

AGENDA ITEM 18

Hear presentation from Michael Aulick, Executive Director of CAMPO, on the Draft 2030 Transportation Plan.

Michael Aulick presented the Draft 2030 Transportation Plan to the Court in his capacity as the Executive Director of Capital Area Metropolitan Planning Organization.

< Attachment >



NEWS

The Capital Area Metropolitan Planning Organization (**CAMPO**) serves the three-county area of Williamson, Travis, and Hays Counties in Central Texas.

CAMPO provides transportation planning and air quality services and works with regional partners to determine the priorities for spending federal transportation dollars in the region.

CAMPO is governed by a 23-member Transportation Policy Board made up of elected officials representing cities, counties, and state legislative districts within CAMPO's boundaries, as well as representatives from transportation agencies.

CAMPO is responsible for promoting an efficient, affordable transportation system that meets the mobility needs of all area residents while enhancing regional livability, the economy, and the environment.

CAMPO is committed to involving the citizens of the region in determining the transportation system we use to *get there* in the future.

How can I get more information?

Visit our web site:

<http://www.campotexas.org>

Call us:

(512) 974-2275

Send mail to:

CAMPO

PO Box 1088

Austin, TX 78767

30 Years - Past and Future

CAMPO began as the Austin Transportation Study in 1973. Since then, the three-county region has grown by 800,000 residents and has evolved into an expanding network of cities, suburbs, and rural communities. CAMPO continues to work with our regional partners and the citizens of the region to plan for and implement a multi-modal transportation system that meets the challenges ahead.

Over the next 30 years, the region will continue to mature and 1.6 million new residents could be added to the region (twice the population growth of the last 30 years). The region's population will be increasingly elderly and ethnically diverse.

CAMPO Region Past, Present, and Future Williamson, Travis, and Hays Counties

	1970	2000	2030	
Three county population	361,000	1,160,000	2,750,000	▲
People per square mile	129	416	986	▲
Average household size	3.3	2.6	2.4	▼
% population that is:				
White	88%	72%	69%	▼
Black/African-American	10%	8%	8%	▼
Hispanic/Latino	17%	26%	37%	▲
Older than 65	8%	8%	20%	▲
Average number of vehicles per day crossing the Colorado River in Travis County (RM 620 to FM 973)	134,000	660,000	1,312,000	▲

Data is based on information from: CAMPO population forecast and travel demand model; Texas State Data Center forecasts; US Census; TxDOT traffic counts.

In December, the Transportation Policy Board selected transportation projects to receive federal Metropolitan Mobility funding in 2005 and 2006. The projects were selected with an emphasis on air pollution reduction. The Board also voted to maintain the current 15% set aside for bicycle and pedestrian projects.

For more information on the project selection process, please contact Michael Dutton at (512) 974-2881.



Good News About Air Quality



Based on 2003 monitoring, the EPA has determined that the region's air quality conforms with federal standards, and will not designate the region "nonattainment" this spring. This is good news for now, however, next year's air quality may not meet the standards. The region still needs to work to take early action. Elected officials in the region have committed to implementing a Clean Air Action Plan (CAAP) to ensure clean air for Central Texas residents. The CAAP may ultimately include measures such as: a vehicle emission inspection and maintenance program, idling restrictions on heavy-duty diesels, large employer commute emission reduction programs, and other measures.

ABC's of Regional Transportation

Several transportation agencies with similar names serve the region:

- | | |
|--|--|
| Capital Area Metropolitan Planning Organization (CAMPO): | Plans for the regional transportation system, and allocates federal transportation funding within Williamson, Travis, and Hays Counties. |
| Capital Metropolitan Transit Authority (Capital Metro/ CMTA): | Provides urban public transportation service to Travis County and a portion of Williamson County. |
| Capital Area Rural Transportation System (CARTS): | Provides primarily-rural public transportation service to a nine-county area that includes the CAMPO region. |
| Central Texas Regional Mobility Authority (CTRMA): | Authorized by state law to construct tollways and other transportation projects in Williamson and Travis Counties. |
| Capital Area Planning Council (CAPCO): | Serves as the Council of Governments for a ten-county area that includes the CAMPO region. |
| Capital Area Regional Transportation Organization (CARTPO): | Provides transportation planning and coordination for the ten-county CAPCO area. Does not directly control transportation funding. |

Mobility 2030 Plan

The draft *Mobility 2030 Plan* will serve as a starting point for discussion about the region's future transportation system. You are invited to review the draft *Mobility 2030 Plan* and provide comments to the CAMPO Transportation Policy Board. CAMPO staff will be available in May and June to present the draft of the 2030 Plan to your community group or organization. To set up a meeting, please contact Stevie Greathouse at (512) 974-9715.

Plan Schedule:

June 2003-May 2004
Development of draft plan

May 10, 2004
Present Plan to Board

June-July 2004
Initial Public Hearings

July 2004-February 2005
Plan Refinement

February-March 2005
Final Public Hearings

March 2005
Plan Adoption

Transportation Funding

The Governor's business council has estimated that Texas will face a \$78 billion dollar shortfall over the next 25 years for needed highway projects alone. In the future, our region will need to use a combination of traditional and innovative funding sources to pay for transportation projects.

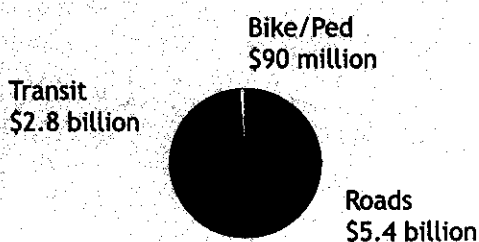
Traditional

Federal and State Gas Tax
Vehicle registration fees
Sales Tax
Local General Funds

Innovative

Toll Roads
Increasing taxes and fees
Debt financing (e.g. bonds)

What the CAMPO 2025 Plan Projects Cost*



*Chart does not reflect funding for maintenance or operations. Bicycle and pedestrian total only includes stand-alone projects to be paid for with federal Metropolitan Mobility funds over the life of the plan.

Can We Reduce Traffic Congestion?

Recommended Reading: Anthony Downs. *Traffic: Why It's Getting Worse, What the Government Can Do.* Brookings Institution Policy Brief #128.
(<http://www.brookings.edu/comm/policybriefs/pb128.htm>)

Transportation Policy Board

Senator Gonzalo Barrientos, Chair
Comm. Greg Boatright, Vice Chair
Steve Ogden, State Senator
Dan Gattis, State Representative
Dawnna Dukes, State Representative
Todd Baxter, State Representative
Elliott Naishtat, State Representative
Jack Stick, State Representative
Eddie Rodriguez, State Representative
Mike Krusee, State Representative
Sam Biscoe, Travis County
Karen Sonleitner, Travis County
Gerald Daugherty, Travis County
Bill Burnett, Hays County
Will Wynn, City of Austin
Daryl Slusher, City of Austin
Brewster McCracken, City of Austin
Danny Thomas, City of Austin
Nyle Maxwell, City of Round Rock
Dwight Thompson, Alliance of Cities
John Treviño, Capital Metro
Bob Daigh, TxDOT, District Engineer

Technical Advisory Committee

Staff representatives from: Williamson County, Travis County, Hays County, City of Austin, City of Round Rock, City of San Marcos, City of Georgetown, City of Cedar Park, City of Pflugerville, City of Taylor, Alliance of Cities for Williamson, Travis, and Hays Counties, TxDOT, Austin District TxDOT, Texas Turnpike Authority, Capital Metro, Capital Area Rural Transit System, Central Texas Regional Mobility Authority, Intermunicipal Commuter Rail District, Capital Area Planning Council

CAMPO Staff

Michael Aulick, Executive Director
Maureen McCoy Daniel, Asst. Director
Daniel Yang, Transportation Officer
Cathy Stevens, Air Quality Manager
Candace Baker, Maria Caminos-Davila,
Michael Dutton, Rachel Everidge
Clampffer, Greg Goldman, Stevie
Greathouse, Charles Nichols, Shana
Norton, Art Zamorano, Nalda Zepeda-
Andrews

CAMPO
PO Box 1088
Austin, Texas 78767

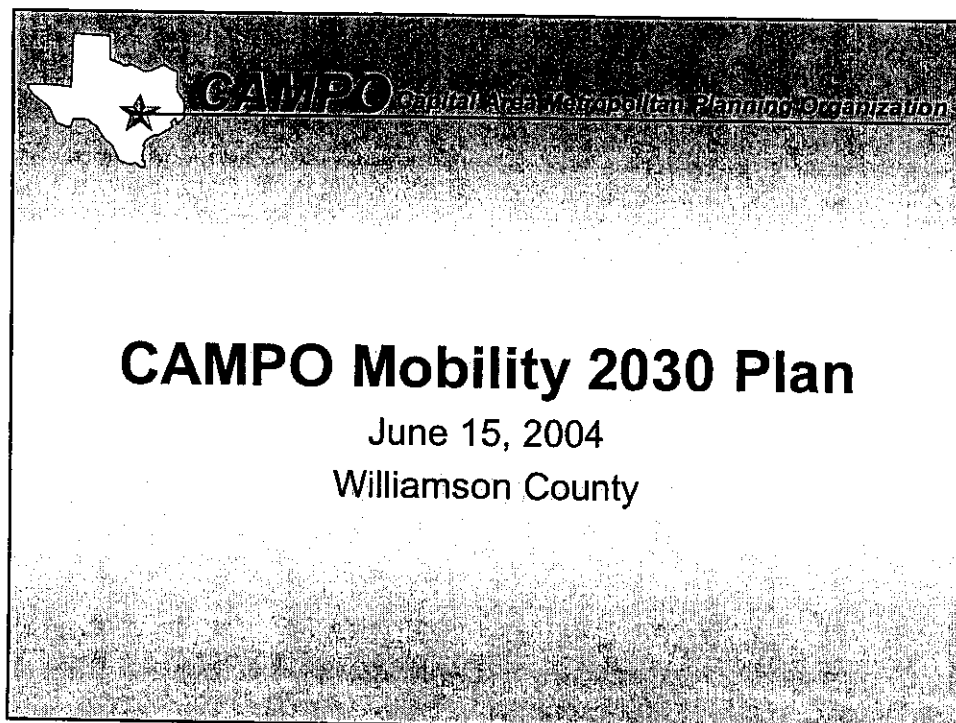
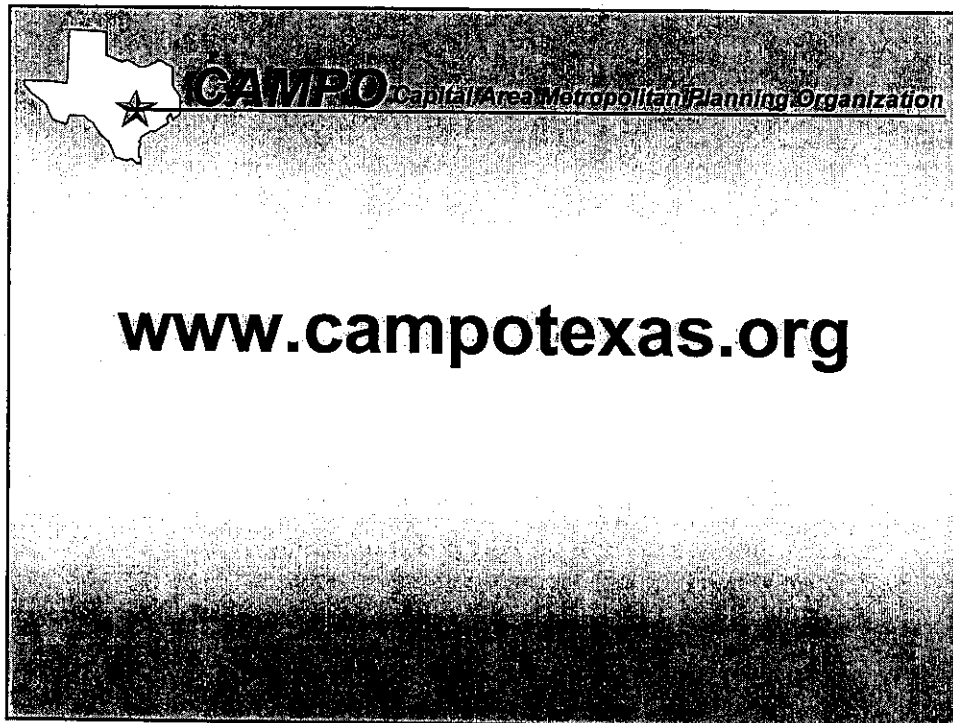
**Let Us Know How We're Doing
At an Upcoming Federal Review Listening Session:**


Date: Tuesday, March 30, 2004

Time: 6 p.m.

