the City of Austin's concerns, Mr. Ferguson provided a commitment from the TxDOT-Austin District to review and incorporate the findings and recommendations from the environmental studies, as specified by the City of Austin, into the I-35 Capital Express Project.

Council Member Alison Alter offered an amended motion with language to delay funding on the I-35 Capital Express Project, with a request for the acceleration of other projects in the region, and completion of air quality studies with accompanying amended Resolution 2024-5-8.

Council Member Paige Ellis seconded the amended motion.

Council Member Alter provided the Board with copies of the amended language supporting the amended motion, as presented.

Following comments from the Board, the Chair called the question on the amended motion, as presented by Council Member Alter.

The motion failed.

Ayes: Council Member Alison Alter, Council Member Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Council Member Vanessa Fuentes, and Ms. Amy Pattillo

Nays: Commissioner Cynthia Long (Proxy for Commissioner Debbie Ingalsbe), Council Member Rudy Metayer, Mayor Christine DeLisle, Mr. Tucker Ferguson, P.E., Mr. Matt Harriss, Commissioner Ann Howard, Mayor Jane Hughson, Mayor Travis Mitchell, Mayor Craig Morgan (Proxy for Mayor Josh Schroeder), Judge James Oakley (Proxy for Commissioner Clara Beckett), Mayor Jim Penniman-Morin, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Abstain: None

Absent and non-voting: None

The Chair recalled the original motion on the floor as moved by Mayor Craig Morgan and seconded by Judge James Oakley for approval to adopt the 2025-2028 Transportation Improvement Program (TIP) and the amendment to the 2045 Regional Transportation Plan (RTP) with accompanying Resolution 2024-5-8.

The Chair called the question on the original motion, as presented.

The motion prevailed.

Ayes: Commissioner Cynthia Long (Proxy for Commissioner Debbie Ingalsbe), Council Member Rudy Metayer, Mayor Christine DeLisle, Mr. Tucker Ferguson, P.E., Mr. Matt Harriss, Commissioner Ann Howard (Proxy for Judge Andy Brown), Mayor Jane Hughson, Mayor Travis Mitchell, Mayor Craig Morgan (Proxy for Mayor Josh Schroeder), Judge James Oakley (Proxy for Commissioner Clara Beckett), Mayor Jim Penniman-Morin, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: Council Member Alison Alter, Council Member Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Council Member Vanessa Fuentes, and Ms. Amy Pattillo

Absent and Not Voting: None

Video of this item can be viewed [here](#). Start Video at 00:22:10.

The Chair resumed the order of business to address Agenda Item 12 Executive Director's Report on Transportation Planning Activities.

12. Executive Director's Report on Transportation Planning Activities

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who reported on recent discussions regarding the final rule by the Environmental Protection Agency (EPA) and Federal Highway Administration (FHWA) on Green House Gas (GHG) emissions. Mr. Johnson provided a recap of his previous report to the Board on the court filings by Texas Attorney General Ken Paxton and the attorney general for the state of Kentucky. Mr. Johnson informed the Board that a judgement was received for both lawsuits and the GHG Rule was struck down. Mr. Johnson added that FHWA will have an opportunity to appeal by the filing deadline of May 27, 2024.

Mr. Johnson also provided clarity on CAMPO's efforts regarding the Mobile Emissions Reduction Plan and noted that the Mobile Emissions Reduction Plan does not review individual projects but reviews strategies to mitigate air quality, instead.

Video of this item can be viewed [here](#). Start Video at 02:03:20.

13. Announcements

a. Transportation Policy Board Chair Announcements

The Chair announced that the June and July Transportation Policy Board meetings will be canceled and added that cancellation of the August Transportation Policy Board meeting has not been determined.

The Chair also announced that the performance evaluation tool for the upcoming performance review of the CAMPO Executive Director will be sent to Transportation Policy Board members during the month of July. The Chair requested that the Board utilize the performance evaluation tool to provide their input.

b. The next Technical Advisory Committee Meeting will be held on May 20, 2024 at 2:00 p.m.

A brief discussion by the Board regarding the current location of CAMPO Transportation Policy Board meetings, and accessibility options for public attendance and participation followed the Transportation Policy Board Chair Announcements.

Video of this item can be viewed [here](#). Start Video at 02:05:12

14. Adjournment

The May 13, 2024 meeting of the CAMPO Transportation Policy Board was adjourned at 4:15 p.m. by unanimous consent.

Video of this item can be viewed [here](#). Start Video at 02:10:31



Date: September 7, 2024
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 7
Subject: Discussion and Take Appropriate Action on 2025 Meeting Schedule for Transportation Policy Board

RECOMMENDATION

CAMPO staff recommends Transportation Policy Board approval of the 2025 meeting schedule as presented in Attachment A.

PURPOSE AND EXECUTIVE SUMMARY

None.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

None.

SUPPORTING DOCUMENTS

Attachment A – Draft 2025 Transportation Policy Board Meeting Schedule



Transportation Policy Board 2025 Meeting Schedule

All meetings will be held at The Junior League of Austin Community Impact Center located at 5330 Bluffstone Lane, Austin, TX 78759 and will begin promptly at 2:00 p.m.

January 13, 2025

February 10, 2025

March 10, 2025

April 14, 2025

May 12, 2025

June 9, 2025

July 14, 2025

August 11, 2025

September 8, 2025

October 13, 2025

November 10, 2025

December 15, 2025



Date: September 9, 2024
Continued From: N/A
Action Requested: Adoption

To: Transportation Policy Board
From: Mr. Nirav Ved, Data and Operations Manager
Agenda Item: 8
Subject: Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Execute an Inter-Local Agreement (ILA) with the Texas A&M Transportation Institute (TTI)

RECOMMENDATION

CAMPO Staff recommends the Transportation Policy Board authorize the Executive Director to execute the ILA.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO has had a productive and long-running relationship with the Texas A&M Transportation Institute (TTI). In the past, TTI has provided CAMPO expertise in the areas of safety and congestion management. This agreement seeks to continue and expand that relationship by developing guidelines for transportation agencies to follow when conducting coordination for small, medium, and large-sized events.

FINANCIAL IMPACT

The value of the ILA will not exceed \$272,126 in PL funds.

BACKGROUND AND DISCUSSION

For many years, TTI has provided CAMPO its support and expertise by developing the federally-required Congestion Management Process (CMP) and the development of the annual State of Safety Report. This ILA seeks to expand that relationship to include analysis regarding one of this region's unique characteristics. Special events occur frequently in the region, yet there is no overarching guidance on traffic management for events or coordination protocols between jurisdictions. In addition to continuing its work on safety and the CMP, TTI will also develop a guideline for small, medium, and large-sized special events for transportation agencies to consult and utilize for their coordination efforts.

SUPPORTING DOCUMENTS

Attachment A – *Interlocal Agreement between the Capital Area Metropolitan Planning Organization and the Texas A&M Transportation Institute*

Attachment B – *Resolution 2024-9-8 (Draft)*

**INTERLOCAL AGREEMENT BETWEEN THE
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
AND THE
TEXAS A & M TRANSPORTATION INSTITUTE**

THIS INTERLOCAL AGREEMENT ("Agreement") is made by and between the CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION, a metropolitan planning organization, hereinafter referred to as "CAMPO" and the Texas A&M Transportation Institute, a state agency, hereinafter referred to as "TTI" pursuant to the authority granted and in compliance with the provisions of the Interlocal Cooperation Act, Chapter 791, *Texas Government Code*.

