

Determining Need for Added Capacity and Safety Projects

Travis County 2011 Citizens Bond Advisory Committee

April 7, 2011

What is CAMPO?

Capital Area Metropolitan Planning Organization (CAMPO)

- MPOs are Federally mandated, Urbanized areas over 50,000 population
- CAMPO currently comprised of 5 counties (Travis, Williamson, Hays, Bastrop and Caldwell Counties)
- MPOs channel and administer existing and future Federal funds to the region through a comprehensive planning process.
- Surface Transportation Program - Metropolitan Mobility (STP-MM), major source of added capacity funding for the region
- Every 5 years, develops a 25-year Long Range Transportation Plan for the region (last adoption May 2010)
- Every year, prepares Transportation Improvement Program (TIP)
 - (Plan that Identifies all federally funded projects for a 4 year period, projects required to be in the TIP to receive Federal funding)

Added Capacity Improvements Identified In Long Range Transportation Plan

- **Travis County adopts the CAMPO Long Range Transportation Plan as its transportation plan.**
- **Plan is Multi-modal. Included in the plan are projects planned for major arterials, highways, bike/ped and transit ways.**
 - **Copy available at www.campotexas.org**
- **The Plan is based upon a 25-year population and travel forecast (previous forecasts have been trends, now Centers based).**
- **Plan lays out travel corridors and the County determines road alignments for arterial roadways in unincorporated areas of Travis County.**
- **To receive Federal funding, projects must be in the Long Range Transportation Plan**

Added Capacity Improvements Identified In Long Range Transportation Plan

- **CAMPO 2035 Plan is financially constrained, previous Plans were not as constrained.**
- **Current Plan has approximately \$16.5 billion of roadway and transit capital improvements, Travis County has \$1.2 billion in projects.**
- **County CIP projects and reviewers of private subdivision plats use the CAMPO plan as a guide.**
- **Currently, Travis County TNR staff is in the process of developing a comprehensive plan that will include a County transportation plan.**


Trends vs. Centers Demographic Forecast

- Past Transportation plans were based on a trends demographic forecast (forecast based on past growth trends and patterns: sprawl)
- 2035 Plan based on a new growth scenario known as the “Centers Concept”
- Centers are higher density, mixed use developments oriented around public transportation
- Plan assumes policies and incentives are established to concentrate growth in multiple Centers
- Policy Board has allocated 50% of STP-MM funding towards projects that support the Centers concept