Place: THE JOE C. THOMPSON CONFERENCE CENTER, Room 2.120
Dean Keeton (26th) and Red River (University of Texas campus)
Austin, Texas

About this Session: Comments received at this listening session will be used by the Federal Highway Administration (FHWA) as they evaluate CAMPO's performance through a federal certification review process. CAMPO must go through this review process every three years to maintain federal certification and to ensure that the region continues to receive federal transportation funding. You may also submit your comments in writing to the FHWA c/o Mr. Jose Salinas, FHWA, Rm. 3.0, 300 East 8th St., Austin, TX 78701. Written comments must be received by April 15, 2004.

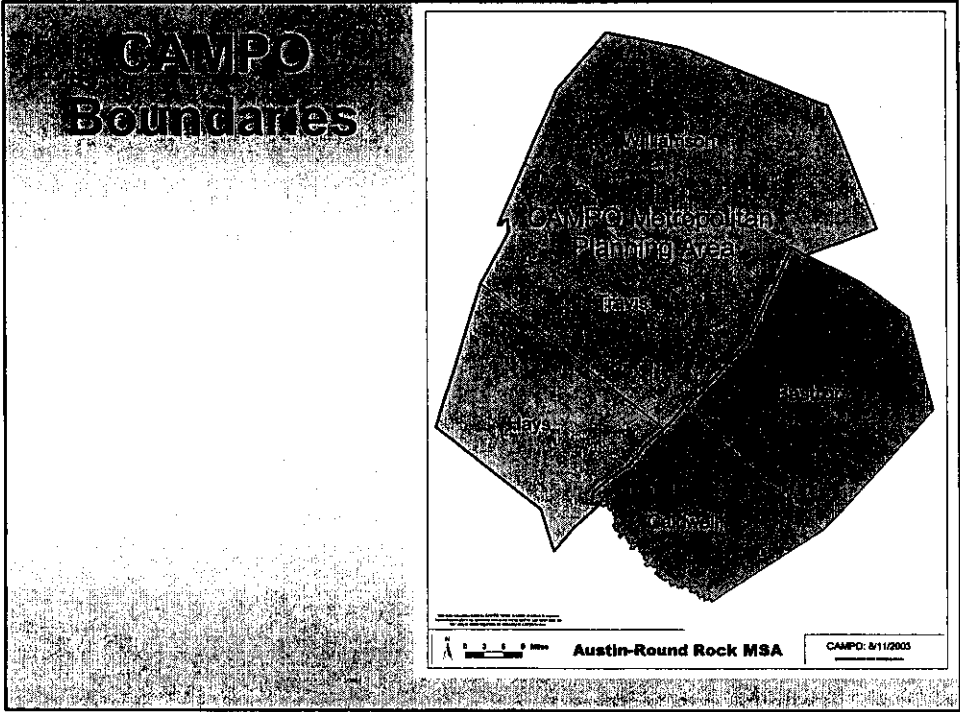




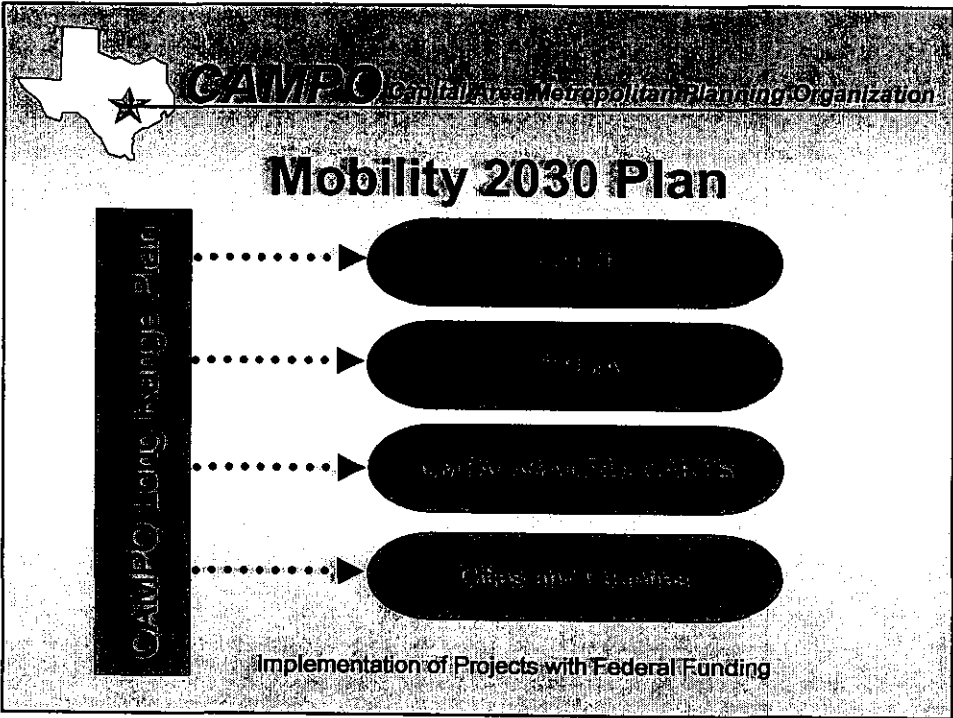
CAMPO Capital Area Metropolitan Planning Organization


What is an MPO

- Metropolitan Planning Organization
- Regional long-range planning
- Approval of federal transportation funds through Transportation Improvement Program
- 25 MPOs in Texas all over 50,000 population—8 with population exceeding 200,000



CAMPO Board Membership	
Gonzalo Barrientos, Chair	State Senator, District 14
Greg Boatright, Vice Chair	Williamson County Commissioner
Steve Ogden	State Senator, District 5
Dan Gattis	State Representative, District 20
Dawnna Dukes	State Representative, District 46
Terry Keel	State Representative, District 47
Todd Baxter	State Representative, District 48
Elliott Naishtat	State Representative, District 49
Jack Stick	State Representative, District 50
Eddie Rodriguez	State Representative, District 51
Mike Krusee	State Representative, District 52
Sam Biscoe	Travis County Judge
Karen Sonleitner	Travis County Commissioner Pct. 2
Gerald Daugherty	Travis County Commissioner Pct. 3
Bill Burnett	Hays County Commissioner Pct. 3
Will Wynn	City of Austin – Mayor
Daryl Slusher	City of Austin – Council Member 1
Brewster McCracken	City of Austin – Council Member 5
Danny Thomas	City of Austin – Council Member 6
Nyle Maxwell	City of Round Rock – Mayor
Donna Thompson	Allen County Commissioner
John Trevino	Capital Metro Board Member
Bob Olson	ISD012 Austin District 1






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Tentative Plan Timeline


- **May-July 2004:** Public outreach
- **June-July 2004:** Staff develops alternate plan scenarios for analysis
- **August 2004:** Transportation Policy Board meeting on Draft 2030 Plan and alternate plan scenarios
- **August-January 2005:** Staff refines Draft 2030 Plan
- **February-April 2005:** Hearings on 2nd Draft Plan and Plan adoption



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Challenges

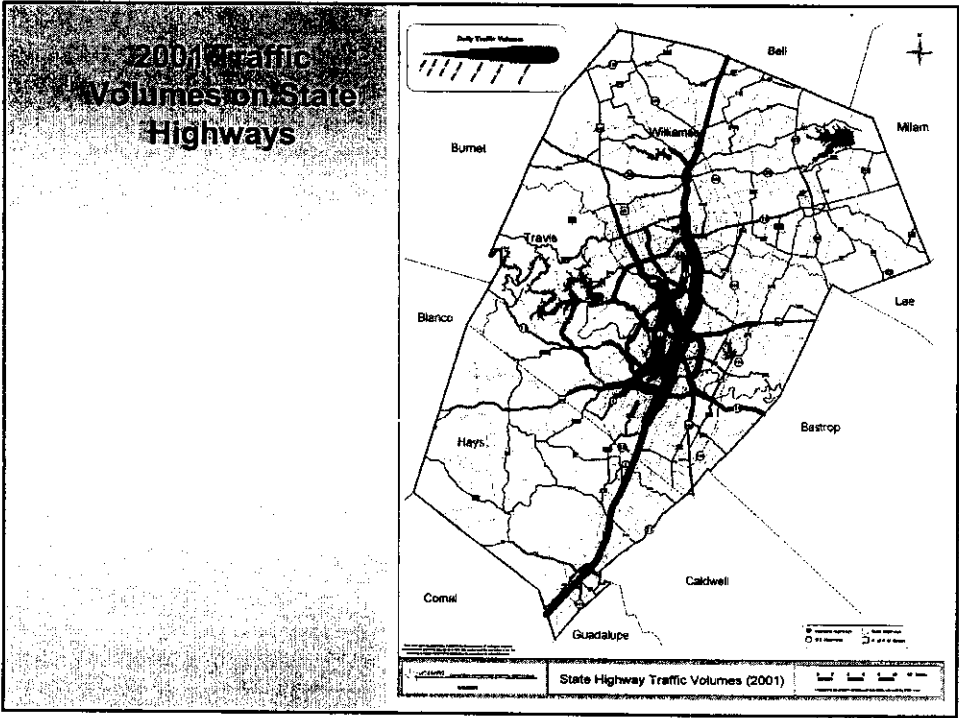
- Growing travel demand:
 - High population growth
 - 538,000 in 1980
 - 782,000 in 1990
 - 1,160,000 in 2000
 - 2,750,000 in 2030
 - Increasing commute lengths
 - Continued reliance on SOV travel