WITNESSETH:

WHEREAS, the Governor of the State of Texas has designated CAMPO (formerly the Austin Transportation Study) acting through its Transportation Policy Board to be the Metropolitan Planning Organization (MPO) for the Austin urbanized area(s); and

WHEREAS, CAMPO is the designated lead agency for the region's Metropolitan Planning process; and

WHEREAS, the Metropolitan Planning process addresses requirements under state and Federal law that promote efficient system management and operation; and

WHEREAS, TTI has significant specialized expertise and on-going research interests relating to transportation management, congestion analysis, regional transit coordination activities and related topics in the State of Texas and internationally; and

NOW, THEREFORE, BE IT RESOLVED in consideration of the mutual covenants and promises made by the parties, CAMPO and TTI hereby agree as follows:

I. OBLIGATIONS OF CAMPO

- A. CAMPO shall reimburse TTI an amount not to exceed **\$272.126** to cover specialized research described in Attachment A - Scope of Services. Reimbursement shall be made upon presentation of a detailed monthly invoice to CAMPO outlining each cost along with any technical documents and progress reports.
- B. CAMPO agrees to indemnify TTI for any amounts to which TTI may become liable because of the action or omission of CAMPO employees arising out of, or in connection with the performance of this Agreement.

II. OBLIGATIONS OF TTI

- A. TTI will conduct specialized research and provide deliverables as described in Attachment A - Scope of Services.
- B. TTI, to the extent authorized by the laws and Constitution of the State of Texas and without waiving sovereign immunity, agrees to indemnify CAMPO for any amounts to which CAMPO may become liable because of the action or omission of TTI employees arising out of, or in connection with, the performance of this Agreement.

III. TERM and TERMINATION

- A. This Agreement is effective on the date of the last party to sign and ends **September 30, 2025**, or sooner, by mutual agreement of both parties unless previously terminated pursuant to Section III.B. of this Agreement.
- B. If either party defaults in the performance of any terms or conditions of this Agreement the defaulting party shall have 30 days after receipt of written notice of such default within which to cure such default. If such default is not cured within such period of time, then the offended party shall have the right without further notice to terminate this Agreement.
- C. This Agreement may be terminated, in whole or in part, by either party whenever such termination is found to be in the best interest of either party. Either party shall provide written notification to the other party at least thirty (30) days in advance of the effective date of the termination. All notices pursuant to this Agreement shall be deemed given when either delivered in person or deposited in the United States mail, postage prepaid, certified mail, return receipt requested, addressed to the appropriate party at the following address:

If to CAMPO: Ashby Johnson
Executive Director
CAMPO
8303 North MoPac Expressway, Suite A210
Austin, Texas 78759

with a copy to: Theresa Hernandez
Finance & Administration Manager CAMPO
8303 North MoPac Expressway, Suite A210
Austin, Texas 78759

If to TTI: Julie Bishop
Associate Executive Director, SRS
Texas A&M Transportation Institute
Texas A&M University System
400 Harvey Mitchell Parkway S., Suite 300
College Station, Texas 77845-4375

with a copy to: Jeff Kaufman, AICP
Associate Research Scientist
Texas A&M Transportation Institute, Houston
701 North Post Oak, Suite 430
Houston, Texas 77024

IV. RESTRICTION ON LOBBYING

In accordance with 31 USC Section 1352, CAMPO and TTI hereby certify that no Federal appropriated funds have been or will be paid by or on behalf of CAMPO and/or TTI to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress in connection with the awarding of any Federal contract, the making of any Federal grant or loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of Federal contract, grant, loan or cooperative agreement. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress in connection with

this federal contract, grant, loan, or cooperative agreement, CAMPO and/or TTI shall complete and submit standard form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions. CAMPO and/or TTI shall require that the language of this certification be included in the award documents for all sub-awards at all tiers and that all subcontractors shall certify and disclose accordingly. CAMPO and/or TTI and its subcontractors shall require that the language of this certification be included in any subcontract exceeding \$100,000 by any tier in that any such subcontractor shall certify and disclose accordingly.

V. INSPECTION OF WORK AND RETENTION OF DOCUMENTS

- A. CAMPO and/or TTI, when federal funds are involved, shall grant the U.S. Department of Transportation, the Texas Department of Transportation and any authorized representative thereof, the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed hereunder and the premises in which it is being performed.
- B. All records or materials required by or produced under this Agreement, including records produced by any subcontractor to CAMPO and/or TTI, shall be maintained for at least four (4) years after CAMPO and/or TTI payment under this Agreement or the termination or expiration of this Agreement.

VI. PROCUREMENT

In accordance with the Interlocal Cooperation Act, it is mutually agreed that all parties hereto shall conduct all procurements and award all contracts necessary to this Agreement in accordance with federal and state laws and regulations, including Federal Transit Administration Circular 4220.1D, if federal funds are used to execute procurement and award of services. No officer, employee, independent consultant, or elected official of either party who is involved in the development, evaluation, or decision-making process of the performance of any procurement related to this Agreement shall have a financial interest, direct or indirect, in the Agreement resulting from the procurement.

VII. LEGAL CONSTRUCTION

In case any one or more provisions contained in this Agreement shall for any reason be held to be unconstitutional, void, or invalid, illegal or unenforceable in any respect, such unconstitutionality, invalidity, illegality or unenforceability shall not affect the remaining portions of the Agreement; and this Agreement shall be construed as if such unconstitutional, void, or invalid, illegal or unenforceable provision had never been contained herein.

VIII. LAW AND VENUE

This Agreement shall be governed by the laws of the State of Texas, and venue shall lie in the state courts of Travis County, Texas. The parties acknowledge and agree that each party shall be responsible for any attorney's fees incurred by that party relating to this Agreement.

IX. NON-DISCRIMINATION

It is mutually agreed that all parties hereto shall be bound by the provisions of Title 49, Code of Federal Regulations, Part 21, which was promulgated to effectuate Title VI of the Civil Rights Act of 1964, Title 23, Code of Federal Regulations, Part 710.405(b), and Executive Order 11246 titled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR Part 60).

X. INTERPRETATION OF LAWS AND AUTHORITIES

CAMPO and/or TTI shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of the contract work.

XI. ALTERATION, AMENDMENT, OR MODIFICATION

- A This Agreement may not be altered, amended, or modified except in writing and any alterations, amendments, or modifications must be approved by both parties.
- B. This Agreement constitutes the entire Agreement between CAMPO and TTI. No other agreement, statement or promise relating to the subject matter of this Agreement that is not contained in the Agreement is valid or binding.

WHEREFORE, premises considered, this INTERLOCAL AGREEMENT is executed; and

Approved to be effective on the date of the last party to sign.

TEXAS A&M TRANSPORTATION
INSTITUTE

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

By: _____
Julie Bishop
Associate Executive Director, SRS

By: _____
Ashby Johnson
Executive Director

Date: _____

Date: _____

ATTEST:

By: _____

By: _____

Title: _____

Title: _____

ATTACHMENT A SCOPE OF SERVICES

PART 1 - SUPPORT FOR EVENT MANAGEMENT TRANSPORTATION PLANNING

Gatherings, festivals, concerts, and spectator sports are referred to as ‘special events,’ but this connotation suggests infrequent scheduling or unusual occurrences. The number of these events in Central Texas has increased to the point where many days have more than one medium-sized event, and large events – like SXSW, Texas Tribune Festival, Austin City Limits Festival, Texas State Football games, BBQ festival in Lockhart, and the Moto GP and Formula 1 races – extend multiple days and affect areas beyond a single event site. These larger events, in most cases, have special traffic control plans that attempt to improve the guest experience while also addressing the traffic impact on the non-attending community. The vast majority of the other events, however, occur with much less traffic planning. In an era of expanding travel options (for example, expanded Capital Metro service; taxis and shared-ride companies; bicycle and pedestrian accommodations; and pedicabs), higher levels of background ‘every day’ congestion and more traffic management options, it is useful to ensure that the event organizers understand the range of possible actions they can take to improve their guests’ experience.