Centers

2 miles  Large, 1

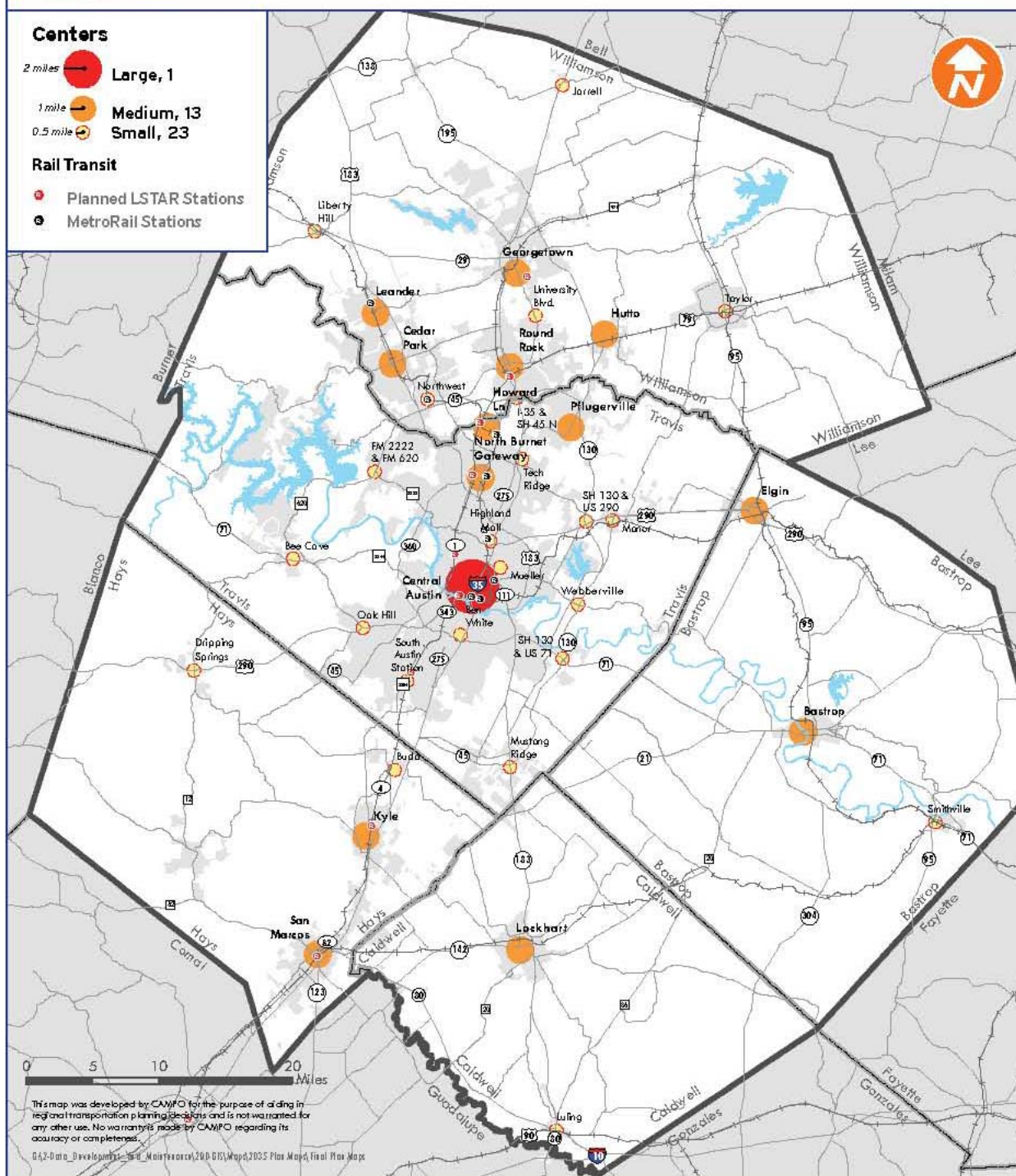
1 mile  Medium, 13

0.5 mile  Small, 23

Rail Transit

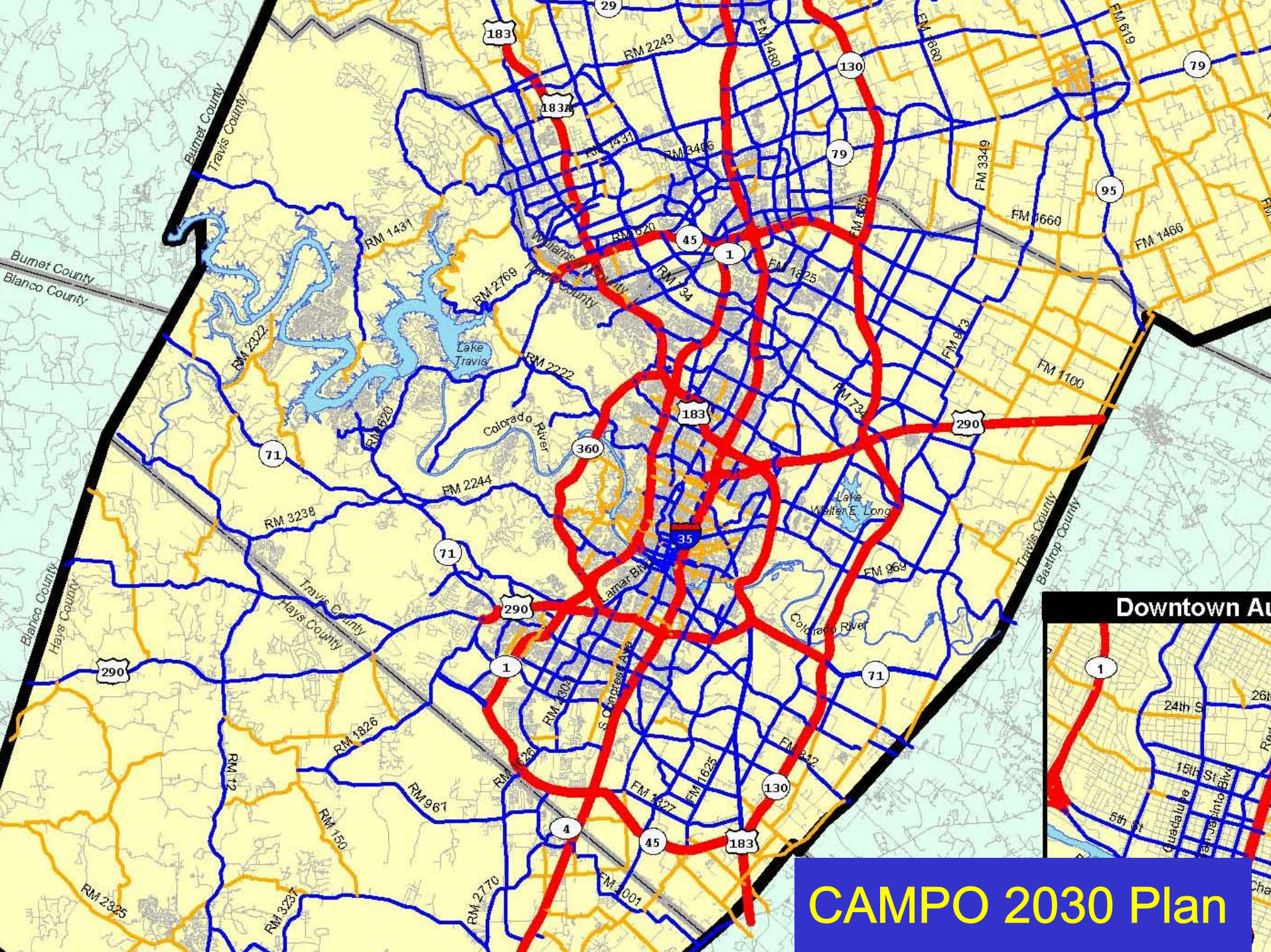
 Planned LSTAR Stations

 MetroRail Stations



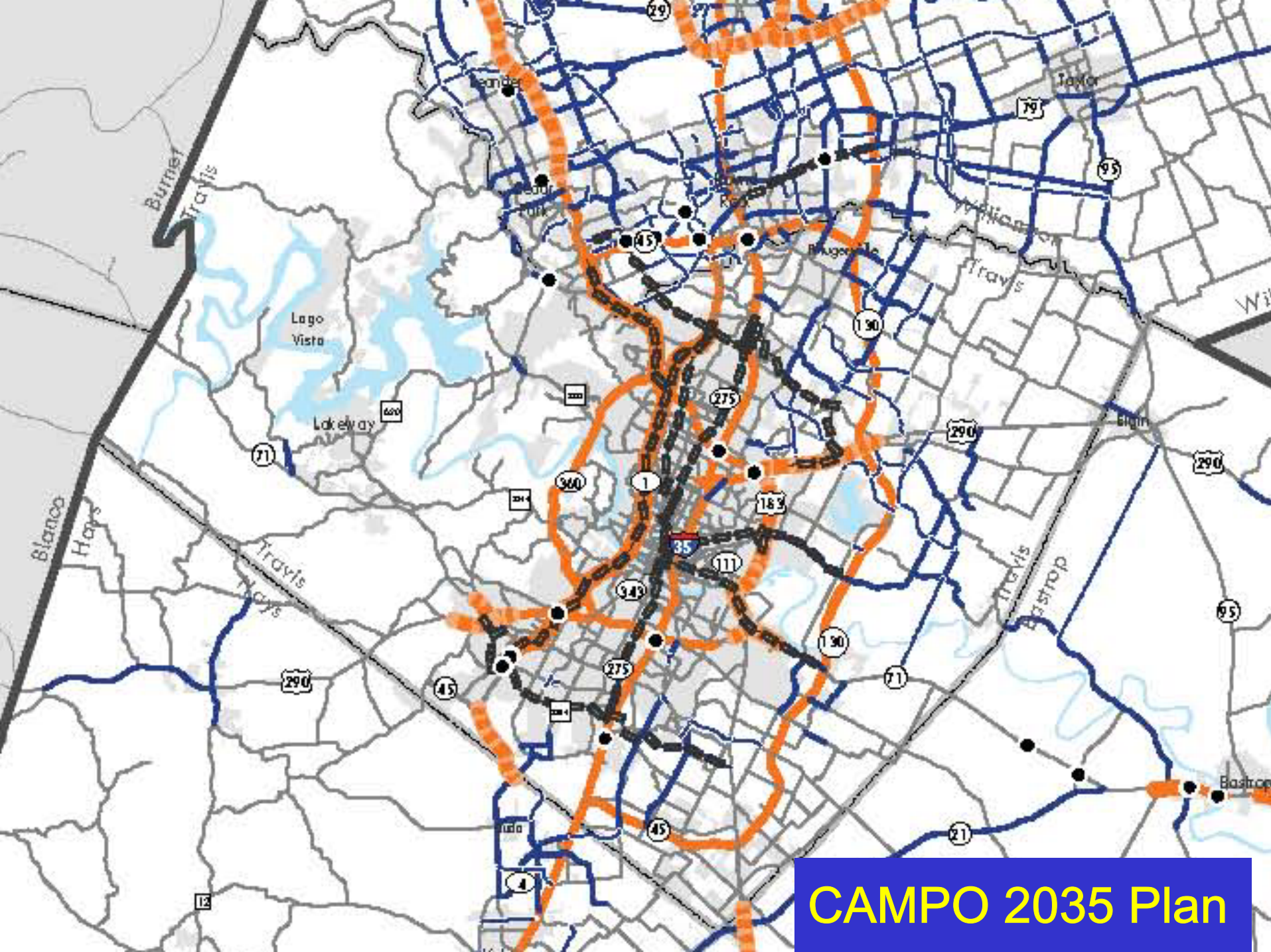
This map was developed by CAMPO for the purpose of aiding in regional transportation planning decisions and is not warranted for any other use. No warranty is made by CAMPO regarding its accuracy or completeness.