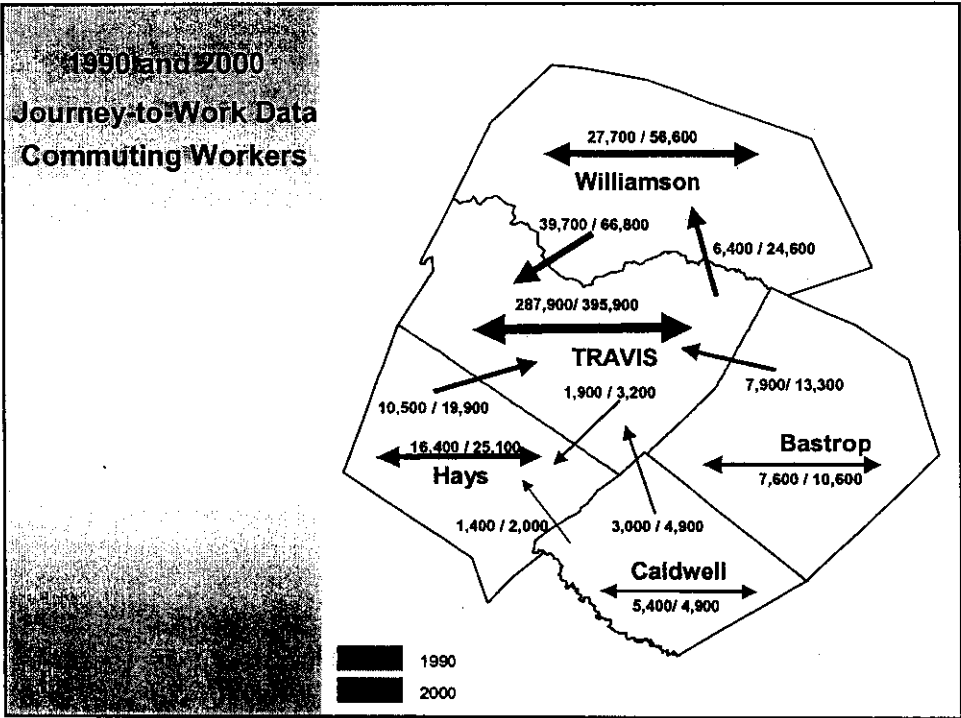



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Challenges

- Obstacles
 - Lack of money
 - Not In My Back Yard
 - Air Quality Issues

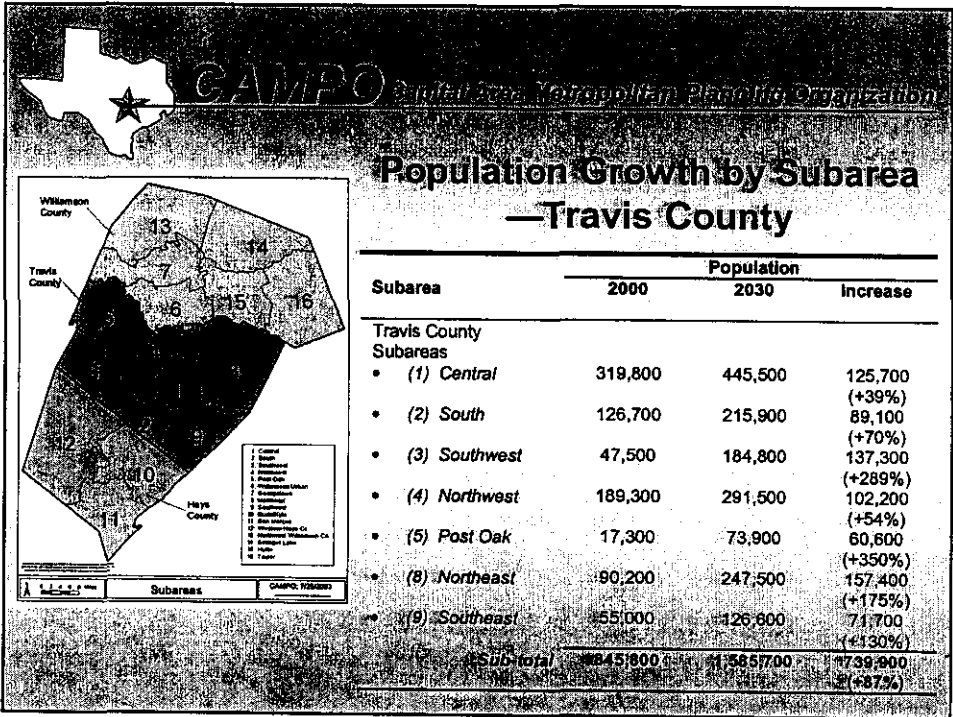
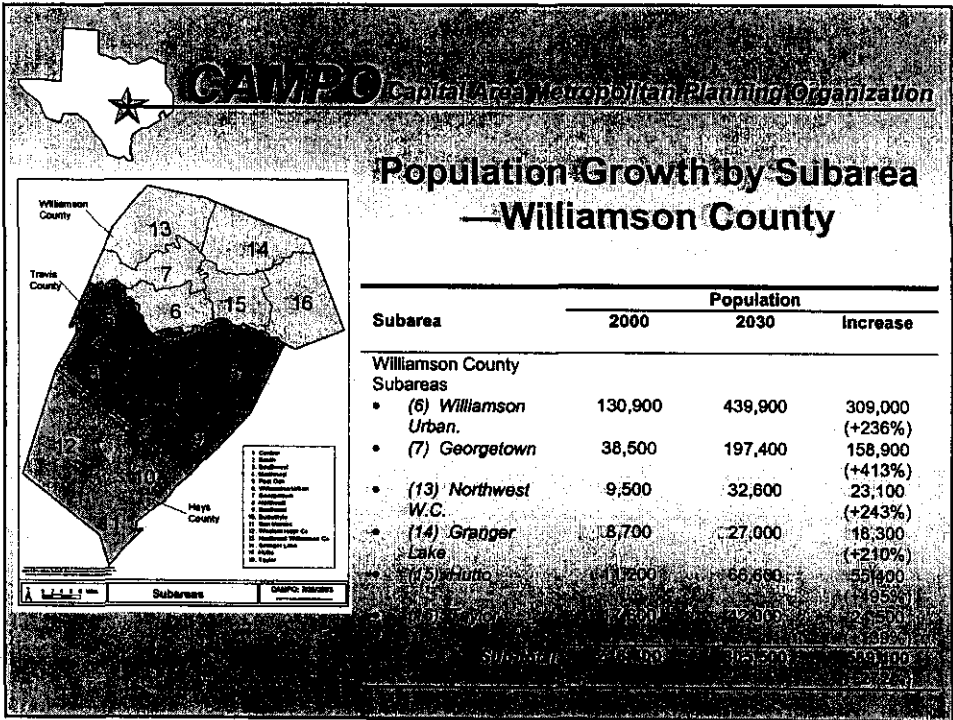


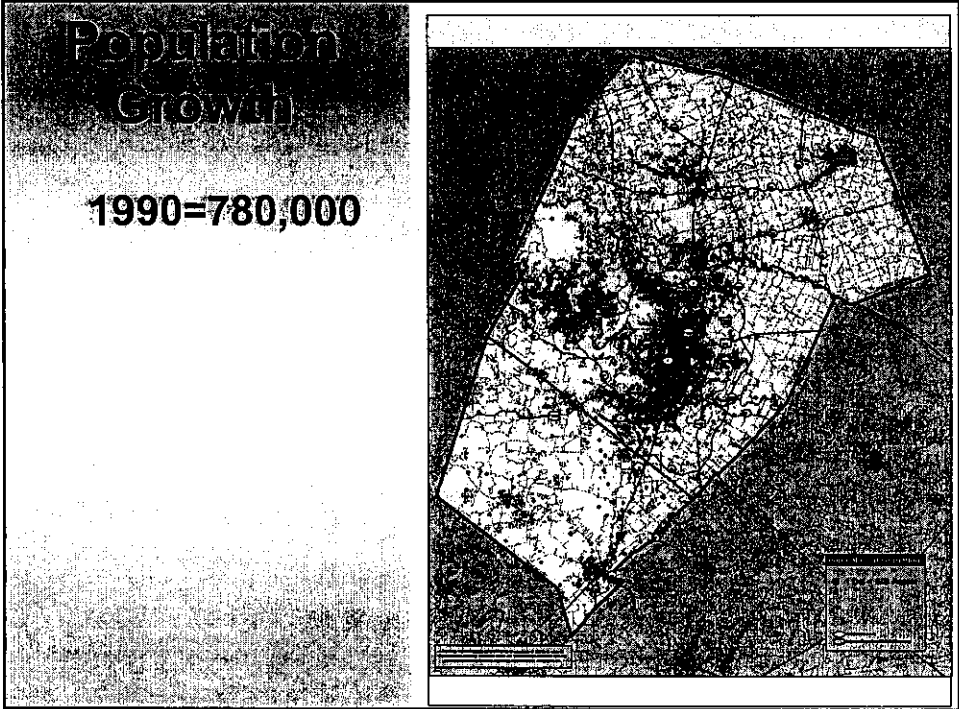
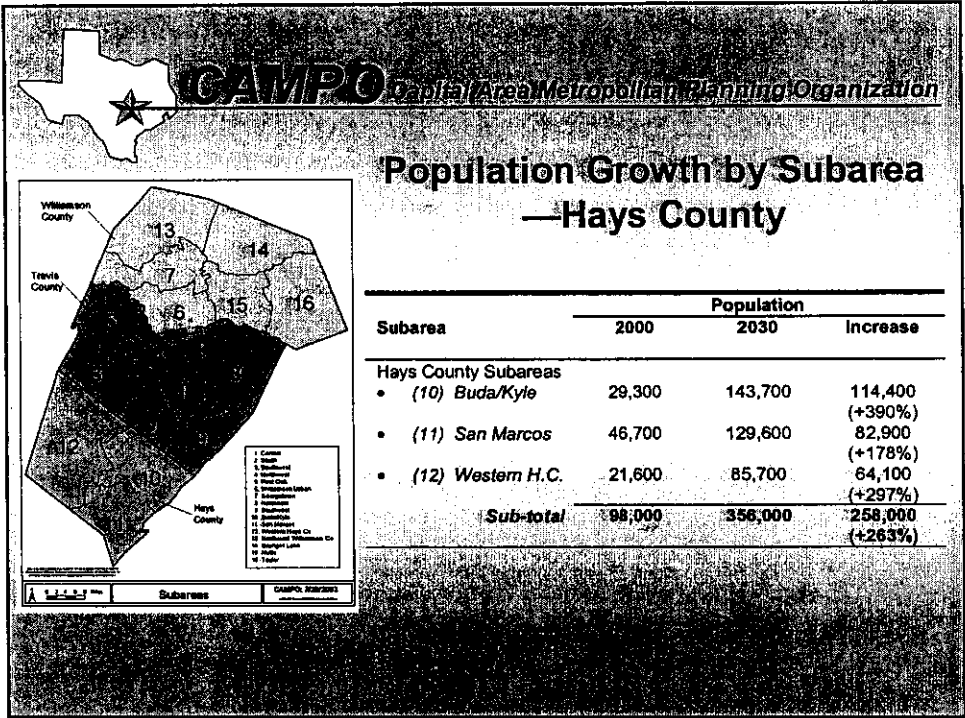


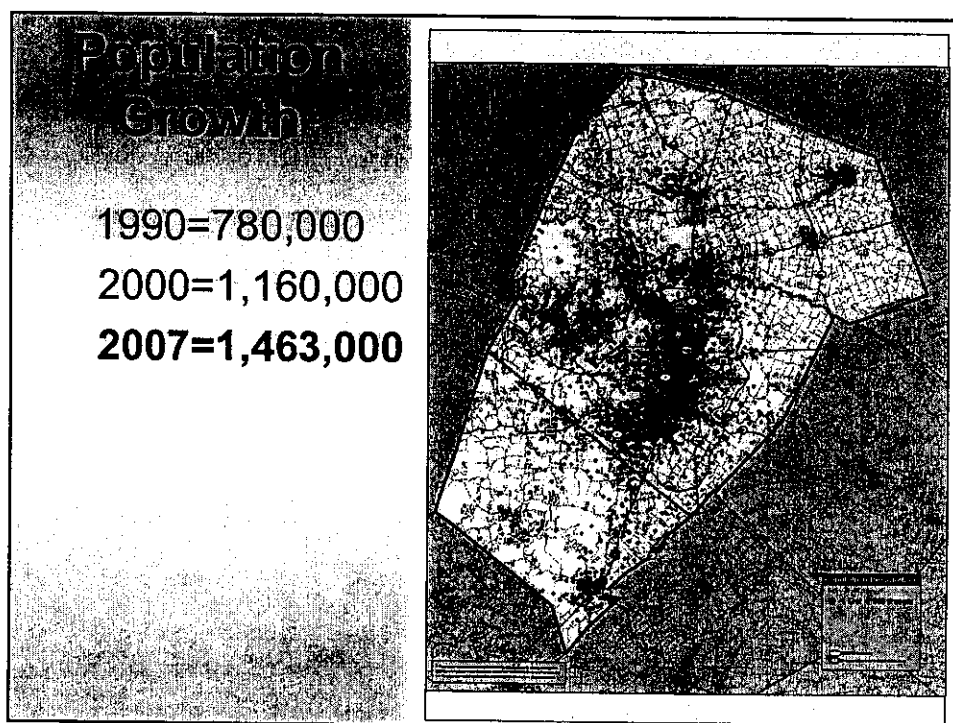
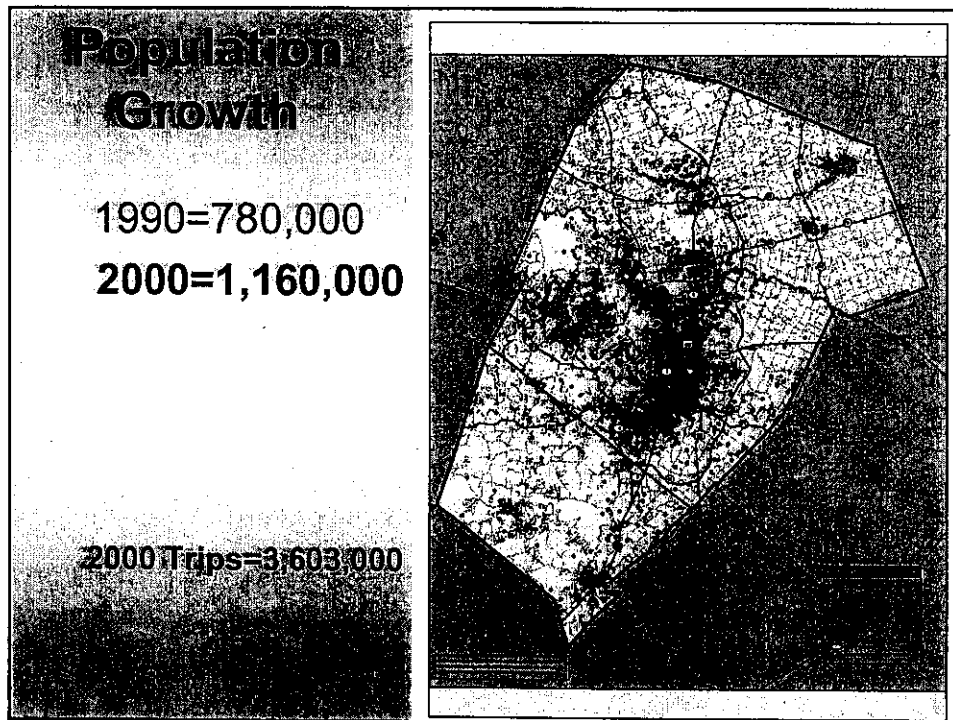
 **CAMPO** Capital Area Metropolitan Planning Organization

