




MEMORANDUM

TO: Mayor and Council Members

CC: Spencer Cronk, City Manager
Jim Smith, Interim Assistant City Manager
Brie Franco, Government Relations Officer
Annick Beaudet, AICP, Assistant Director, Austin Transportation Department

FROM: Robert Spillar, P.E.,
Director, Austin Transportation Department 

DATE: January 11, 2019

SUBJECT: **CAMPO Transportation Policy Board (TPB) Meeting Briefing: January 14, 2019, 6:00PM**

The final agenda and background materials are posted on the CAMPO website and can be accessed at campotexas.org/resource-category/meeting-agendas/.

City staff are providing information and/or recommendations on the following items:

- **Action Item 7:** Discussion and Approval of FY 2018 Federal Transit Administration (FTA) Section 5310 Projects
 - **Action Item 8:** Discussion and Approval of Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) Amendment Cycle and Requested Amendments
 - ❖ **Information Item 9:** Update on FY 2017 Audit Finding Results
 - ❖ **Information Item 10:** Update on TxDOT Performance Measure Targets (PM2/PM3)
 - ❖ **Information Item 11a:** Administrative Amendment to Bergstrom Spur
 - ❖ **Information Item 11b:** Capital-Alamo Connection Study Joint MPO Board Meeting
- **Action Item 7: Discussion and Approval of FY 2018 Federal Transit Administration (FTA) Section 5310 Projects**

The Section 5310 program of the FTA provides funding to states for the purpose of assisting groups in meeting the transportation needs of older adults and people with disabilities. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Funds are awarded by the FTA to each state, then distributed through MPOs to subrecipients such as private nonprofit organizations, local government authorities, or operators of public transportation.

CAMPO received 12 applications for the grant program for FY 2018 totaling \$1,723,587.00 in requests. This call for projects will allocate up to \$842,252.00 in available FTA §5310 funding to local sponsors.

At least 55% of program funds must be used on traditional capital projects to support public transportation projects that meet that special needs of seniors and people with disabilities. **The remaining 45% may be used for other capital and operating expenses**, additional projects, improved access to fixed route service and decreased reliance by people with disabilities on complementary paratransit, and other alternatives to public transportation that assist seniors and people with disabilities. This results in the following available amounts for FY 18:

Funding Information	
Funding Type	Amount Available FY 2018
Traditional Section 5310 Projects	\$527,294.00
Other Section 5310 Projects	\$314,958.00
Total Available	\$842,252.00

See the backup for this meeting for CAMPO's full scoring and recommendation report, which includes more information about the requirements a proposal must meet to receive §5310 funding. **Scoring criteria, set by the CAMPO TPB, included:**

Benefit	20 points
Financial Sustainability	15 points
Coordination & Partnerships	15 points
Interconnectivity	15 points
Implementation of Regional Transit Plan	10 points
Cost Effectiveness	15 points
Budget and Project Implementation	10 points

The project scoring information for each application is included in the backup for this meeting on pages 22-26 of the PDF (pages 10-12 of Attachment A for this information item). CAMPO and Capital Metro have co-scored the applications in previous years. Because Capital Metro applied for §5310 funding this year, both agencies agreed that scoring should be carried out by CAMPO staff and its consultants without input from Capital Metro.

The 6 projects recommended for full funding and totaling \$701,373 in requests, include:

- Capital Metro – Office of Mobility Management (OMM) Operating Costs: \$60,000
- Drive a Senior Network – IT, Vehicle Purchase, Travel Vouchers, Operating Costs: \$257,550
- Senior Access – IT and Operating Costs: \$113,000
- Faith in Action Georgetown – Mobility Management, IT, Operating Costs: \$97,165
- City of Georgetown – Paratransit Service Extension: \$48,974
- Mary Lee Foundation - Vehicle Purchase and Operating Costs: \$124,684

After these first six projects are fully funded, the remaining funds available leave \$140,879 to be divided among the two remaining projects recommended for partial funding:

- Bluebonnet Trails Community Services – Third Party Transportation, Travel Vouchers: \$125,774 recommended (of \$177,328 requested)
- ARCIL, Inc. – Travel Training: \$15,105 recommended (of \$169,322 requested)

CAMPO received a record number of funding requests during this call for projects, resulting in the most competitive application process for §5310 funding CAMPO has ever experienced. Previous §5310 calls resulted in fewer requests than the total amount available to allocate. Another call for §5310 funding will occur next year for FY19 allocations.

Item was recommended for approval by the Technical Advisory Committee (TAC) on December 17, 2018.