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Downtown AU

CAMPO 2030 Plan



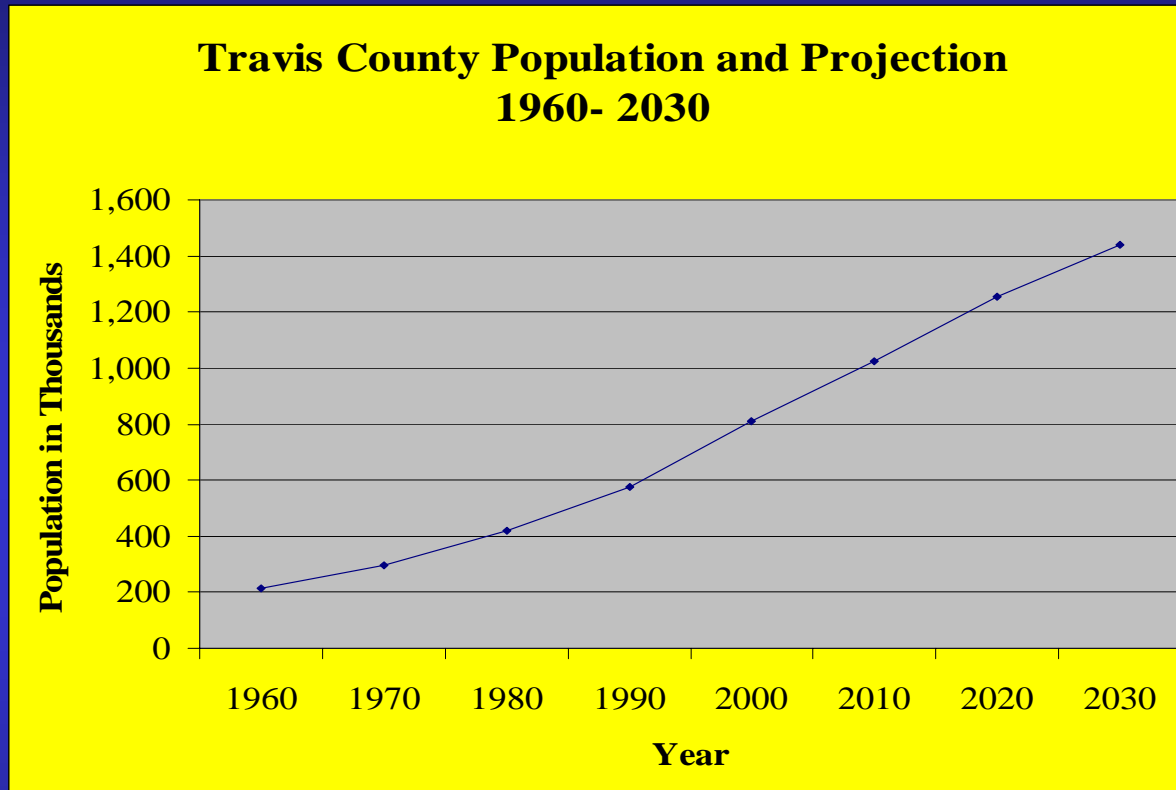
CAMPO 2035 Plan

CAMPO Area Population

County	1980 Census	1990 Census	2000 Census	2010 Census	2025 Forecast	2035 Forecast
Williamson	77,000	140,000	250,000	422,679	702,700	1,026,500
Travis	420,000	576,000	812,000	1,024,266	1,318,000	1,555,300
Hays	41,000	66,000	98,000	157,107	271,600	371,200
3 County Total	538,000	782,000	1,160,000	1,604,052	2,292,300	2,953,000

Sources: CAMPO 2035 Transportation Plan, Growth Scenario Texas State Data Scenario, 1.0 and 0.5 Average

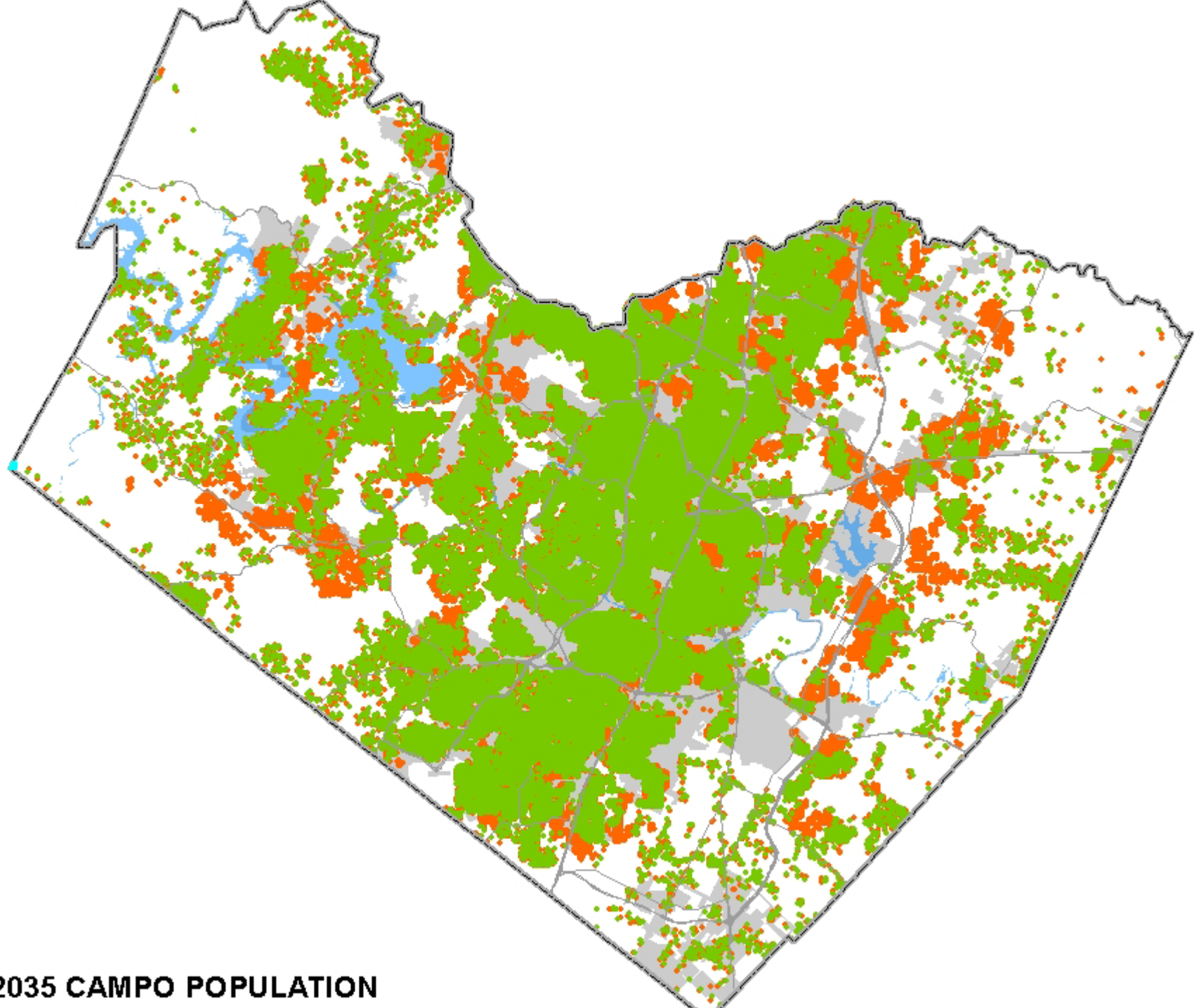
Travis County Population Change and Projection 1960 - 2030