Goal

Understand the processes and expectations for special event transportation plans and develop draft guidance for improving special event management in the Central Texas region. A growing number of large special events bring visitors, entertainment and job opportunities, and traffic problems to the region. While the sales tax receipts, hotel/motel tax revenue and event enjoyment are the focus of many analyses, the transportation effects on attendees and area residents are not as extensively analyzed or appreciated. The ability to move beyond relatively simple conversations about the “event joy” versus “neighboring area pain” aspects will depend on defining the important issues and providing some metrics and communication processes that can be consistently considered.

Objective

Develop a ‘playbook’ of elements that would be used in planning each event. Playbook guidelines would vary by type and scope of event and would provide a discussion tool for local agencies to begin assessing ways to enhance special event outcomes. The playbook would outline the general roles and capabilities of relevant agencies, define some guidelines for engagement with attendees, the public, adjacent businesses and residents, and relevant agencies. The playbook will be used to begin a discussion around transportation elements of large special events and the expectations and roles of event organizers and public agencies. **NOTE:** The playbook shall only deal with transportation- and traffic-related issues and NOT overall special event planning and logistics (e.g. reception desk operations, garbage can placement, conference room needs, etc.).

Playbook Aspects

Transportation agencies play a key role in the success of large special events, and in most cases the Central Texas events are managed by the promoters/organizers/owners of the events and venues. There is not, however, a systemic coordination or collaboration process to bring these groups together in advance or to share information during the events. There may be a review of the event traffic control plan by the City, County, or TxDOT, but the plan rarely looks beyond the few days of the next event, and often overlooks the benefits of involving a larger group of

agencies with associated expertise. The after-event review, if conducted, is rarely shared with the agencies and longer-term projects, programs, or policies that could improve operations are infrequently identified.

WORKPLAN AND DELIVERABLES

TASK 1: Assessment of Local Practices – Overview of current transportation agency practices, requirements, and expectations for engagement with larger special event organizers. These will be informed by interviews with event organizers, agency staff, first responder and law enforcement officials. Interviews will target stakeholders associated with medium and large events; an initial list of interview organizations includes but is not limited to:

- TxDOT
- City of Austin
- Travis County
- Williamson County
- South by Southwest
- Austin City Limits Festival
- Circuit of the Americas
- University of Texas at Austin
- Texas State University
- Hays County
- Bastrop County
- Medium-sized event spaces

The interviews will ensure that the playbook addresses the important issues associated with planning and operating special events. Interview topics will include:

- Traffic control plans
- Traffic signal operations – both automated and officer-controlled
- Communications, website postings, and social media elements with transportation information
- Transit and shuttle considerations
- Parking plans
- Connections to law enforcement and event managers.

TASK 2: Best Practice Research - Overview of best practices for transportation agencies around special events from published sources and interviews with staff from peer cities. The initial list of possible cities includes:

- Austin
- Charlotte
- Columbus, Ohio
- Denver
- Las Vegas
- Nashville
- Phoenix
- Orlando
- San Antonio

There are best practice documents that have been developed for traffic operations groups and event management staff that are useful in setting some “big picture” policies and expectations. These will be summarized and presented for review to the project stakeholders. The objective of this review is to ensure key elements are addressed in the study and to benchmark relevant practices.

TASK 3: Development of Special Event Guidelines – Based on the research and interviews conducted, TTI shall develop a series of guidelines, based on small, medium, and large-sized events, for agencies to consult and utilize when coordinating special events, including:

- A general timeline of typical events and plans before, during and after the event.
- Proposed engagement opportunities with event organizers, attendees, staff, neighboring residents, businesses, and regional transportation agencies.
- An outline of communication and collaboration protocols between event organizers, their audiences, and affected stakeholders. This will include basic channels for soliciting input on the plans, concerns, and expectations.
- Best practice examples of public information on transportation and parking plans, event benefits, and considerations for off-site parking and transportation operation considerations.
- A set of checklists for participating entities to use for planning event activities. The checklist will also include suggestions on:
 - Transportation agency roles
 - Parking and traffic plans
 - Approvals for plans
 - Schedules for information development
 - Information channels and message suggestions
 - Performance measurement and benefit assessment approaches based on event and venue size.
 - After-action reporting process
 - List of questions event hosts and agencies should ask when planning events.

TTI will assist CAMPO to develop a set of web pages to be housed within CAMPO’s main site, containing content to house the playbook, including proposed layouts, development of website text, and provision of special event guidelines, related report findings, and other pertinent documents for special event planning.

TIMEFRAME FOR COMPLETION: 17 months after the signature of the agreement.

PART 2 - SUPPORT FOR CAMPO SAFETY ACTIVITIES

TTI worked with CAMPO to develop a safety program, including a) the development of a regional crash database, b) the development of a State of Safety Report, and c) a Regional Traffic Safety Plan. While the fundamentals are in place for its safety program, CAMPO has requested support to implement aspects of its Safety Plan and actively work with members agencies to study and implement safety improvements.

WORKPLAN AND DELIVERABLES

TASK 4 – Assistance with Safety-Related Activities: TTI Staff will work with CAMPO Staff to increase internal capacity to conduct safety analyses on behalf of its member agencies. This will include working with staff to prepare a State of Safety Report update, identifying unsafe roadways for corridor studies, and promoting CAMPO as the regional resource for crash data.

DELIVERABLES:

- A Regional State of Safety Report Update for 2024, which will include 2023 safety figures for the region.
- Assist CAMPO staff with the Safe Streets for All (SS4A) grant implementation, including work with chosen consultants to identify locations of concern throughout the region.
- Assist CAMPO staff with safety analyses for TIP and RTP project analysis.

PART 3 - SUPPORT FOR CAMPO CONGESTION MANAGEMENT PROCESS

CAMPO approved the revised Congestion Management Process (CMP) along with the 2045 Regional Transportation Plan in May 2020. As part of the Process, CAMPO is required to report changes in transportation system performance, as well as to assess completed TIP projects to quantify improvements incurred by the implementations.

WORKPLAN AND DELIVERABLES

TASK 5 – Assistance with CAMPO’s Congestion Management Process: Due to changes in data methodology and COVID-related traffic impacts, TTI Staff re-established CAMPO’s CMP baseline based on 2021 traffic data in October 2023. TTI will conduct CMP network assessments comparing 2022 and 2023 to the revised 2021 baseline. It will also look at TIP-programmed projects completed after 2021 to identify changes in traffic due to these improvements.

DELIVERABLES:

- Conduct 2022 and 2023 CMP network reviews based on 2021 CMP baseline update.
- A technical memorandum assessing TIP projects completed after the 2021 CMP baseline update to identify post-construction traffic performance improvements in accordance with CMP guidelines.
- Working in conjunction with CAMPO’s Contractor, the integration of CMP performance information into CAMPO’s traffic data website.

**ATTACHMENT B
BUDGET**

PROJECT BUDGET ESTIMATE

	TOTAL
Task 1 - Assessment of Local Practices	\$63,942
Task 2 - Best Practice Research	\$35,097
Task 3 - Development of Special Event Guidelines	\$80,605
Task 4 – Safety Activities	\$46,241
Task 5 – Congestion Management Process	\$46,241
TOTALS	\$272,126



Resolution 2024-9-8

Acknowledging the Transportation Policy Board’s Approval of the Texas A&M Transportation Institute (TTI) Interlocal Agreement

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, the mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, 23 U.S.C. 134 and Section 5303 of the Federal Transit Act, require that the Metropolitan Planning Organizations, in the cooperation with the State, develop transportation plans and programs for urbanized areas of the state; and

WHEREAS, TTI has significant specialized expertise and on-going research interests relating to transportation safety analysis, congestion analysis, and regional transit coordination activities and related topics in the State of Texas and internationally; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the TTI Interlocal Agreement as reflected in this Resolution; and

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

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

The above resolution being read, a motion to approve the CAMPO Procurement Policy as reflected was made on September 9, 2024 by _____ and duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 9th day of September 2024.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: September 9, 2024
Continued From: May 13, 2024
Action Requested: Adoption

To: Transportation Policy Board
From: Mr. Nirav Ved, Data and Operations Manager
Agenda Item: 9
Subject: Discussion and Take Appropriate Action on Regional Freight Plan

RECOMMENDATION

CAMPO Staff recommends the Transportation Policy Board adopt the Regional Freight Plan.