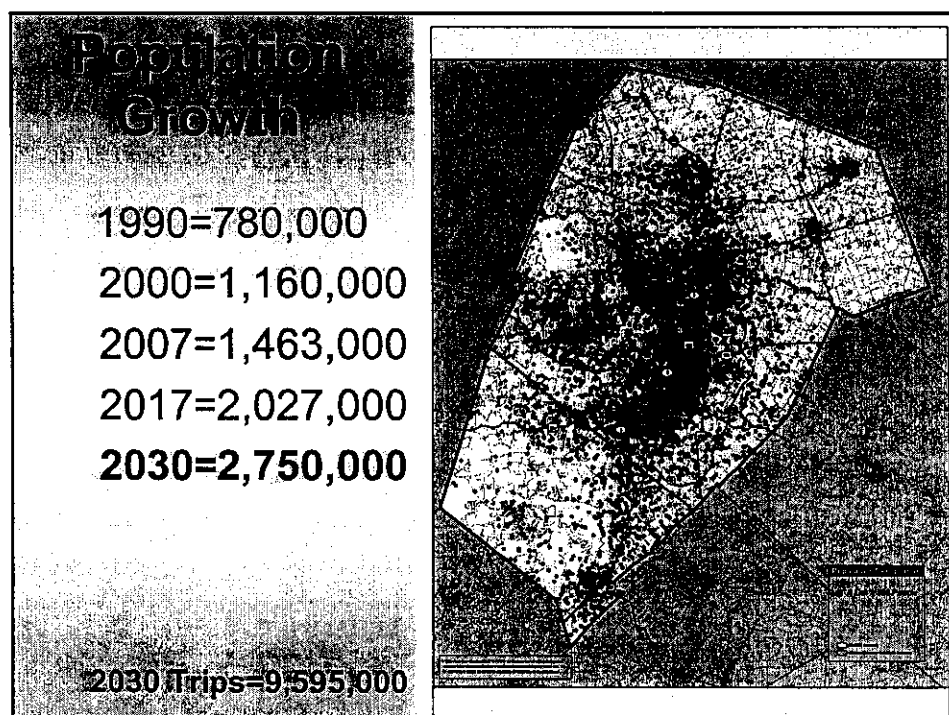
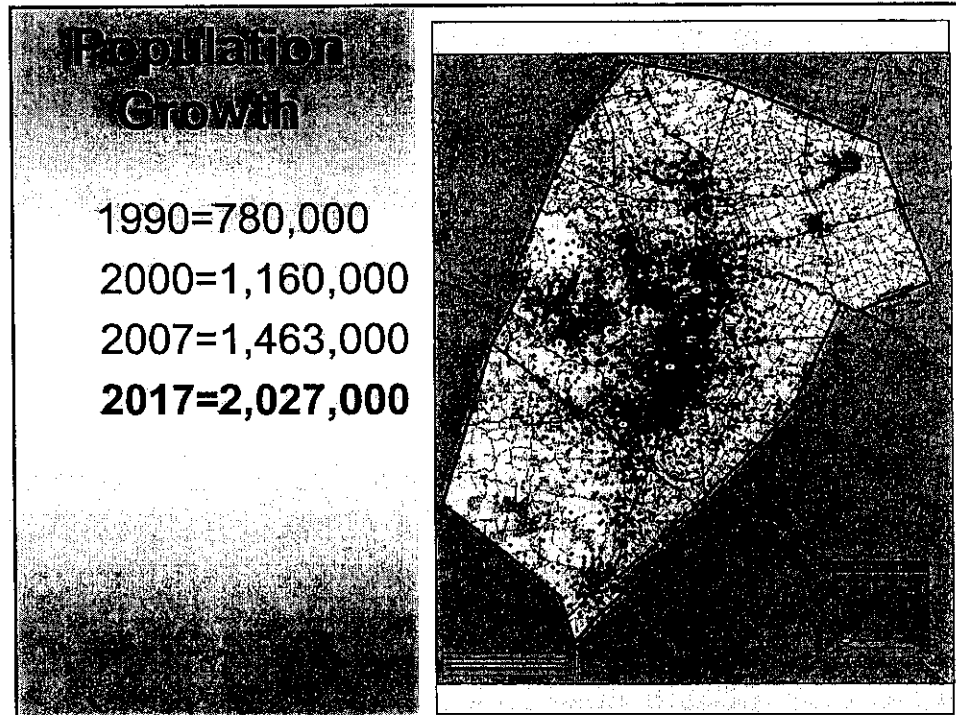
CAMPO Area Population						
County	1980 Census	1990 Census	2000 Census	Jan. 2003 SDC Estimate	2025 Forecast	New 2030 Forecast
Williamson	77,000	140,000	250,000	290,000	826,000	877,000
Travis	420,000	576,000	812,000	843,000	1,272,000	1,514,000
Hays	41,000	66,000	98,000	113,000	173,000	359,000
3-County Total	538,000	782,000	1,160,000	1,246,000	2,271,000	2,750,000

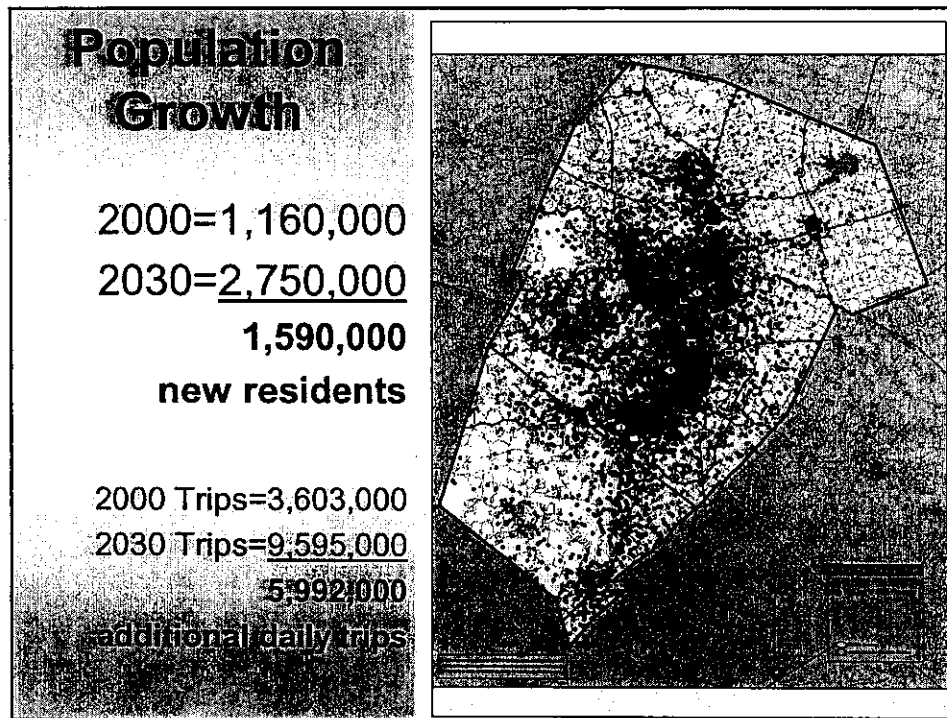
Sources: Williamson County forecasts are based on Texas State Data Center (SDC) 1990-1995 scenario (released in May 2000). Travis and Hays County SDC (B scenario) (Dec. 2001). The Jan. 2003 county population estimates were released by the SDC in September 2003.













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Impacts of Growing Travel Demand

- More congestion
- Diminished air quality
- Reduced quality of life
- Increased costs (time, system maintenance, etc)



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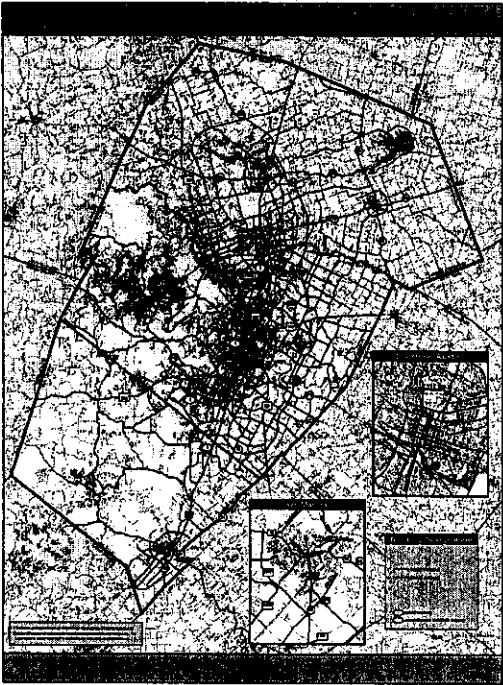
Plan Vision