Staff Recommendation: Staff recommends approval of this item. The City of Austin's submitted project (for Parks and Recreation's program) was scored 10th out of 12 applications with a total of 60.5 points and is not recommended to receive funding. While two of the projects that are recommended for full funding are in the City of Austin (Capital Metro and Mary Lee Foundation), all projects recommended for funding serve public transit needs for older adults and people with disabilities directly or indirectly in the region.

➤ **Action Item 8: Discussion and Approval of Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) Amendment Cycle and Requested Amendments**

Amendments to the RTP and TIP: The 2040 RTP was adopted in May 2015 and the 2019-2022 TIP was adopted in May 2018. These are living documents, and need periodic updates in order to keep the documents consistent with the latest information available concerning a project. This amendment cycle is part of the regularly scheduled amendment process.

This amendment cycle does not allocate any CAMPO funding for projects. It provides an opportunity for project sponsors to make changes to existing projects, add projects, or remove projects currently listed. The requested TIP amendments update projects to add approximately \$544,759,705.56 in state funding and \$11,000,000.00 in local funding; the requested RTP amendments reduce the plan by \$1,300,000.00 in local funding.

Requested amendments include updates to project description, limits, fiscal year, or project cost. Other administrative amendments (proposed by CAMPO) include correcting an error where projects with Category 2 funding listed those dollars incorrectly as a state funding source, rather than as a federal funding source. **All requested amendments can be seen in the table on pages 44-45 in the backup for the meeting.**

Six requested amendments are to roll over projects from the previous TIP:

- City of Round Rock's FY19 and FY20 local fixed route and commuter transit service
- CTRMA's 183A extension from Hero Way to SH 29
- CTRMA's 183N construction of two express lanes in each direction from RM 620/SH 45 to SL 1
- TxDOT's ramp reconstruction project on IH-35 in San Marcos

Three projects are requested to be newly added to the TIP. The first two of these projects proposed by TxDOT related to SH 71 and US 290 are collectively known as the

Oak Hill Parkway Project or Oak Hill Y:

- TxDOT's construction project for SH 71 between US 290W & Silvermine Rd,
- TxDOT's reconstruction project for US 290 between RM 1826 & SL 1 (MoPac),
- Capital Metro's preliminary engineering and environmental evaluation of corridors identified in Project Connect.

One project is requested to be added to the RTP:

- Travis County's extension of Vail Dr between Circa Terra Dr & RM 3238.

One project is requested to be removed from the RTP:

- Travis County's Reimers Peacock project between SH 71 & Hamilton Pool Rd

Public comment on TIP amendments opened on November 26, 2018, for these amendments and closed on December 31, 2018. A public hearing was held at the December 10, 2018, TPB meeting.

Item was presented as information to the Technical Advisory Committee (TAC) on November 26, 2018. CAMPO staff did not ask the TAC to make a recommendation on this item at its December 17, 2018 meeting.

Staff Recommendation: Staff supports the requested amendments be included in the TIP and RTP. The City of Austin did not submit any amendments for consideration in this amendment cycle. Two projects are of specific note:

1. Staff supports the improvements to the Y at Oak Hill Interchange, also known as the Oak Hill Parkway Project; the two associated projects are currently recommended in the draft maps for the Austin Strategic Mobility Plan (ASMP). These improvements have been under development for decades and are critical for future mobility and safety in our region. At one point in time, the Central Texas Regional Mobility Authority (CTRMA) led the interchange project as a toll project; however, with the allocation of \$224,000,000 in discretionary funding from the Texas Transportation Commission, the project is proceeding as a non-tolled facility under the purview of TxDOT. The Oak Hill Parkway Project has been cleared environmentally through a completed Environmental Impact Statement (EIS). A Record of Decision (ROD) has been made stating that the project sponsor (TxDOT) via the EIS process has met the standards for environmental clearance as required under state and federal law. A delay now in approving these projects as part of the proposed amendments to the CAMPO TIP would introduce a one-year delay to the projects' timelines and could potentially jeopardize the \$224,000,000 in state funding identified for the project. City staff from both the Watershed Protection and Austin Transportation Departments have collaborated with TxDOT during the development and evaluation of the project. TxDOT and City staff have agreed to continue working closely during the design and construction of the project to assure that environmental goals are met. City staff recommends support of the requested amendment of the CAMPO TIP to include the improvements to the Y at Oak Hill Interchange.

2. Further, staff supports the addition of preliminary engineering and environmental evaluation for Project Connect corridors to the TIP. Project Connect is supported by and integrated into the draft recommendations for the ASMP. High-capacity transit is integral to future mobility into, around, and out of Austin and the inclusion of this project for 2019 is an important step to achieving our local and regional mobility goals. Additionally, the City allowed ¼ Cent dollars to be returned to Capital Metro to be used for preliminary engineering and environmental evaluation.