PURPOSE AND EXECUTIVE SUMMARY

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

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

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

SUPPORTING DOCUMENTS

- Attachment A** – [*Executive Summary*](#)
- Attachment B** – [*Existing Conditions Report and Appendices*](#)
- Attachment C** – [*Trends Report and Appendices*](#)
- Attachment D** – [*Recommendations Report and Appendices*](#)



Date: September 9, 2024
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Commissioner Cynthia Long, Chair
Agenda Item: 10
Subject: Discussion and Take Appropriate Action on CAMPO Executive Director’s Annual Performance Appraisal and Related Compensation Adjustment Recommendation

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Date: September 9, 2024
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 11
Subject: Discussion on FY 2026-2029 Project Call and Funding Opportunity

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) will be issuing a Call for Projects requesting applications for transportation projects that serve the six-county CAMPO region. This competitive project call will select projects for federal transportation funding through two regional transportation programs to include Transportation Alternative Set-Aside (TASA) and Carbon Reduction Program (CRP). Staff will provide a brief review of the upcoming funding opportunity including an overview of the funding guide, schedule, funding amounts, online application, and other information for review and input from the Technical Advisory Committee.

FINANCIAL IMPACT

Projects selected by the Transportation Policy Board will be programmed with federal program funding currently apportioned to the region or forecast to be apportioned in future fiscal years. The funding amounts available for this project call are based on a financial forecast developed from the current federal authorization and most recently available information from the Federal Management Information System (FMIS), TxDOT's Financial Reports, and other state and federal financial resources.

BACKGROUND AND DISCUSSION

The Transportation Policy Board is responsible for directly allocating TASA, CRP, and Surface Transportation Block Grant (STBG) funding for transportation projects in the six-county capital region. These funds are administered through a competitive, performance-based project selection process.

SUPPORTING DOCUMENTS

None.



Date: September 9, 2024
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. William Lisska, Regional Planning Manager
Agenda Item: 12
Subject: Update on 2050 Regional Transportation Plan (RTP)

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO is working on the development of the 2050 RTP, which must be adopted no later than May 2025 to remain in compliance with federal rules. In addition to providing goals, policies and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that could reasonably be implemented over the plan horizon. To develop the project list, CAMPO conducted a project call through which sponsors submitted their regionally significant projects for inclusion in the RTP. The project call closed on August 16. The purpose of this item is to review what was received by CAMPO during the project call and discuss the next steps in the RTP development process.

FINANCIAL IMPACT

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

BACKGROUND AND DISCUSSION

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

CAMPO staff have begun reviewing submitted applications for completeness and will begin reaching out to applicants for additional information if needed. Next, CAMPO staff will confirm the regional significance and agency concurrence of the submitted projects. Projects will then be scored by CAMPO according to a set of evaluation criteria based on the 2050 RTP goals and objectives (See Attachment A). Once scored, submitted projects will be combined with carry-over projects from the 2045 RTP to

create the draft unconstrained project list for the 2050 RTP. CAMPO is currently working on estimating regional transportation revenue streams that will be used to develop the draft fiscally constrained project list from the unconstrained project list.

SUPPORTING DOCUMENTS

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



Capital Area Metropolitan Planning Organization

2050 Regional Transportation Plan Project Call

(there is no funding available for this call)

Project Submittal Instructions

and

Evaluation Criteria

Spring/Summer 2024

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Overview

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

CAMPO is currently developing the 2050 RTP, the next five-year update of the long-range regional transportation plan. In addition to providing goals, policies, and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that will be developed and implemented over the next 25 years. In order to create the project list, CAMPO has developed a submission process through which sponsors can submit their regionally significant projects for inclusion in the RTP. Any projects in the Transportation Improvement Program (TIP) window, i.e. the first four years of the RTP, should have dedicated funding.

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

Schedule

Date	Item
May 20, 2024	TAC Information Item – project call process
June 7, 2025	Local Government webinar regarding RTP project call
June 17, 2024 – August 9, 2024	RTP Call for Projects application intake; all applications are due by 5 PM CST on August 9
August 19, 2024	TAC Information Item – summary of projects received and revenue estimation for fiscal constraint
September 9, 2024	TPB Information Item – summary of projects received and revenue estimation for fiscal constraint
Fall 2024	1 st round of public outreach
September – December 2024	Develop Draft Plan with constrained project list
January 27, 2025	TAC Information Item – Draft Plan
February 10, 2025	TPB Information Item – Draft Plan
Winter/Spring 2025	2 nd round of public outreach
March 24, 2025	TAC Information Item – Final Plan
April 14, 2025	TPB Information Item – Final Plan
April 28, 2025	TAC Recommendation – Final Plan
May 12, 2025	TPB Action – Final Plan (2050 RTP Adoption)

Note: This schedule is subject to change.

Application and Submittal Process

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

The listing is comprised of regionally significant projects that are sponsored by federal, state and local transportation agencies and governments. These sponsors may submit projects during the submission period for consideration using the 2050 RTP Application workbook (spreadsheet). CAMPO will review the submittals and will coordinate as needed with sponsors. Additional instructions are provided in the following sections and in the application workbook.

Applicants are required to include a GIS map package or shapefile as part of their submittals, as many of the criteria can be answered via GIS analysis.¹ Please let the CAMPO team know ahead of submission if you have any issues producing a map package or shapefiles (i.e., your agency lacks GIS capabilities). All Shapefile projections must be NAD 1983 State Plane Texas Central FIPS 4203 Feet.

CAMPO has GIS map package (.mpk) and map exchange document (.mxd) files available on the ShareFile folder for use by local governments with relevant geospatial data. An online map viewer with the same data can also be found at [the following link](#). This data may be useful for completing the evaluation criteria required for the application process.

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

All submittals must be uploaded to CAMPO's FTP site. Project sponsors are required to contact Jay Keaveny, Regional Planner, at jay.keaveny@campotexas.org to receive a link to a folder on the FTP site where they may upload their submittal application, back-up documentation, and GIS data. **All applications materials (including associated GIS data and back-up documentation) are due by 5 PM central time on August 9.**

Please send any questions about the process to Will Lisska, Regional Planning Manager, at william.lisska@campotexas.org. A list of questions and answers will be maintained on the CAMPO ShareFile page. Questions related to the project call application process and materials are due by July 26 at 12 PM CST. Questions specific to a sponsor application will be accepted until 5 PM CST on August 7.

¹ CAMPO will accept static maps in lieu of shapefiles only from small entities without GIS capabilities. All other entities should submit a GIS map package with individual project shapefiles with their application.

