

A G E N D A



Recommendation for Council Action

Austin City Council

Item ID

33615

Agenda Number

54.

Meeting Date:

6/12/2014

Department:

Transportation

Subject

Approve a resolution authorizing the City Manager to submit project applications to receive federal funds under the Federal Highway Administration Surface Transportation Program Metropolitan Mobility program.

Amount and Source of Funding

Fiscal Note

A fiscal note is not required.

Purchasing Language:

Prior Council Action:

Resolution No. 20110113-032; Resolution No. 20110623-083.

For More Information:

Robert Spillar, 512-974-7189; Gordon Derr, 512-974-7228; Teri McManus, 512-974-6447; Gilda Powers, 512-974-7092.

Boards and
Commission Action:

MBE / WBE:

Related Items:

Additional Backup Information

CAMPO is charged with selecting projects to receive funding in this region under the Federal Highway Administration's Surface Transportation Program Metropolitan Mobility (STP-MM) program. CAMPO issued a call for projects on May 28, 2014 and it will close at 5:00 p.m. on June 20, 2014. There is a three application limit per jurisdiction, by county. Each project application must have the priority rank of the jurisdiction submitting the application.

The available STP-MM Funds, Set-Asides and Targets are:

STP-MM Funding Available by Year and Distribution

	2015	2016	2017	2018	2019	Total
Total Available	\$1,128,750	\$13,284,236	\$19,410,928	\$20,750,928	\$21,050,928	\$75,625,770

Regional Distribution		\$37,812,885
Local Distribution		\$37,687,885

Set Asides and Targets	
Bicycle/Pedestrian Set Aside FYs 2015 - 2019 (15 % of total available)	\$12,131,365
Bicycle/Pedestrian Set Aside FY 2014 (15 % of \$52.12M Obligated by TxDOT for FY 2014)*	\$7,818,000*
Centers Target (50% of total available)	\$37,687,885
* This total is not confirmed, CAMPO is working with TxDOT to get the official total	

Regional Distribution funds are available to freeway/tollways, interchanges, Regionally Significant Arterials on the Federal Functional Classification as principal arterials, or National Highway System roads. Regional Public Transportation includes rail transit, fixed guideway (or managed lanes) bus rapid transit, express bus, transit centers and park & rides located in 2040 CAMPO Activity Centers. Other projects in multiple counties qualify as Regional, and this could include bicycle-pedestrian projects in more than one county.

Local projects are Regionally Significant Arterials on the State (TxDOT) system with direct, continuous connections between census-defined urbanized areas, urban clusters and population centers with more than 5,000 people. Primary regional connectors to unserved regional activity centers, and roads built to serve as frontage roads for limited access facilities are Local. Gap completions qualify as Local if extensions of a Regionally Significant Arterial with non-connecting termini to another Regionally Significant Roadway. Local Public Transportation includes fixed-route bus (local and regional) and transit centers and park & rides not in 2040 CAMPO Activity Centers. All other projects eligible to receive STP-MM funds not defined as Regional are included in the Local definition—for example, this includes Bicycle and Pedestrian projects.

The Table notes there is a target Set-Aside of 50% of the total available funds to help support CAMPO Activity Centers. The eligibility criteria is: a project located within a Center, a project that connects two or more Centers, or a plan/program/study project for facilities planned for a Center or connecting more than one Center.

There is a target Set-Aside of 15% for Bicycle-Pedestrian projects. To be eligible as a capital project the facility type must be listed in AASHTO, ITE, or NACTO. For plans/programs/studies, design & engineering is eligible for a facility planned to meet the Bicycle-Pedestrian capital project requirements. Start-up funding (up to two years) for a bicycle or pedestrian program or bicycle commuting service providing bicycle sharing, secure parking, showers, maintenance or information is also an eligible project. The Activity Center and Bicycle-Pedestrian percentage targets may overlap.

A list of proposed projects and projects for future consideration has been added as back-up.