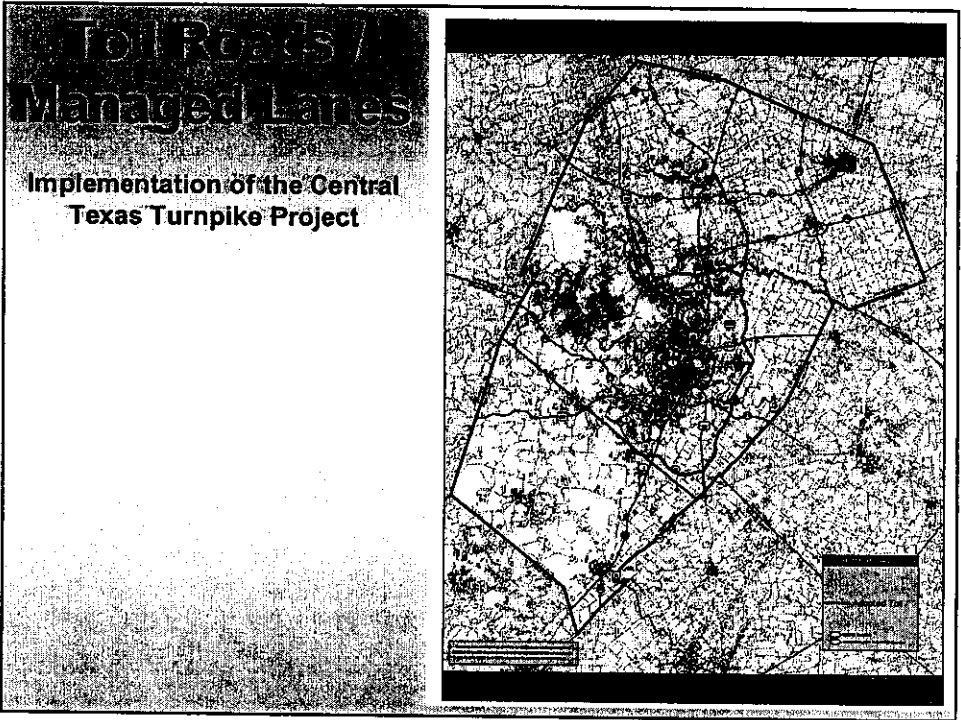
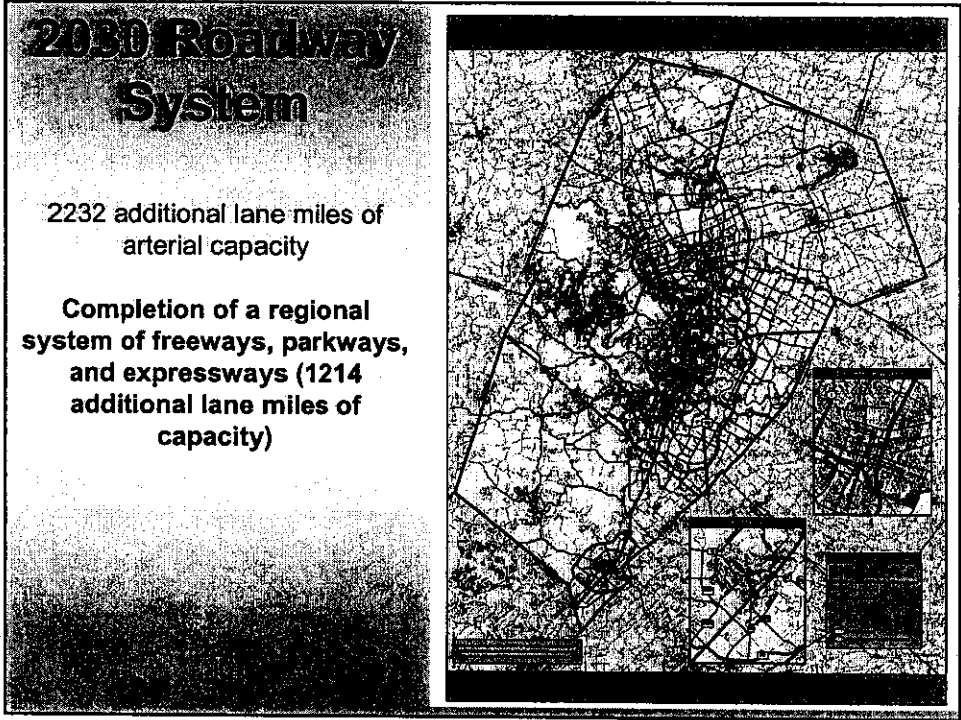
Develop a transportation system that:

- Addresses current and future needs
- Is safe and convenient
- Appropriately balances mobility and preservation of neighborhoods and natural features
- Supports the use of many modes
- Allows for enhanced freight mobility
- Supports air and water quality
- Is affordable and can be maintained over time

2030 Roadway System

2232 additional lane miles of arterial capacity

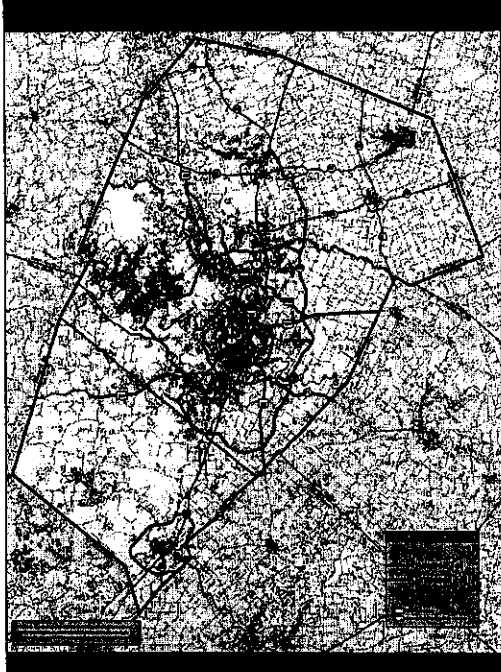




Toll Roads/ Managed Lanes

Implementation of the Central
Texas Turnpike Project

Consideration of additional
projects as toll projects

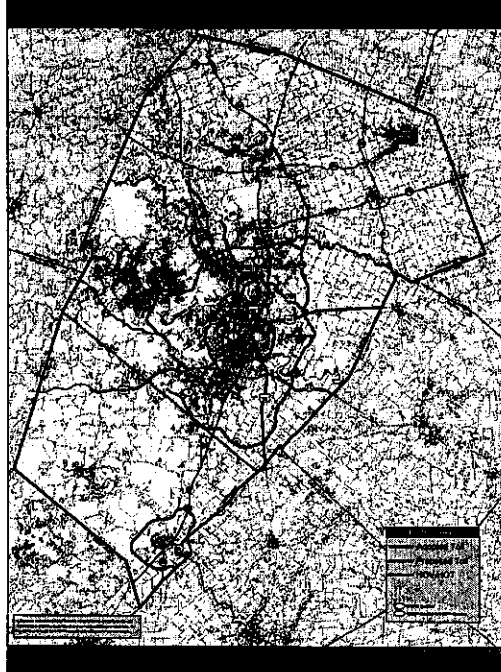


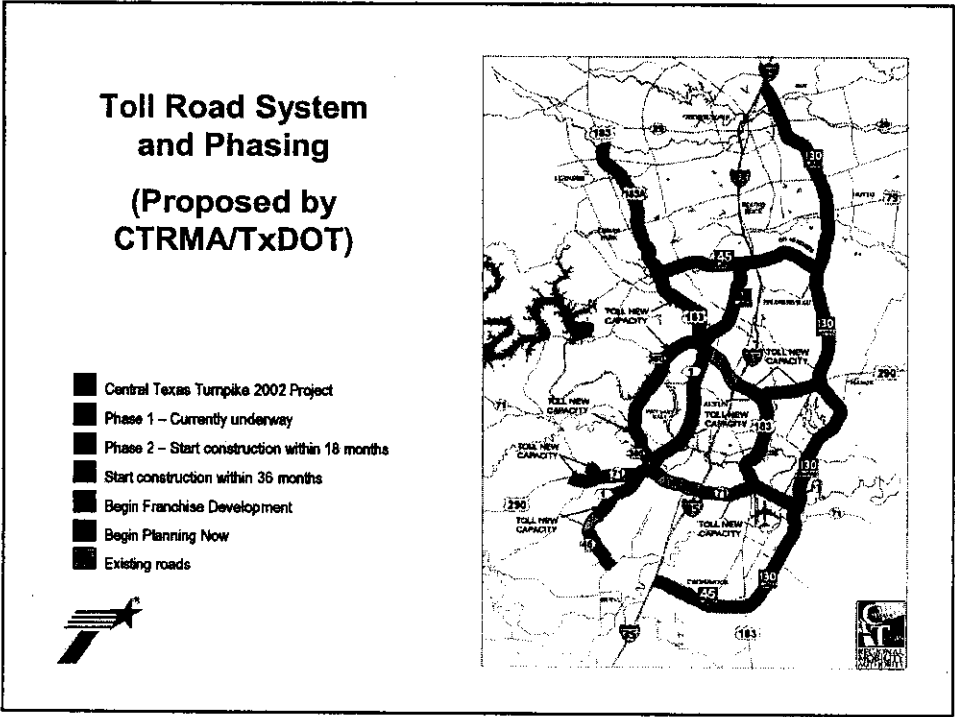
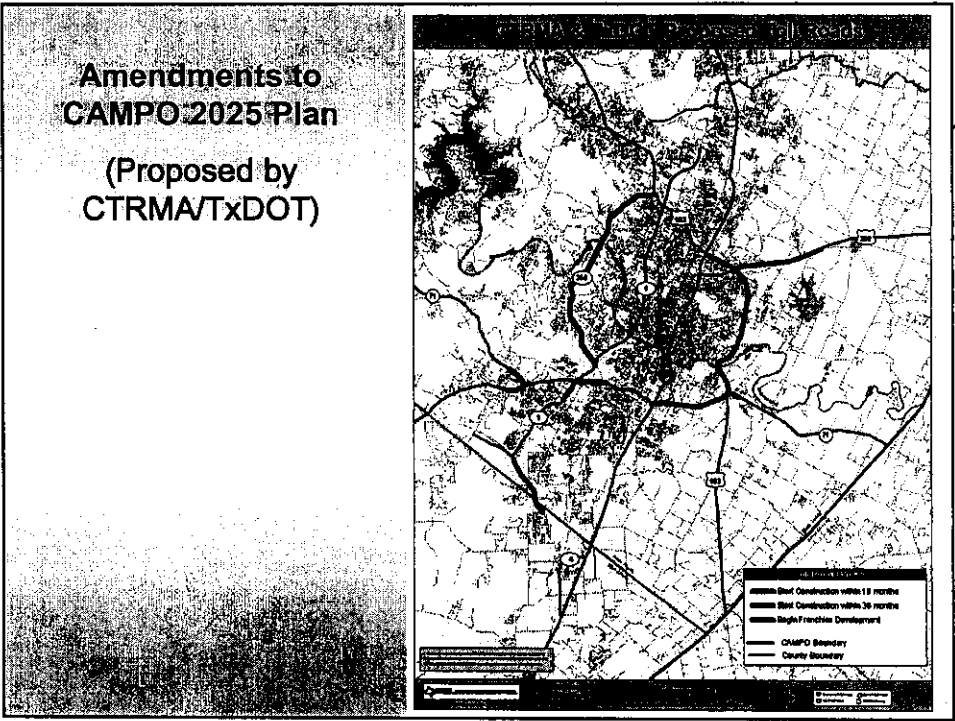
Toll Roads/ Managed Lanes