Application Workbook

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

Application Workbook Information

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

Workbook Instructions

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

Project Information

Column	Title	Information
A	Project Number	This is the number assigned to each project within the worksheet. Use this number throughout when scoring projects. This number should be the same as the associated Shapefile.
B-H	Sponsor Information	Primary sponsor of the project. A Primary sponsor is a jurisdiction or agency that has the authority to implement the project. <i>(Sometimes referred to as submitter)</i>
I-P	Sponsor Project Manager Information	Contact information for day-to-day manager of project. If project manager information is the same as sponsor information only include the name, position, and email under this section (columns I-P). Please make sure the contact information is the most direct way of reaching the manager, such as a direct telephone number.
Q-AD	Co-Sponsor Information	Secondary sponsor of the project as applicable. Ensure that any needed documentation demonstrating concurrence is included in column AY and in backup documentation.
AE	Project Type	Roadway, Transit, Active, ITS, TDM, or Other
AF	County(s)	County where the project is located. If the project is in multiple counties than please list all the counties in the next column
AG	If Multiple counties, please list	Only use if in multiple counties
AH	Roadway/Facility Name	Name of roadway or facility where the project will occur. Include both local name and state designation, if applicable.
AI	Limits (From)	Indicates the physical location of the start of the project

AJ	Limits (To)	Indicates the physical location of the end of the project
AK	Limits (At)	Indicates point of project (intersection, interchange, or other point specific projects only)
AL	Description (Short)	The description of the project should include a brief one to two sentence description that includes the current facility and anticipated facility upon completion of the project. Examples: <i>Upgrade current two-lane undivided facility to a four-lane divided facility with bike lanes</i> or <i>New location two-lane facility with shoulders.</i>
AM	Estimated Project Cost (year of expenditure)	Estimated cost should be given at the anticipated year of expenditure. It can include any high-level estimate of construction, principal engineering, and other costs, as well as ROW and utility costs, if available. A 4% per year rate of inflation should be used to calculate costs at the year of expenditure. CAMPO has developed a spreadsheet tool for developing planning-level cost estimates for roadway extension and capacity improvement projects. This tool is optional to use, and applicants may still develop their own independent cost estimates for these project types.
AN	Funding Source(s)	Anticipated funding source if readily identifiable. Reference to back up material can be provided along with items in cell AY. Local funding includes all funding that comes from inside the region such as from cities, counties, CTRMA tolls, transit, etc. <i>If source is private, please show as local.</i>

AO	Explain Combination of Sources	Explain any combination of anticipated funding sources (local, state, or federal).
AP	Let Year	Anticipated year of project implementation or construction (from 2030 to 2050). **Note: Unfunded projects that are expected to be funded in the near future (before 2030) should be rolled into year 2030 of the RTP. When the project is funded, it can then be included in the TIP through the amendment process.
AQ	Existing Facility (Yes, No, or Both)	Indicate if project is on an existing facility.
AR	Current Functional Classification	Current functional classification of the facility as defined by FHWA, if applicable
AS	Anticipated Functional Classification	Anticipated functional classification of the facility. Please use FHWA methodology for determining what the anticipated functional class may be. See Regional Significance definition found in next section for additional details.
AT	Regional Significance	Drop down box to select the regional significance definition that best represents the project. See pages 13 - 15 of this document for a description of regional significance definitions for each project type (e.g., roadway, transit, active, ITS, TDM, or other).
AU	Explanation of Regional Significance	Explain in one or two sentences how the project meets regional significance criteria for inclusion in the RTP.

<p>AV</p>	<p>TxDOT On-System</p>	<p>Identify if project is on the TxDOT system <i>(Project submittals with on-system projects must have written State concurrence via letter or email correspondence from TXDOT correspondence. The sponsor must initiate this conversation with the TxDOT Austin District via email prior to submittal. Following submittal of the application, TxDOT will provide final concurrence.)</i></p>
<p>AW</p>	<p>Illustrative Project <i>(only fill out the project information tab)</i></p>	<p>If the project is considered illustrative, sponsors will include the project here and will not need to score the project. Illustrative projects are not part of the constrained RTP project list but are still listed in the RTP for informational purposes.</p>
<p>AX</p>	<p>100% Locally Funded <i>(only fill out the project information tab)</i></p>	<p>If the project is regionally significant and will be 100% locally funded, sponsors will identify the project here and will not need to score the project or answer the associated planning factors spreadsheet. If project needs change at some point in the future and federal funding is sought, the project will need to be submitted for amendment and the evaluation criteria/scoring completed.</p>
<p>AY</p>	<p>Back-up Documentation of Planning Process and Public Outreach</p>	<p>Please list all relevant back-up documentation, which could include pages from local plans to support performance measure scoring, minutes showing plan adoption, or any additional public outreach documentation or materials for the project. These documents will be uploaded with the application and used to validate or show projects submitted meet the various performance measures. It is okay to include multiples of documentation from other projects if projects overlap. Maps and text can be highlighted to show relevant project information if not clear.</p>

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

Regionally Significant Projects

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

Roadway Regional Significance definition:

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

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

For a detailed guide on how FHWA determines functional class, please reference the following report: <https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf>

Transit Regionally Significance definition:

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

Active Transportation Regionally Significance definition:

- Connections illustrated in the Tier I, Tier II, or Vision Network of the 2045 Regional Active Transportation Plan
- Projects that connect or serve regional activity centers and corridors
- Long-distance corridors that connect multiple communities and jurisdictions
- Safe Routes to School
- Safety and operations projects for active transportation
- Other projects that allow active transportation connectivity to other regional modes

Please note: Transportation Demand Management (TDM), Intelligent Transportation System (ITS) and Operations Projects, and projects submitted in the Other category will be considered on a case-by-case basis. Applicants desiring to submit projects in any of these categories may contact CAMPO staff to discuss.

Roadway Project Selection Criteria

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

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

Goal Area ¹	Objective ¹	Value	Performance Measure
Safety	C. G. J.	10	The project connects to an existing evacuation route or forms a new hurricane or wildfire evacuation route.
	A. B.	10	The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others.
	A. B. H. P.	10	The project includes access management features such as raised medians, turning movement improvements, driveway consolidations, and other operational/safety features.
Mobility	C. E.	10	The project fills in a gap by creating a new continuously connected or improved facility.
	C. E.	5	The project provides parallel capacity on corridors with higher-than-average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways.
	C. E.	10	The project crosses physical barriers and enhances network connectivity. One (1) point will be awarded for each barrier traversed. Types of barriers include (up to 10 points): - Railroads (including grade separations) - Limited Access Roads - Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers)
	C. E. M.	5	The project connects to one or more roadways of a high functional class (principal arterial or limited access).
	B. E. J. N. P. I.	10	The project improves person throughput by including transit elements, service routes, or other multimodal improvements identified as part of the 2045 Regional Active Transportation Plan, CapMetro Project Connect, Regional Transit Coordinating Committee, or another local or regional transportation plan.

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

¹See Appendix B for a table describing the 2050 RTP goals and objectives

Transit Project Selection Criteria

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

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

Criteria ¹	Objectives ¹	Value	Performance Measure
Safety	E. A. O.	20	The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities.
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan
	E. D. J. M. N. O. R.	10	The project provides connections to other transit services and/or modes of transportation.
	C. D. E. M. N. O. P.	15	The project fills a service gap, expands coverage, or increases the frequency of a route.
	D. E. H. J. M. N. O. P. R.	5	The project has documentation showing ridership potential. This can be a planning level estimate.
Stewardship	D. E. H. I.	10	The project addresses maintenance needs to maintain state of good repair.
Economy	E. N. O. P.	5	The project integrates with existing or planned transit-supportive land use and infrastructure.
	L.	5	The project supports local, regional, or state economic development plans and strategies.
Equity	N. O. P.	15	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	E. Q. R.	5	The project demonstrates innovative design, technology, or service.
Total Points		100	

¹See Appendix B for a table describing the 2050 RTP goals and objectives

ITS/Operations Project Selection Criteria

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

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

Criteria ¹	Objectives ¹	Value	Performance Measure
Safety	D. H. M.	15	The project contributes to improvements in incident management.
	D. E. H. L. M. Q. R.	15	The project can be used for management of special events or emergencies.
Mobility	F.	10	The project is a part of an overall concept identified through a comprehensive local or regional transportation planning process
	C. E. M.	10	The project will provide system and network redundancy to ensure continuity in operations.
Stewardship	D. I. M. Q.	5	The project lifecycle is greater than five years.
	D. I. Q.	5	The project has a formal maintenance program in place.
Economy	D. M.	5	The project will help reduce delays and travel time in the network.
Equity	O.	15	The project will positively impact vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	D. H. Q. M.	5	The project will improve or expand the regional transportation ITS network.
	D. H. Q. R. M.	5	The project will utilize technology compatible with other relevant systems.
	D. H. Q. M	5	The project will tie into a centralized operations center.
	D. H. Q. M.	5	The project will collect and provide publicly accessible data.
Total Points		100	