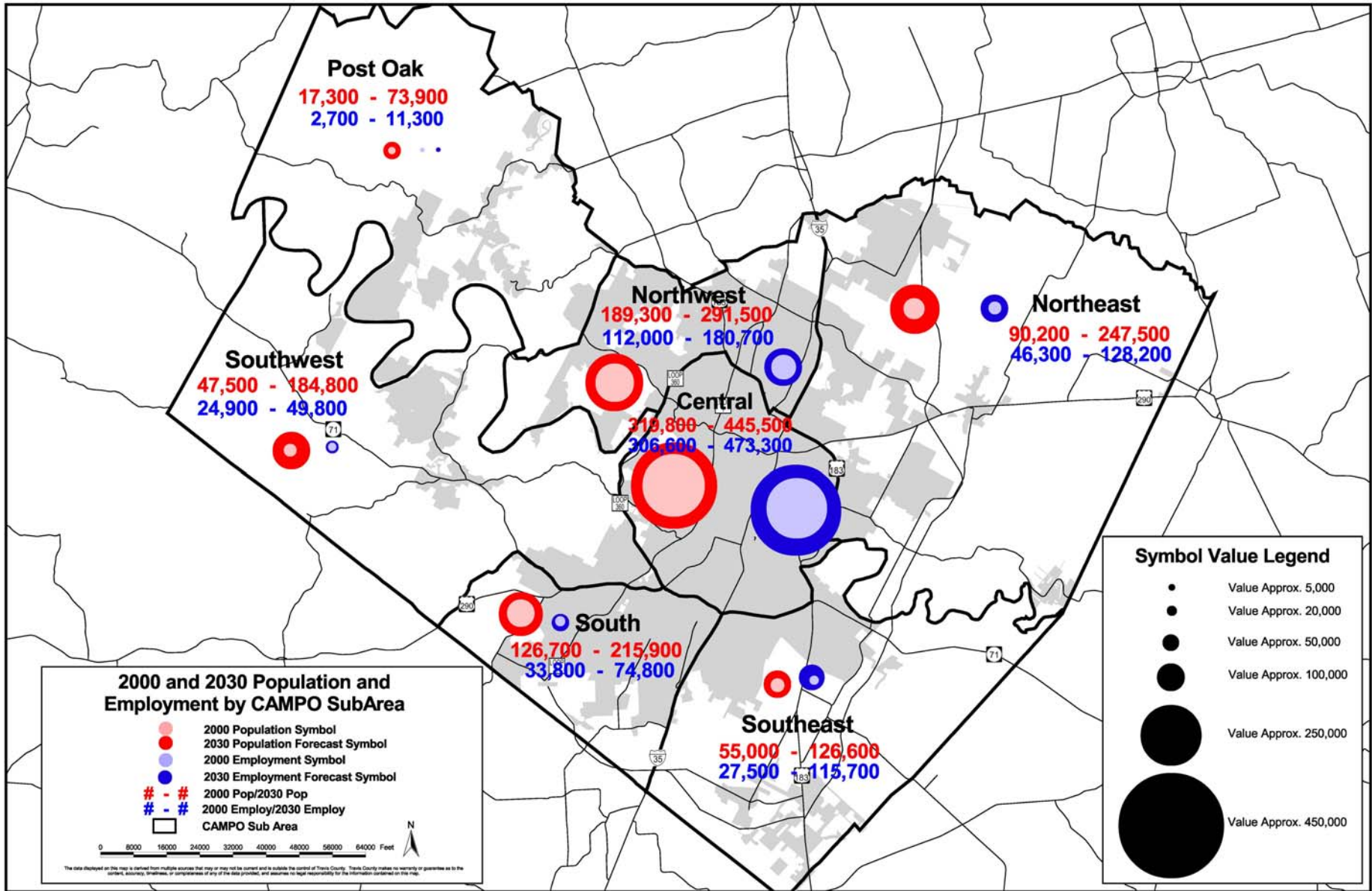
	1960	1970	1980	1990	2000	2010	2020	2030
Total	212,136	295,516	419,573	576,407	812,280	1,024,266	1,214,000	1,439,000
Change		83,380	124,057	156,834	235,873	211,986	189,734	225,000
% Change		39.30%	41.98%	37.38%	40.92%	26.10%	18.52%	18.53%
Avg. Yrly. Growth Rate		3.37%	3.57%	3.23%	3.49%	2.35%	1.71%	1.71%

Source : US Census and State Data Center Projections (Growth Scenario 1.0 and .5 Average)

Population Growth Time Series Map 2008-2035



2010 & 2035 CAMPO POPULATION



2009 NHTS

Average Vehicle Trip Length (miles, Travel Day)

Average Vehicle Trip (VT) Length by Purpose

Trip Purpose Summary	TD Vehicle Trip Length	
	Sample Size	Mean
Home	253,533	9.47
<u>Work</u>	100,896	<u>13.36</u>
School/Daycare/Religious Activity	19,406	9.28
Medical/Dental Services	15,481	10.34
Shopping/Errands	161,438	6.15
Social/Recreational	63,619	15.78
Family personal business/Obligations	24,448	11.06
Transport Someone	51,078	7.12
Meals	49,596	6.85
Other reason	1,430	23.11
All	741,173	9.72

In 2005, Regional Travel Survey found approximately same work trip length as National Average

Vehicle Miles Traveled (VMT)

Vehicle Miles Traveled

	2005	2035	% Change
Population	1,458,641	3,250,531	+123%
Total Daily VMT	36.1 million miles	75.1 Million miles	+108%
Per Capita VMT	24.8 miles	23.1 miles	-7%

Source: CAMPO 2035 Preferred Scenario

- Growth in VMT will continue, VMT more than doubles by 2035
- Per Capita VMT drops slightly, result of Center forecast, reduced trip length to/from work and other trip purposes

2009 Mode Share (Work Trips)

- Have not been successful reducing SOV trips
- Small percentages of other modes used