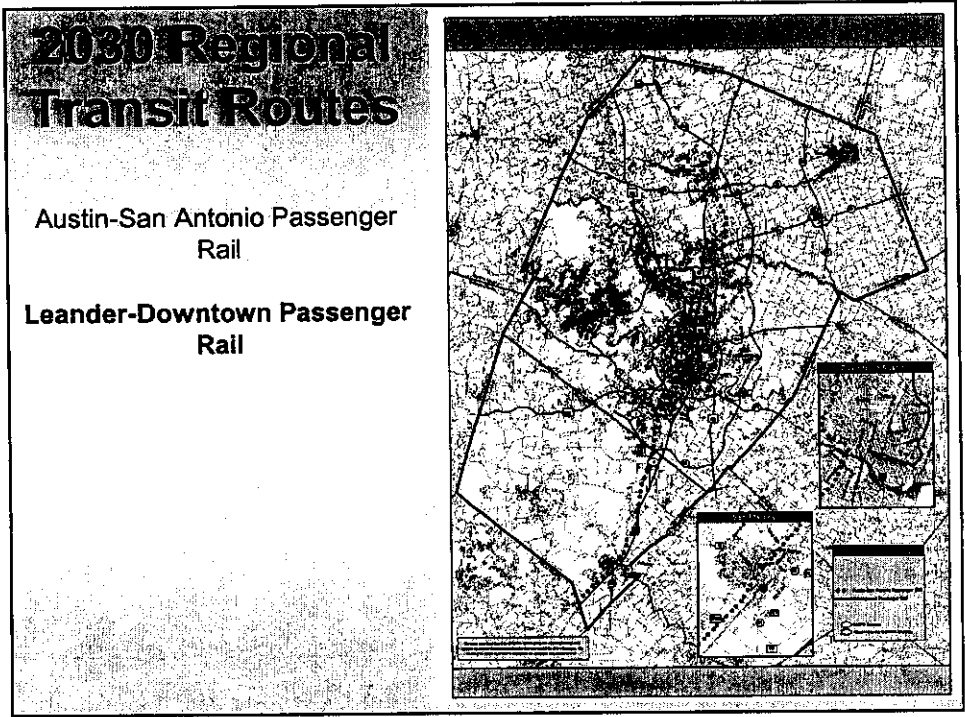
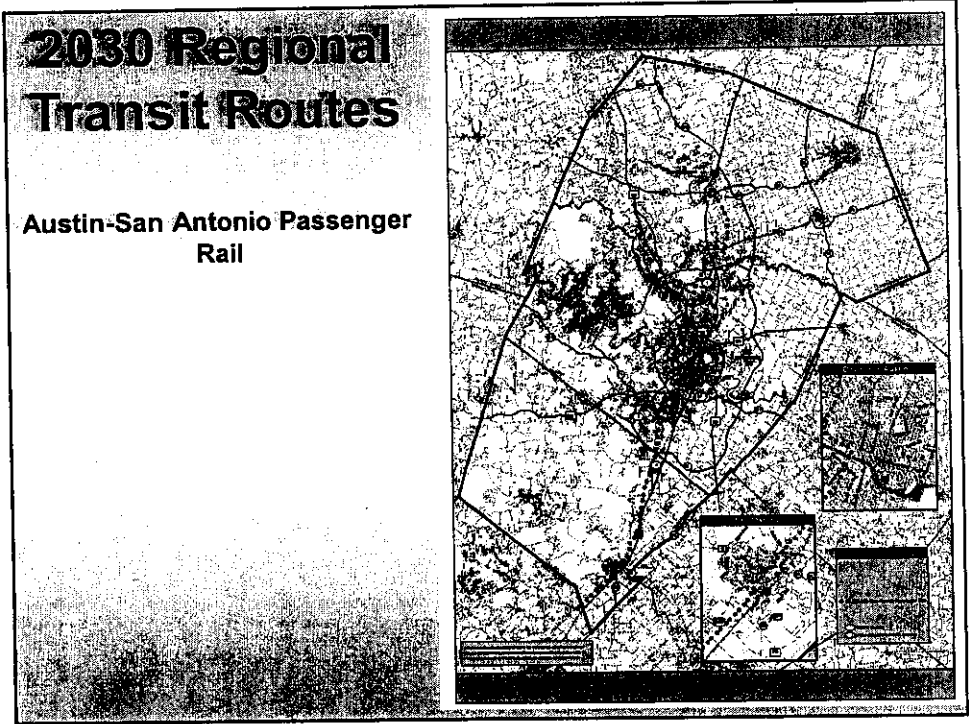
Implementation of the Central
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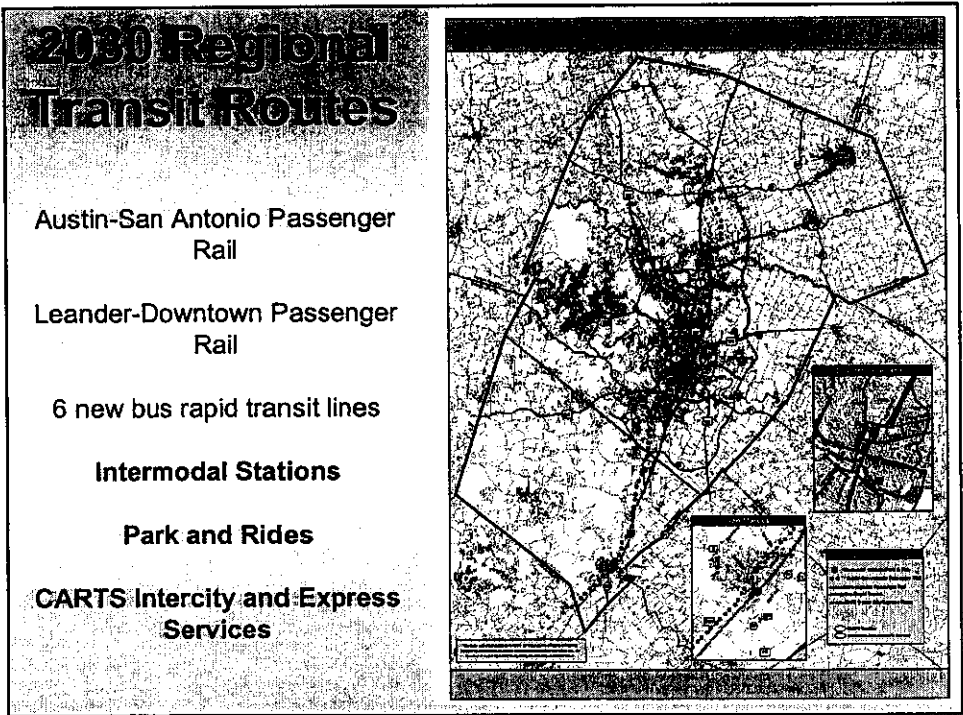
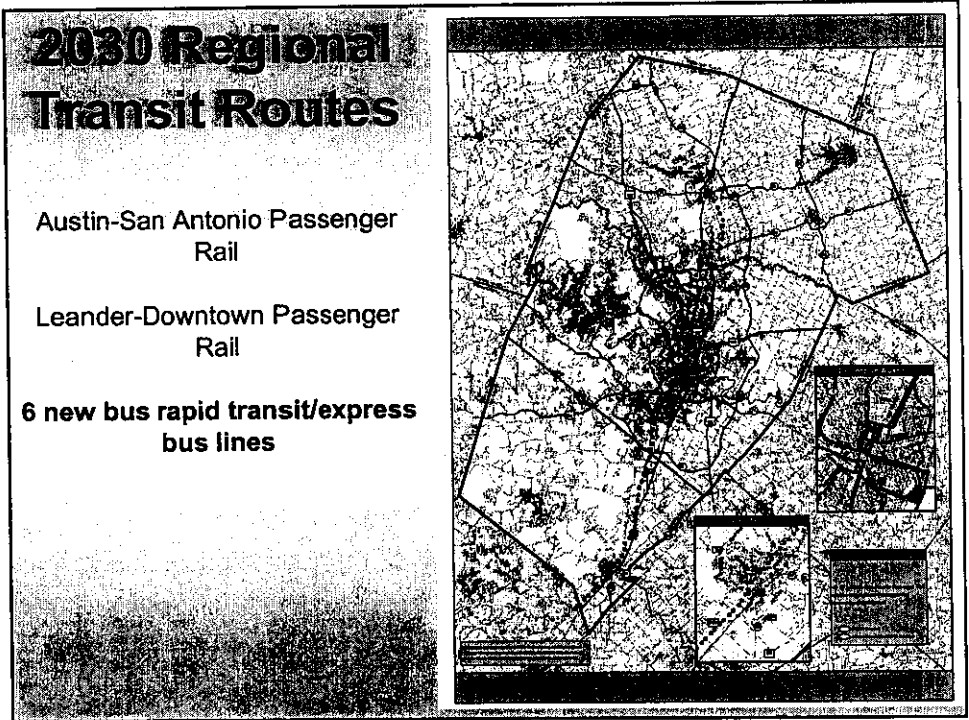
Consideration of additional
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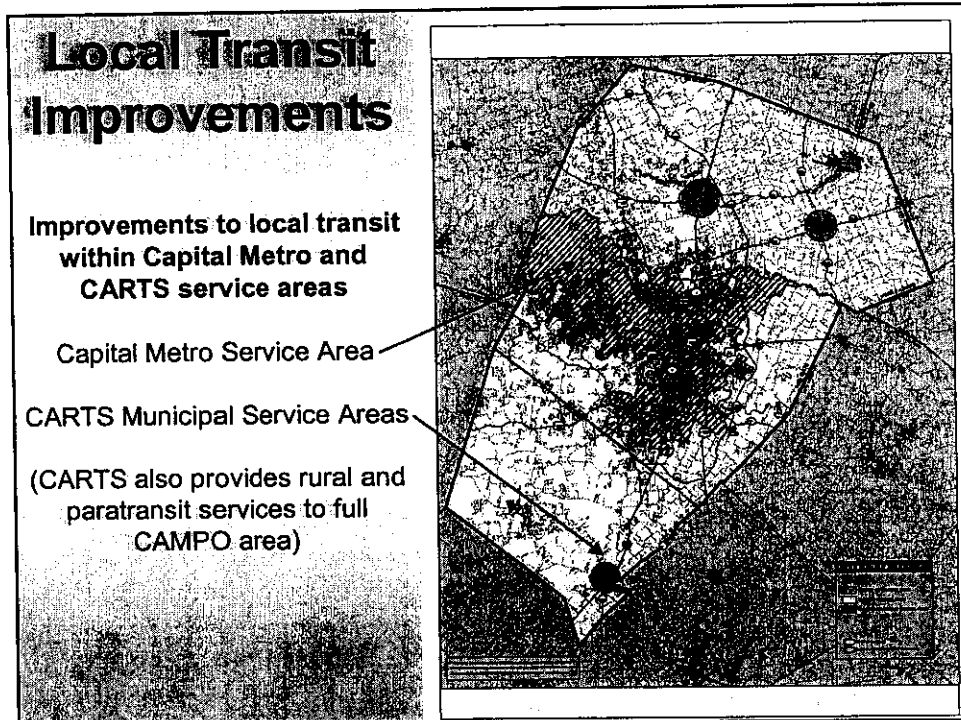
Development of a regional
HOV/HOT network

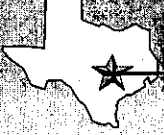













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2030 Transit System

- System presented in this draft is preliminary
- Next draft will include a refined transit element based on:
 - Capital Metro update to long range transit plan ("All Systems Go")
 - Austin San Antonio Intermunicipal Commuter Rail District update of feasibility study



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2030 Bicycle and Pedestrian Systems

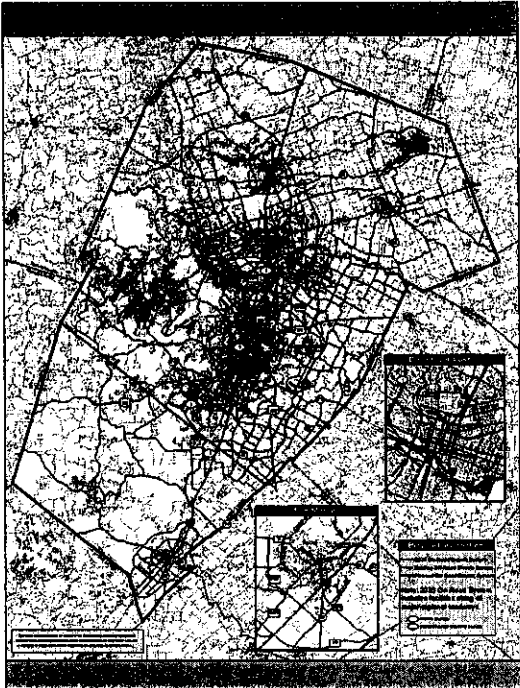
The Draft 2030 Plan calls for:


- Identify and implement regional pedestrian districts
- Develop an interconnected regional bicycle system
- Maintain 15 percent set aside of STP-MMF funds for bike-ped projects

2030 Regional Bicycle System

Approximately \$145 million in planned stand alone bike-ped projects

All regional roadways include bicycle and pedestrian accommodations unless certain conditions present