❖ **Information Item 9: Update on FY 2017 Audit Finding Results**

The auditor, Montemayor Britton Bender PC, will provide clarification and follow up to questions raised by TPB members during the December 10, 2018 TPB meeting. Written responses to questions are included as an attachment on **pages 270-271** of the meeting backup.

Item was presented to the Technical Advisory Committee (TAC) on November 26, 2018 and to the Transportation Policy Board (TPB) on December 10, 2018.

Staff Recommendation: This item is for information only.

❖ **Information Item 10: Update on TxDOT Performance Measure Targets (PM2/PM3)**

The TPB adopted the first of the statewide targets for safety (PM1) in February 2018; targets for PM2 and PM3 were adopted at the TPB's most recent meeting in December 2018. The performance measures at the federal level are focused on the following national goals: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic viability, environmental sustainability, and reduced project delivery delays. The performance targets inform CAMPO's Transportation Improvement Program (TIP) and its long-range Regional Transportation Plan (RTP).

The performance measures for PM1, PM2, and PM3 adopted by CAMPO have been the same ones adopted by TxDOT. Texas Transportation Institute was contracted by TxDOT to assist in the development of these performance measures and targets. Please refer to CAMPO Resolution 2018-12-10a and 2018-12-10b for adopted PM2 and PM3 performance measures and targets, which are included in pages 275-280 of the meeting backup.

Item was approved by the Transportation Policy Board (TPB) on December 10, 2018. CAMPO staff suggested an update from the Texas Transportation Institute on its target-setting process for Performance Measures to provide more information to TPB members.

Staff Recommendation: This item is for information only.

❖ **Information Item 11a: Administrative Amendment for Bergstrom Spur**

CAMPO staff is notifying the TPB of an administrative amendment it has processed for the Bergstrom Spur feasibility study. The TPB allocated funding for the Bergstrom Spur Study at its May 7, 2018 meeting as part of the 2019-2022 Transportation Improvement Program (TIP) Project Call.

The processed administrative amendment is a change in the study's fiscal year from 2021 to 2019. Under Administrative Policies of the TIP and Regional Transportation Plan (RTP), modifications that do not materially change the project's intended function, nature, costs, or environmental impact do not require action by the TPB.

Item was not presented for information to the Technical Advisory Committee (TAC).

Staff Recommendation: This item is for information only. Staff supports the Bergstrom Spur Study, a feasibility study for the abandoned rail corridor in southeast Austin, and this amendment to begin the study in FY 2019 rather than wait until FY 2021. Although CAMPO is the lead agency on this study, the City of Austin should be heavily involved throughout the entire length of the study.

❖ **Information Item 11b: Capital-Alamo Connection Study Joint MPO Board Meeting**

CAMPO has partnered with TxDOT and AAMPO, the Alamo Area Metropolitan Planning Organization, for the Capital-Alamo Connection Study. The study uses a multimodal approach to examine a 12 county area, primarily along the I-35 corridor, for solutions to improve mobility in the region.

The study organizes both short- and long-term solutions into three areas: infrastructure, policy, and technology. Beginning in November 2017, the project team has held joint workshops with the Technical Advisory Committees of both CAMPO and AAMPO throughout the process. A joint workshop of the TPB members for each region was held on December 5, 2018. The focus of this workshop was on the prioritization of the implementation timeframes for the strategies defined by the two regions' TAC members on October 7, 2018.

Item was presented as information to the Technical Advisory Committee (TAC) on October 22, 2018.

Staff Recommendation: This item is for information only. Staff has been involved in the joint TAC workshops for the study. Staff received a draft of the Capital-Alamo Connections Study Executive Summary for review on January 8, 2019 and is currently reviewing it to provide recommendations.

An early concern of staff in reviewing the draft Capital-Alamo Connection Study is its treatment of regional rail and modes of travel other than automobiles. The draft Strategy is focused on tactics that improve automobile travel along the I-35 corridor rather than being thoroughly multimodal. The identified tactic to "develop a Regional Rail Strategy for the movement of people and goods" is listed as a mid-term strategy (2025-2035), as are a few tactics related to interregional bikeway development. The draft Strategy appears to tepidly further adopted Imagine Austin policies that call for regional multimodal connectivity, especially regional passenger rail efforts. Additionally, the draft recommendations of the ASMP call for us to "Work with partner agencies and other jurisdictions to develop a regional bicycle system" (Bicycle System Policy 5) and "Enhance commuter public transportation service" (Public Transportation System Policy 2). Shifting the development of a regional rail strategy and the construction of interregional bikeways from the mid-term to the short-term would be more aligned with Austin's mobility and connectivity goals.

If your office has additional questions or would like an individual briefing prior to the meeting, please contact Annick Beaudet at (512) 974-7959.