2009 Mode Share (How People in the Region Got to Work)

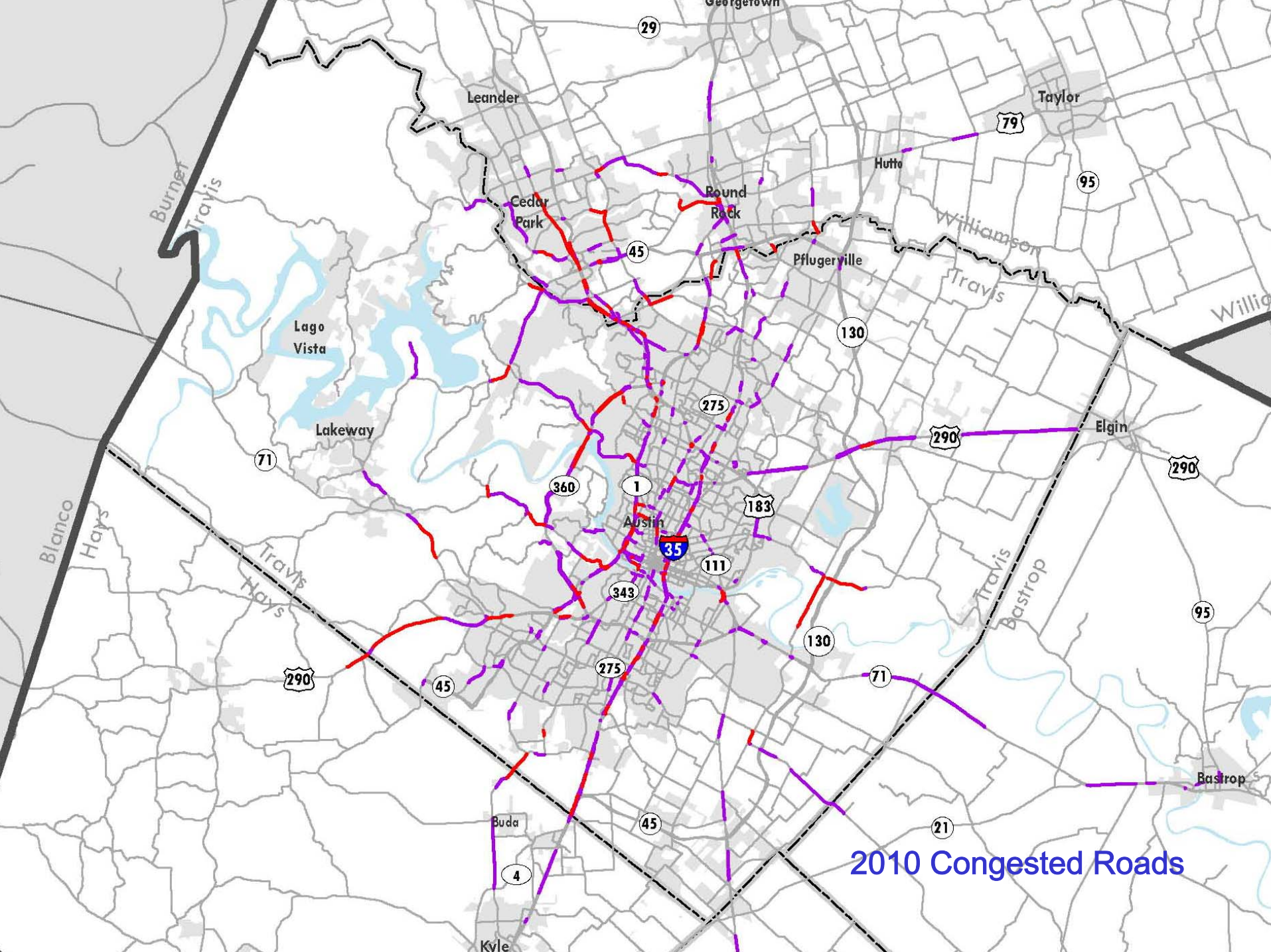
	<u>Williamson Co.</u>	<u>Travis Co.</u>	<u>Hays Co.</u>
Drove Alone	79.3%	73.1%	78%
Carpooled	12.7%	12.0%	11%
Took Transit	0.5%	4.0%	1%
Walked	1.1%	1.7%	3%
Bicycled	<1%	1.0%	<1%
Worked at Home	5.2%	5.7%	6%
Other	1.3%	3.4%	1%
Travel Time to Work	26.3	23.8	28.5