¹See Appendix B for a table describing the 2050 RTP goals and objectives

Active Transportation Project Selection Criteria

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

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

Criteria ¹	Objective ¹	Value	Performance Measure
Safety	A. B.	25	The project will enhance pedestrian and bicyclist safety.
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan
	A. B. C. D.	5	Project removes a barrier or provides a connection that did not exist previously.
	A. B. C. E. J. M. N. O. P.	10	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.
	A. B. C. J. M. N. O. P.	15	The project directly links to a transit connection or is within: <i>15 points</i> , if .25 miles or less or <i>10 points</i> , if .26 to .5 miles or <i>5 points</i> , if the project demonstrates a potential for future connection to a transit system.
Stewardship	A. B. J.	15	The project improves public health through the provision of active transportation facilities that are safe and accessible.
	K. O.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. See Appendix A.
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	A. B. C. D. E. H. I. J. M. N. O. P. R.	5	The project is innovative in design to address safety or has other unique elements such as designing around transit, innovative intersection designs, or a pilot project.
Total Points		100	

¹ See Appendix B for a table describing the 2050 RTP goals and objectives

Transportation Demand Management Selection Criteria

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

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

Criteria ¹	Objectives ¹	Value	Performance Measure
Mobility	F.	15	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	G. P.	10	The planning process or document had an outreach component addressing commuting patterns and traveler engagement.
	A. D. E. G. L. M. N.	10	The project has a regional scope, impacts regional congested roadways, or impacts activity centers and key employment centers.
	A. D. E. K. M. N.	15	The project reduces vehicle miles traveled, single-occupant vehicle travel, or congested peak period travel.
	A. B. C. D. E. M.	15	The project or activity reduces vehicle trips or manages demand through strategies such as carpools, vanpools, managed lanes, corridor improvements, ITS installation, signal optimization, or park and rides.
	G.	10	The project or activity includes the direct participation of other federal, state, and/or local jurisdictions.
	G. L. M.	10	The project or activity includes participation from regional employers and other trip generators impacting commuting/travel patterns.
Equity	M. N. O. P.	15	The project has a positive impact (e.g. reduction in transportation costs and emissions, improvements to public health) on underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
Total Points		100	

¹ See Appendix B for a table describing the 2050 RTP goals and objectives

Other Projects Selection Criteria

Criteria	Performance Measure
Sponsor Selected	The project sponsor demonstrates how the selected criteria apply to the project and provides supporting documentation. See Appendix A for additional guidance.

Appendix A: Additional Planning Factor Information

Roadway Projects

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

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

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

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

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

Innovation – Describe how the project leverages innovative technologies, designs, or operations to improve transportation efficiency and safety. Include information about how the project can facilitate and incorporate future technological developments such as platooning of vehicles and connected/autonomous vehicles.

ITS/Operations Projects

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

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

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

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

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

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

Transit Projects

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

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

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

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

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

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

Active Transportation Projects

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

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

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

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

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

Transportation Demand Management

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

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

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

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

Other Projects

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

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

Example Criteria

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

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

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

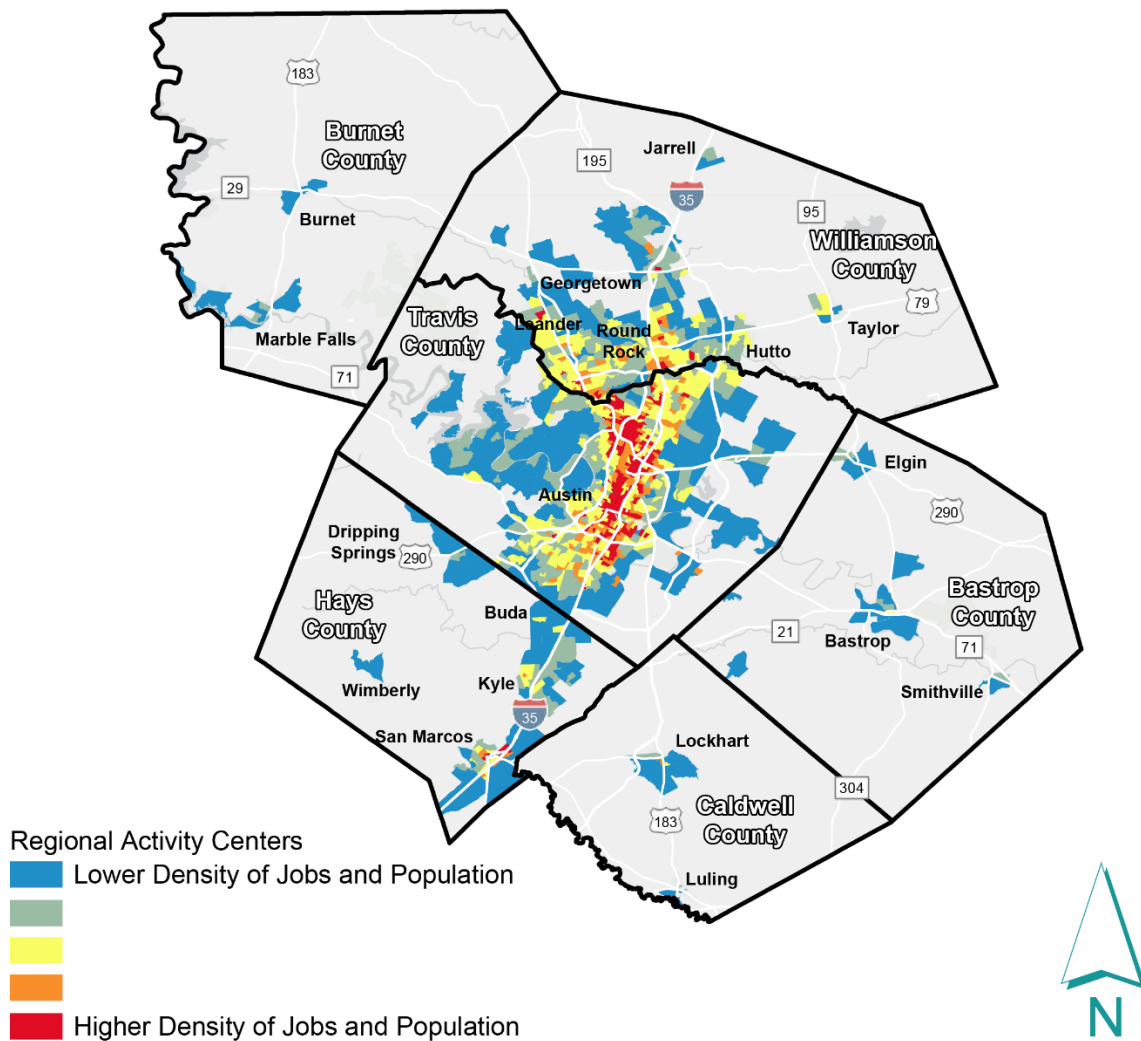
Appendix B: 2050 Regional Transportation Plan Goals and Objectives

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

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

Appendix C: Major Regional Activity Centers

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



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

Appendix D: Project Selection Criteria Guidance Tables

The following guidance tables provide resources that can be used by applicants to respond to the performance measure prompts. Additionally, the tables indicate what sort of information is requested from the applicant to show if/how the project satisfies a given performance measure (shapefile and/or narrative). A table is provided for each of the standard project types (roadway, transit, ITS/operations, active, and TDM). Definitions of the table fields is provided below:

- **Goal Area:** Desirable regional outcomes related to transportation, as defined by the Transportation Policy Board. See Appendix B.
- **Objectives:** Measurable actions to accomplish the goals, as defined by the Transportation Policy Board. See Appendix B.
- **Value:** Number of points assigned to each performance measure.
- **Performance Measure:** Used to quantify how well a project satisfies the goals and objectives.
- **Data Location:** Where the data can be found to answer the performance measure.
- **CAMPO Static Map Location:** Where a useful static map can be found in a CAMPO document. These maps can be used as a reference for responding to the Performance Measure prompts.
- **Data Type Requested:** Defines the type of data that is requested from the applicant to show if/how the project satisfies a given performance measure (shapefile and/or narrative). All Shapefile projections must be NAD 1983 State Plane Texas Central FIPS 4203 Feet.