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Freight

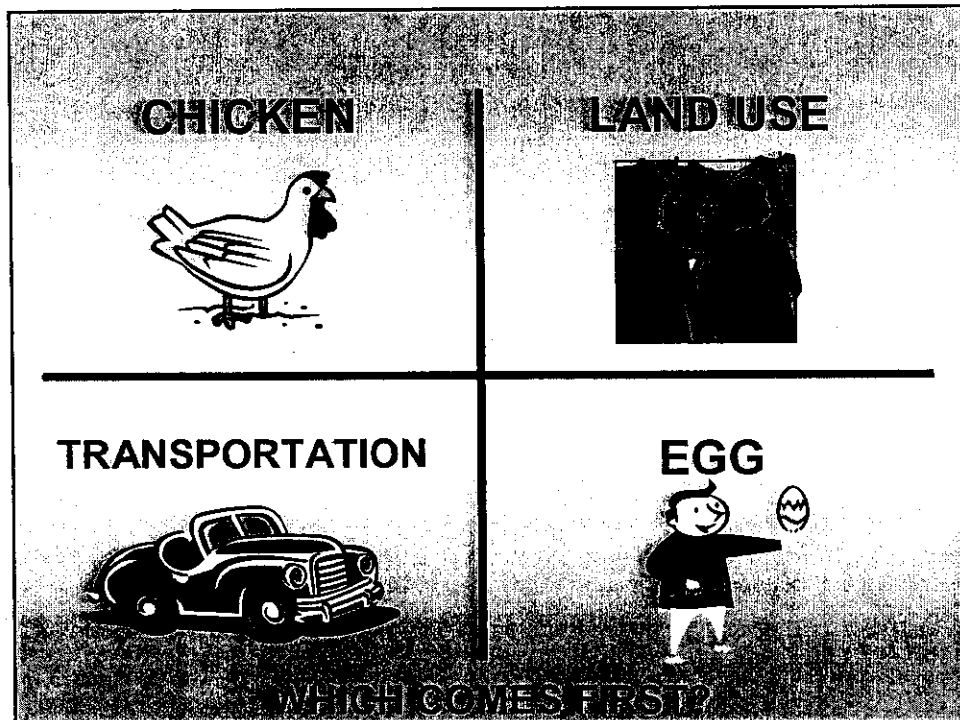
- Freight traffic through the region will continue to increase due to effects of NAFTA and economic growth
- Enhance freight mobility and reduce potential conflicts between freight traffic and other traffic on the region's roads and rail corridors




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Land Use

- Land use plays a major role in the performance of transportation system
- Transportation system can shape land use
- CAMPO cannot directly control land use, but can pursue strategies that encourage best practices
- The Draft 2030 Plan calls for a more robust CAMPO land use program and for providing regional transportation investments that complement land use policies



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Performance of 2030 System

The improvements called for by the Draft 2030 Plan **will not**:

- reduce congestion from today's levels in all locations
- eliminate the effects of expected high population growth in the region



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Performance of 2030 System

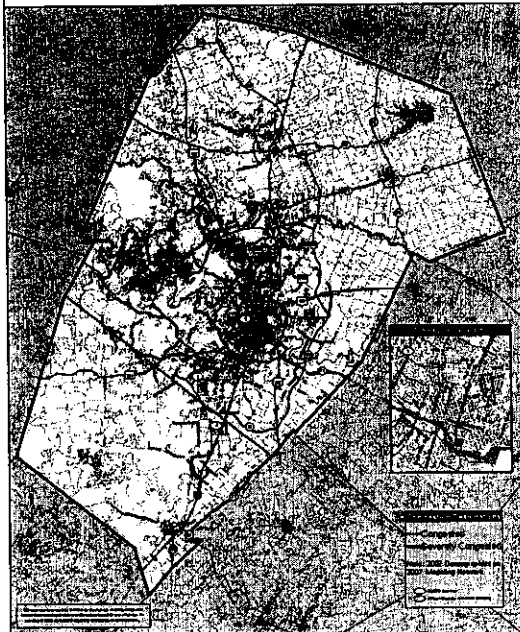
The improvements called for by the Draft 2030 Plan **will**:

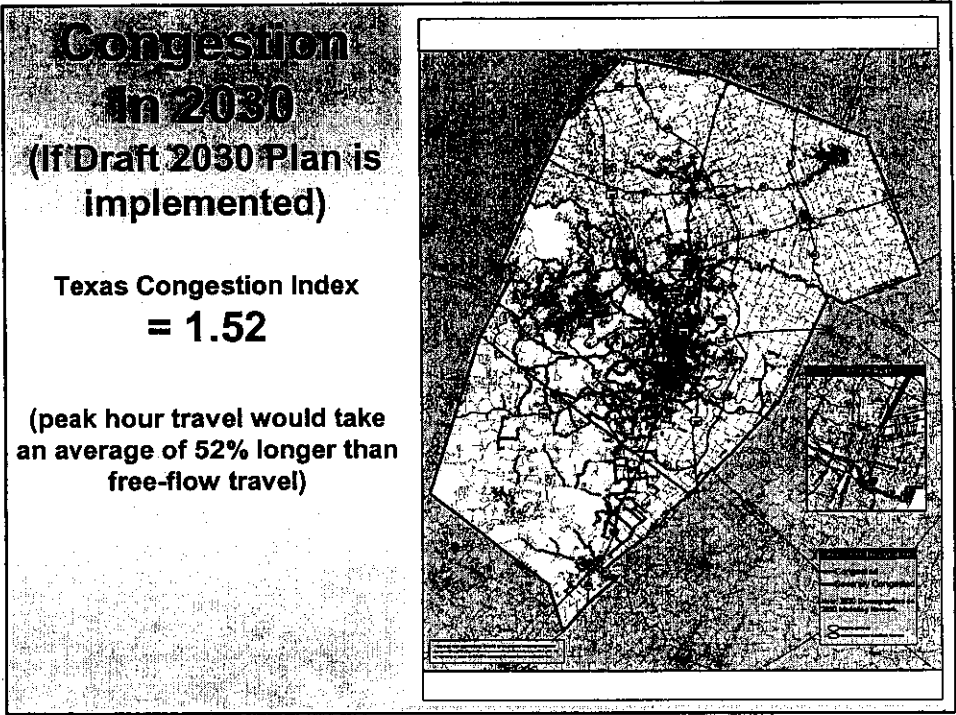
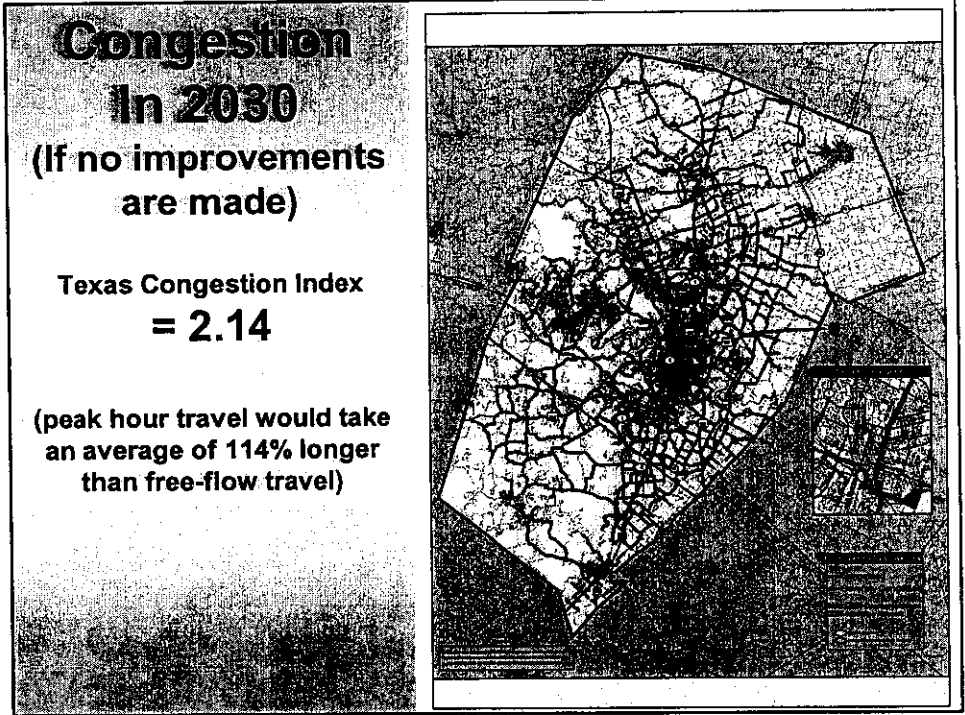
- address the highest priority future needs
- allow the transportation system to perform considerably better than it would perform if no improvements were made
- Strike an appropriate balance between mobility and other quality of life factors


Congestion Today

Texas Congestion Index
= 1.22

(peak hour travel takes an average of 22% longer than free flow travel)







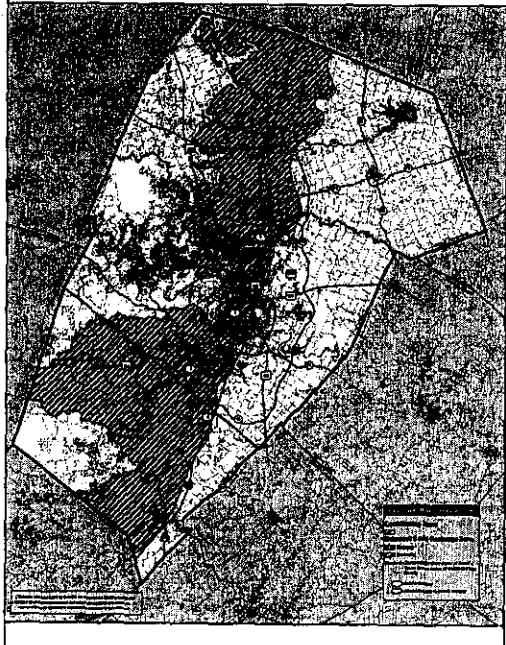
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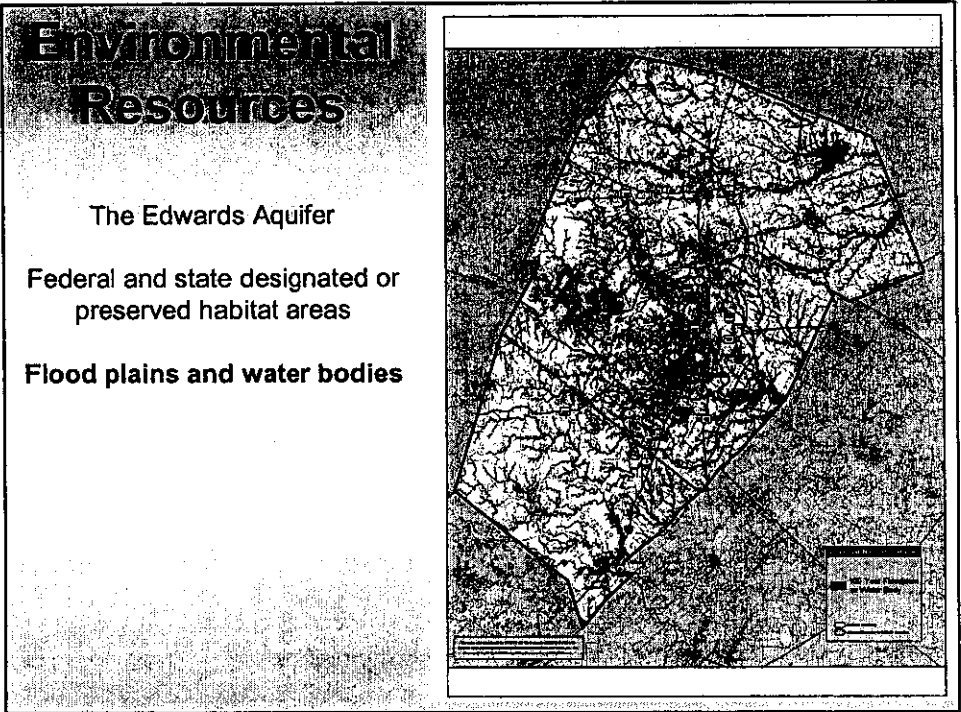
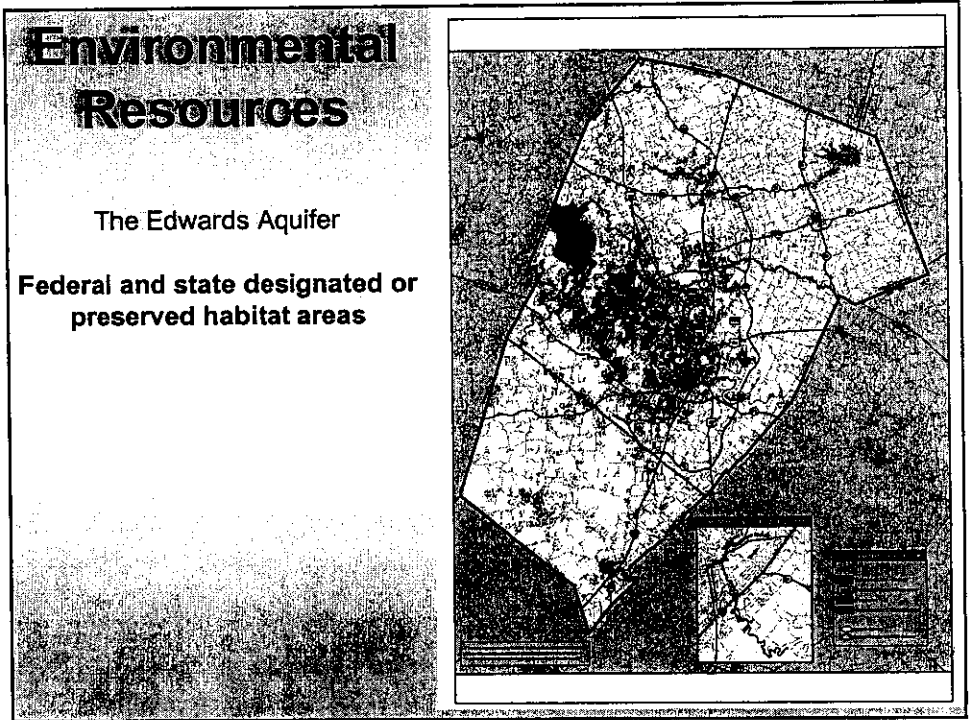
Additional Factors