Source: US Census

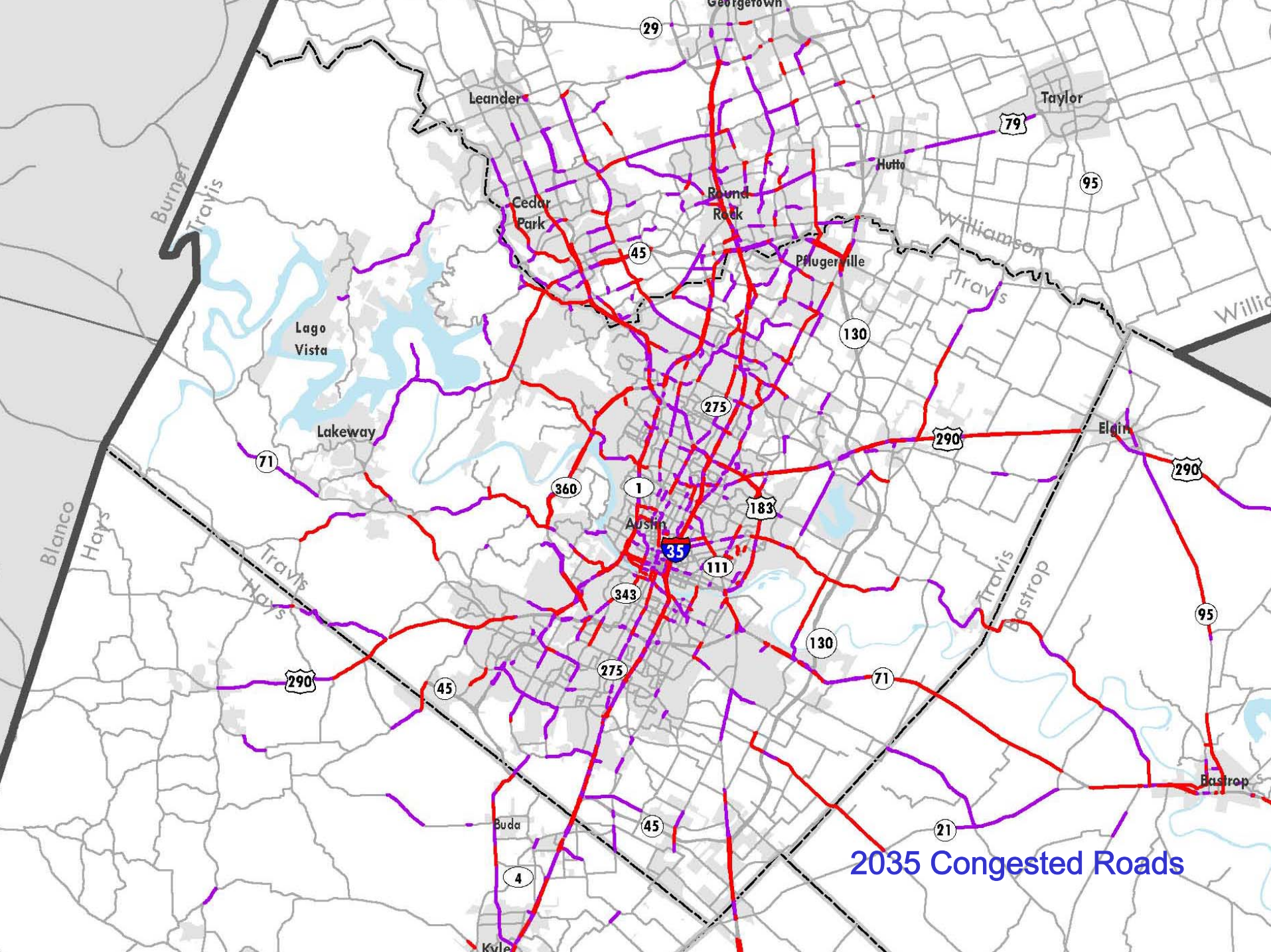
Average Daily Traffic (ADT) and Level of Service Ranges by Street Classification and ROW Needs

Highway Classification	# of Lanes	ROW Width in Feet	Level of Service A, B, C, D, E	Exceeds Level of Service F
Freeways:	6-lane with 3 -lane frontage roads	400	0 - 96,600	96,601+
Rural Divided Arterials*:	6 Lane	140 - 250	0 - 52,500	52,501+
	4 Lane	110 - 150	0 - 35,000	35,001+
	2 Lane	80 - 100	0 - 17,400	17,401+
Rural Undivided Arterials:	2 Lane	60 - 80	0 - 15,250	15,251+

* A "divided" facility includes a flush or depressed median with sufficient width for storage of left turning vehicles.