Roadway Project Selection Criteria						
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested
Safety	C. G. J.	10	The project connects to an existing evacuation route or forms a new hurricane or wildfire evacuation route.	CAMPO Map Package/Viewer - TxDOT Hurricane Evacuation Routes	N/A	Shapefile and Narrative
	A. B.	10	The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others.	TxDOT Crash Query Tool CAMPO CRIS Regional Dashboard	P. 52 (Regional Arterials Concept Inventory): Crash Rates and Dangerous Corridors Map P. 55 (Regional Arterials Concept Inventory): Average Emergency Response Time Service Goal P. 56 (Regional Arterials Concept Inventory): Redundancy/Emergency Management Policy Summary Table	Shapefile and Narrative
	A. B. H. P.	10	The project includes access management features such as raised medians, turning movement improvements, driveway consolidations, and other operational/safety features.	Local Plans and Polices	P. 40 (Regional Arterials Concept Inventory): Network Connectivity Policies P. 43 (Regional Arterials Concept Inventory): Intersection Density Map P. 54 (Regional Arterials Concept Inventory): Traffic Generators Map P.164 (Regional Arterials Concept Inventory): Arterials Concept List Glossary P.165-207 (Regional Arterials Concept Inventory): Arterials Concept List	Narrative
Mobility	C. E.	10	The corridor fills in a gap by creating a new continuously connected or improved facility.	Local Plans and Polices CAMPO Origin-Destination Dashboard 2020	P. 40 (Regional Arterials Concept Inventory): Network Connectivity Policies P. 100 (Regional Arterials Concept Inventory): Existing and Planned Network with Locally-Identified Needs Map P. 101 (Regional Arterials Concept Inventory) Gaps Analysis Example P. 102 (Regional Arterials Concept Inventory) Regional Corridors	Shapefile and Narrative
	C. E.	5	The project provides parallel capacity on corridors with higher-than-average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways.	CAMPO Map Package/Viewer - AM and PM V/C from 2020 and 2050 CAMPO Travel Model	P. 105 (Regional Arterials Concept Inventory) V/C Ratio Ranges P.164 (Regional Arterials Concept Inventory): Arterials Concept List Glossary P. 165-207 (Regional Arterials Concept Inventory): Arterials Concept List P. 208 (Regional Arterials Concept Inventory): Interchange Map P. 209-212 (Regional Arterials Concept Inventory): Regional Corridor Inventory Interchange Concept Summary	Shapefile
	C. E.	10	The project crosses physical barriers and enhances network connectivity. One (1) point will be awarded for each barrier traversed. Types of barriers include (up to 10 points): - Railroads (including grade separations) - Limited Access Roads - Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers)	CAMPO Map Package/Viewer - TxDOT Roadway Functional Classifications, Railroads, and Major Waterways	P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map P. 63 (Regional Arterials Concept Inventory): Preserved Land Map	Shapefile
	C. E. M.	5	The project connects to one or more roadways of a high functional class (principal arterial or limited access).	CAMPO Map Package/Viewer - TxDOT Roadway Functional Classifications FHWA Highway Functional Classification	N/A	Shapefile
	B. E. J. N. P. I.	10	The project improves person throughput by including transit elements, service routes, or other multimodal improvements identified as part of the 2045 Regional Active Transportation Plan, CapMetro Project Connect, Regional Transit Coordinating Committee, or another local or regional transportation plan.	Regional Transit Coordinating Committee Mapping Resource - Mobility and Access - Transit Desert Analysis Local Plans and Polices	P. 28 (Regional Transit Study): Transit Service Areas and Service Gaps P. 33 (Regional Transit Study): CARTS 2045 Planned Express Routes and Facilities Upgrade P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers	Shapefile and Narrative

Stewardship	K. P.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. See Appendix A for full list of environmental factors and cultural resources.	CAMPO Map Package/Viewer - Land Suitability	P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map P. 63 (Regional Arterials Concept Inventory): Preserved Land Map	Narrative
Economy	M.	5	The project is located along a major freight or hazardous materials route.	CAMPO Map Package/Viewer - National Highway Freight Network and Texas Highway Freight Network	P.11 (DRAFT Freight Plan Existing Conditions Report) Figure 3: National Highway Freight Network (NHFN) P.12 (DRAFT Freight Plan Existing Conditions Report) Figure 4: Texas Highway Freight Network (THFN) P. 2 (DRAFT Freight Plan Recommendations Report) Figure 1: Capital Area Multimodal Freight Network P. 6 (DRAFT Freight Plan Recommendations Report) Figure 2: Key Freight Corridors on the Texas Highway Freight Network P. 9 (DRAFT Freight Plan Recommendations Report) Figure 3: Project Gap Analysis	Shapefile
	L.	5	The project supports local, regional, or state development plans and strategies.	Local Plans and Polices	N/A	Narrative
	L. M.	5	The project connects to or serves a regional activity center(s) or corridors.	CAMPO Map Package/Viewer - Regional Activity Centers Local Plans and Polices	Appendix C (2050 RTP Project Call - Project Submittal Instructions and Evaluation Criteria): Regional Activity Centers P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees	Shapefile
Equity	N. O.	5	The project serves traditionally underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer - Environmental Justice and Vulnerability Justice40 - USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative
Innovation	Q. R.	5	The project is adaptable to operational improvements (including TDM strategies) and new technologies such as connected/autonomous vehicles.	Local Plans and Polices	P. 2 (Regional Transportation Demand Management Plan): Figure 1.1 P. 20 (Regional Incident Management Study): Figure 11 - Summary of Regional Incident Management Recommendations	Narrative

Transit Project Selection Criteria						
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested
Safety	E. A. O.	20	The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Narrative
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	Cap Metro Plans CARTS Plans Local Plans and Polices	N/A	Shapefile and Narrative
	E. D. J. M. N. O. R.	10	The project provides connections to other transit services and/or modes of transportation.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices CAMPO Origin-Destination Dashboard 2020	P.2-6 (Regional Active Transportation Plan) Demand for Bicycling and Walking Across the Region P.2-11 (Regional Active Transportation Plan) Tier 1, 2, and 3 Vision Connectors	Shapefile
	C. D. E. M. N. O. P.	15	The project fills a service gap, expands coverage, or increases the frequency of a route.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices Regional Transit Coordinating Committee Mapping Resource - Mobility and Access - Transit Desert Analysis CAMPO Origin-Destination Dashboard 2020	P.23 (Regional Transit Study): 2010 Traffic Flows P.24 (Regional Transit Study): 2040 Traffic Flows P.28 (Regional Transit Study): Transit Service Areas and Service Gaps P.33 (Regional Transit Study): CARTS 2045 Planned Express Routes and Facilities Upgrade P.69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers	Shapefile
	D. E. H. J. M. N. O. P. R.	5	The project has documentation showing potential ridership. This can be a planning level estimate.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Narrative
Stewardship	D. E. H. I.	10	The project addresses maintenance needs to maintain state of good repair.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Narrative
Economy	E. N. O. P.	5	The project integrates with existing or planned transit-supportive land uses and infrastructures.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Policies	N/A	Narrative
	L.	5	The project supports local, regional, or state development plans and strategies.	Local Plans and Policies	N/A	Shapefile and Narrative
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer - Environmental Justice and Vulnerability Justice40 - USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative
Innovation	E. Q. R.	10	The project demonstrates innovative design, technology, or service	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Narrative