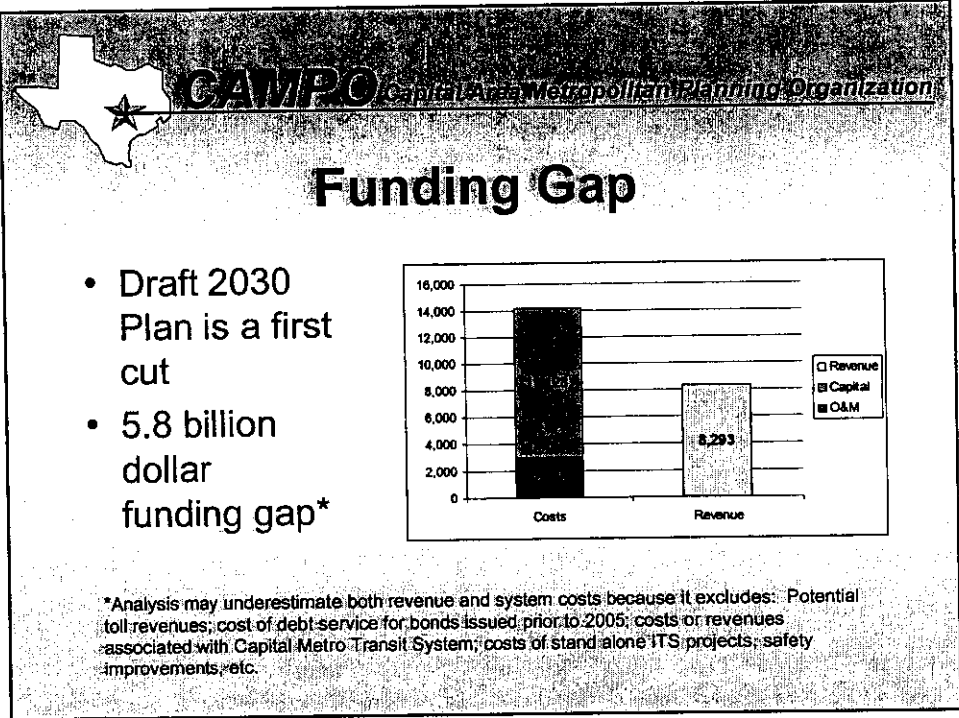
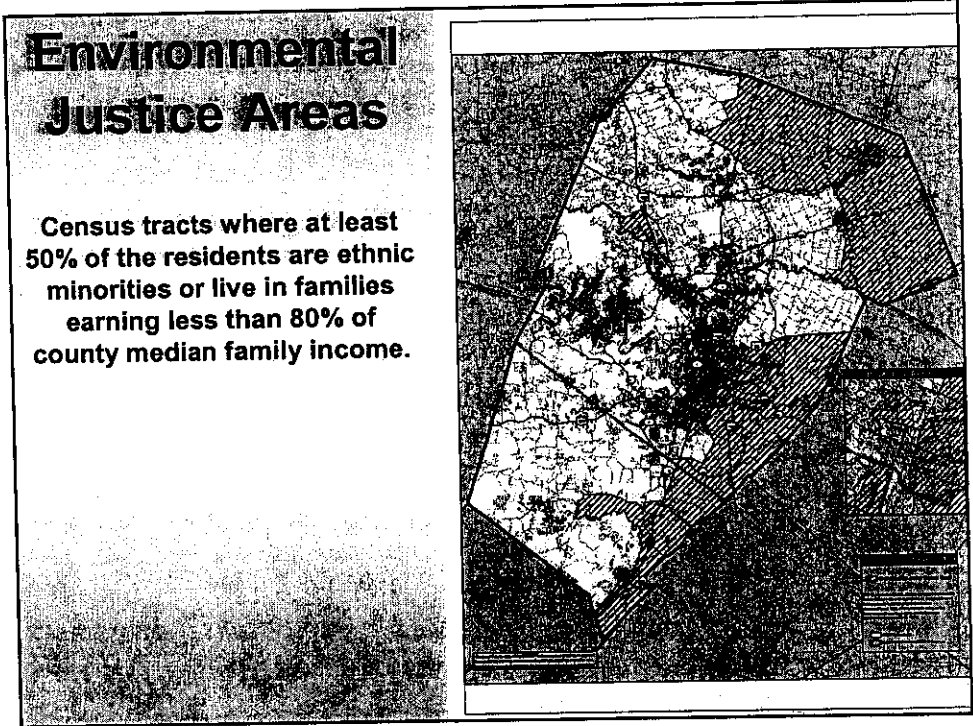
- Air Quality
- Environment and Water Quality
- Environmental Justice


Environmental Resources

The Edwards Aquifer










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Closing the Funding Gap


- Plan must be financially constrained
- Possible solutions include:
 - Reduce project costs by eliminating or modifying projects
 - Borrow money through bonds, etc
 - Develop new ways to charge for use (tolls, VMT tax, etc)
 - Raise existing taxes and fees
 - Capture a larger portion of state and federal revenue within CAMPO area



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Background


- Federal requirement
- CAMPO must maintain a 20-year plan and update every 5 years
- CAMPO 2025 Plan adopted in June 2000 and amended twice since
- CAMPO Mobility 2030 Plan will replace the CAMPO 2025 Plan



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Plan Updates

1986	Austin Metropolitan Area Transportation Plan
1994	Austin Metropolitan Area Transportation Plan (2020)
2000	CAMPO 2025 Plan
2005	CAMPO Mobility 2030 Plan
2010	Future Plan Update (tentative)



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Changes since CAMPO 2025 Plan adoption in 2000


- CAMPO boundary expansion
- Higher population forecast (2.75 million vs. 2.25 million)
- HB 3588 and TxDOT toll road policy
- Clean Air Action Plan
- Envision Central Texas
- Texas Metropolitan Mobility Plan (TMMP)
- Petroleum availability



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2025 Plan vs. 2030 Plan

Central Texas Turnpike	Carried Forward
San Antonio Commuter Rail	Carried Forward
Regional Transit Routes	Significantly Modified
New Roadway Capacity	Carried Forward with Modifications
Bicycle System	Enlarged
Transportation Programs	Carried Forward
Transportation Policies	Streamlined and Modified

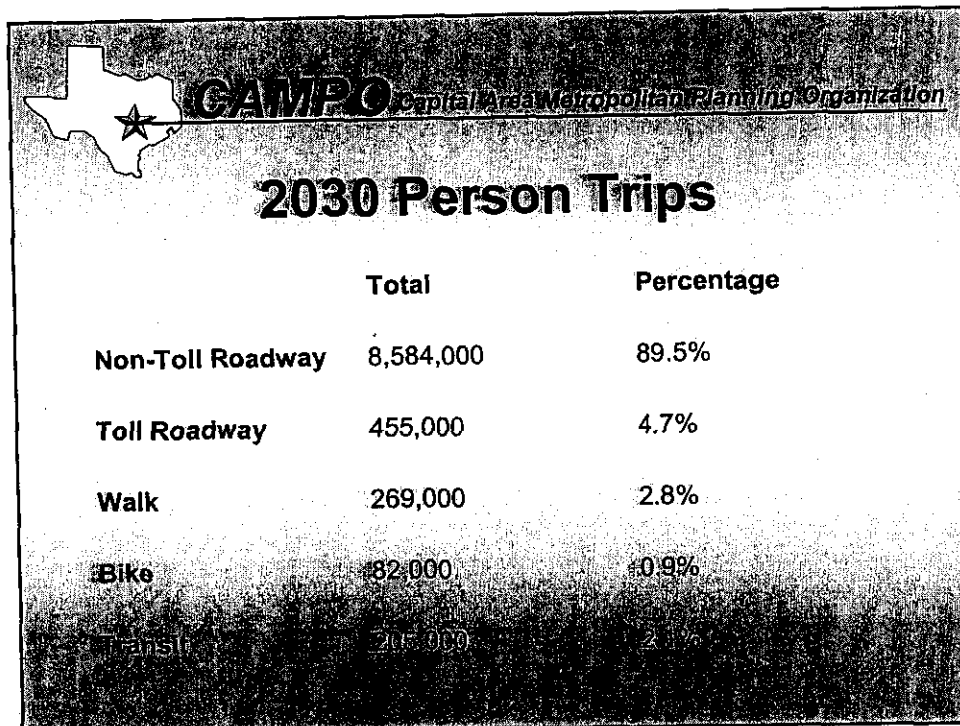


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Next Steps

Prior to publishing 2nd draft plan, CAMPO will:

- Consider public and agency input received
- Analyze alternate transportation improvements
- Incorporate a revised transit network
- Ensure the plan is consistent with near-term toll road program
- Prioritize transportation projects
- Refine the plan to be financially constrained



AGENDA ITEM 19

Consideration and action on the approval of the sale of the Williamson County Appraisal District's current building to the City of Georgetown and the purchase of 5.826 acre tract of land at FM 1460 and Industrial Blvd. in Georgetown including but not limited to approval of a resolution.

County Tax Assessor / Collector Deborah Hunt addressed the Court. She noted for the minutes that Bill Carroll, Chief Appraiser for the Williamson County Appraisal District (WCAD) and Brig Morales, Board Member of the WCAD were available in Court for questions. The property would be sold to and then leased back from the City of Georgetown while a facility was being built on the stated property. The budget for the Appraisal District would not have to be increased for the purchase of the building as funds could be drawn from the sale of the present structure, and a note could be taken out on any remaining expenses involved with the project.

Moved: **Commissioner Boatright**

Seconded: **Commissioner Birkman**

Motion: To approve the resolutions regarding the sale of the Williamson County Appraisal District's current building to the City of Georgetown and the purchase of 5.826 acre tract of land at FM 1460 and Industrial Blvd. in Georgetown.

Vote: 4 – 0

< Attachment >