ITS/Operations Project Selection Criteria						
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested
Safety	D. H. M.	15	The project contributes to improvements in incident management.	Local Plans and Policies Regional Incident Management Study	P. 20 (Regional Incident Management Study): Figure 11 – Summary of Regional Incident Management Recommendations	Shapefile and Narrative
	D. E. H. L. M. Q. R.	15	The project will be used for management of special events or emergencies.	Local Plans and Policies	P. 55 (Regional Arterials Concept Inventory): Average Emergency Response Time Service Goal P. 56 (Regional Arterials Concept Inventory): Redundancy/Emergency Management Policy Summary Table	Narrative
Mobility	F.	10	The project is a part of an overall concept that is identified through a comprehensive local or regional transportation planning process.	Local Plans and Policies	N/A	Narrative
	C. E. M.	10	The project will provide system and redundancy and ensure continuity in operations.	Local Plans and Policies	N/A	Narrative
Stewardship	D. I. M. Q.	5	The project lifecycle is greater than five years.	Local Plans and Policies	N/A	Narrative
	D. I. Q.	5	The project has a formal maintenance program in place.	Local Plans and Policies	N/A	Narrative
Economy	D. M.	5	The project will help reduce delays and travel time in the network.	CAMPO Map Package/Viewer - AM and PM V/C from 2020 and 2050 CAMPO Travel Model	P. 34 (Regional Arterials Concept Inventory) Most Congested Roadways in Capital Area Region	Narrative
Equity	O.	5	The project will positively impact vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer - Environmental Justice and Vulnerability Justice40 - USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative
Innovation	D. H. Q. M.	10	The project will improve or expand the regional transportation ITS network	Local Plans and Policies	N/A	Narrative
	D. H. Q. R. M.	10	The project will utilize technology compatible with other relevant systems.	Local Plans and Policies Austin Regional Intelligent Transportation Systems Architecture	N/A	Narrative
	D. H. Q. M.	5	The project will tie into a centralized operations center.	Local Plans and Policies	N/A	Narrative
	D. H. Q. M.	5	The project will collect and provide publicly accessible data.	Local Plans and Policies	N/A	Narrative

Active Transportation Project Selection Criteria						
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested
Safety	A. B.	25	The project will enhance pedestrian and bicyclist safety.	IxDOT Crash Query Tool	P. 5-10 (Regional Active Transportation Plan) Bicycle and Pedestrian Crash Density	Shapefile and Narrative
				CAMPO CRIS Regional Dashboard	P. 52 (Regional Arterials Concept Inventory): Crash Rates and Dangerous Corridors Map	
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan.	Regional Active Transportation Plan	P. 2-6 (Regional Active Transportation Plan) Demand for Bicycling and Walking Across the Region	Shapefile and Narrative
				Local Plans and Polices	P. 2-11 (Regional Active Transportation Plan) Tier 1, 2, and 3 Vision Connectors	
	A. B. C. D.	5	Project removes a barrier or provides a connection that did not exist previously.	CAMPO Map Package/Viewer - Regional Active Transportation Plan Priority Network		Shapefile and Narrative
				Bicycle and Pedestrian Facilities Inventory Update Viewer - Updated Inventory	P. 2-8 (Active): Barriers for Biking and Difficult Biking Routes P. 2-8 (Active): Gaps Identified by CAMPO Staff	
A. B. C. E. J. M. N. O. P.	10	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.	CAMPO Map Package/Viewer - Points of Interest	P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees Appendix C (2050 RTP Project Call - Project Submittal Instructions and Evaluation Criteria): Regional Activity Centers	Shapefile and Narrative	
A. B. C. J. M. N. O. P.	15	The project directly links to a transit connection or is within: <i>15 points</i> , if .25 miles or less or <i>10 points</i> , if .26 to .5 miles or <i>5 points</i> , if the project demonstrates a potential for future connection to a transit system	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Shapefile and Narrative	
Stewardship	A. B. J.	15	The project improves public health through the provision of active transportation facilities that are safe and accessible.	Local Plans and Polices	N/A	Narrative
	K. O.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. See Appendix A.	CAMPO Map Package/Viewer - Land Suitability Local Plans and Polices	P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map P. 63 (Regional Arterials Concept Inventory): Preserved Land Map	Narrative
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer - Environmental Justice and Vulnerability Justice40 - USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative
Innovation	A. B. C. D. E. H. I. J. M. N. O. P. R.	5	The project is innovative in design to address safety or has other unique elements such as designing around transit, innovative intersection designs, or a pilot project.	Local Plans and Polices	N/A	Narrative

Transportation Demand Management Project Selection Criteria						
Goal Area	Objectives	Value	Performance Measure	Data Location	CAMPO Static Map/Figure Location	Data Type Requested
Mobility	F.	15	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	Local Plans and Polices Regional Transportation Demand Management Plan	N/A	Narrative
	G. P.	10	The planning process or document had an outreach component addressing commuting patterns and traveler engagement.	Local Plans and Polices Regional Transportation Demand Management Plan	N/A	Narrative
	A. D. E. G. L. M. N.	10	The project has a regional scope, impacts key regional congested roadways, or impacts activity centers and key employment centers.	CAMPO Map Package/Viewer - AM and PM V/C from 2020 and 2050 CAMPO Travel Model CAMPO Map Package/Viewer - Regional Activity Centers Local Plans and Polices Regional Transportation Demand Management Plan	Appendix C (2050 RTP Project Call - Project Submittal Instructions and Evaluation Criteria): Regional Activity Centers P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees P. 34 (Regional Transportation Demand Management Plan) Figure 5.8: The Most Congested Roadways in Texas: Austin - Round Rock	Narrative
	A. D. E. K. M. N.	15	The project reduces vehicle miles traveled, single-occupant vehicle travel, or congested peak period travel.	Local Plans and Polices Regional Transportation Demand Management Plan CAMPO Origin-Destination Dashboard 2020 CAMPO Roadway Inventory Dashboard - Route Summaries (DVMT)	P. 34 (Regional Transportation Demand Management Plan) Figure 5.8: The Most Congested Roadways in Texas: Austin - Round Rock P. 37 (Regional Transportation Demand Management Plan) Figure 5.11: Percent of Commuters Using Modes Other Than SOV P. 39 (Regional Transportation Demand Management Plan) Figure 5.12: Percent of Commuters Using Public Transit	Narrative
	A. B. C. D. E. M.	15	The project or activity reduces vehicle trips or manages demand through strategies such as carpools, vanpools, managed lanes, corridor improvements, ITS installation, signal optimization, or park and rides.	Local Plans and Polices Regional Transportation Demand Management Plan	P. 2 (Regional Transportation Demand Management Plan) Figure 1.1	Narrative
	G.	10	The project or activity includes the direct participation of other federal, state, and/or local jurisdictions.	Local Plans and Polices Regional Transportation Demand Management Plan	P. 24 (Regional Transportation Demand Management Plan) Figure 5.1	Narrative
	G. I. M.	10	The project or activity includes participation from regional employers and other trip generators impacting commuting/travel patterns.	Local Plans and Polices Regional Transportation Demand Management Plan	P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees	Narrative
Equity	N. O. P.	15	The project has a positive impact (e.g. reduction in transportation costs and emissions, improvements to public health) on underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.	CAMPO Map Package/Viewer - Environmental Justice and Vulnerability Justice40 - USDOT Equitable Transportation Community Explorer	N/A	Narrative