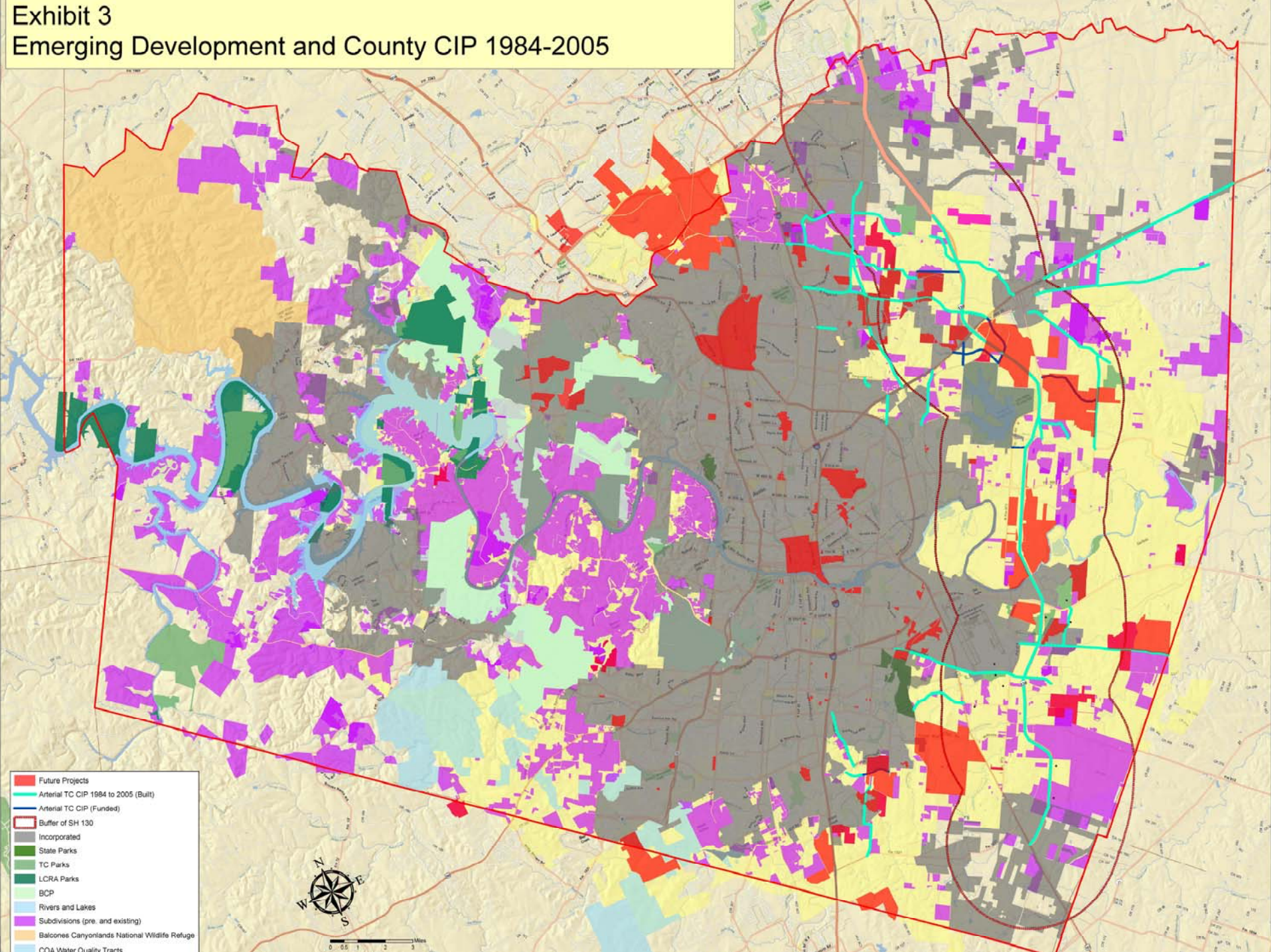


2010 Congested Roads

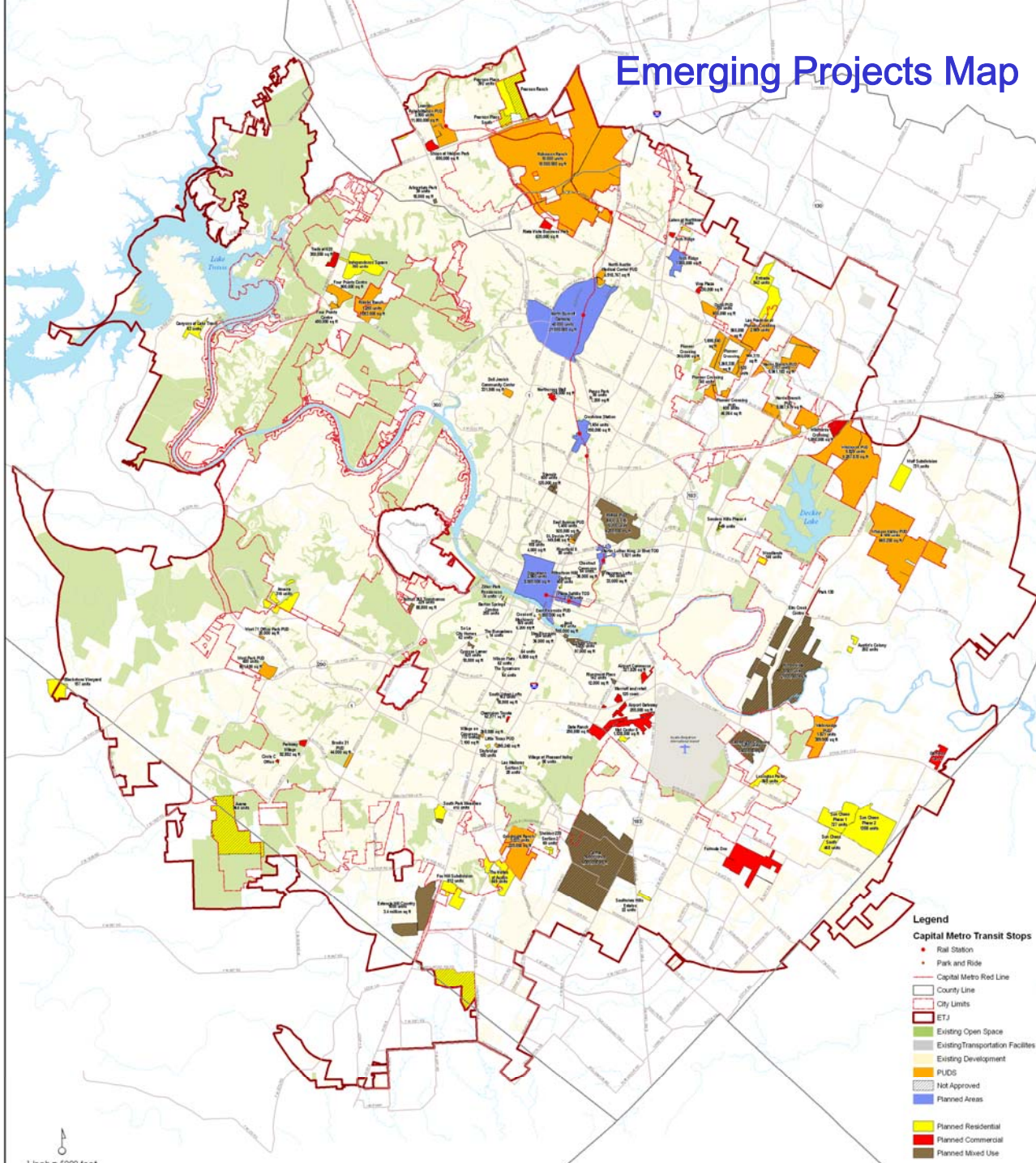


2035 Congested Roads

Exhibit 3 Emerging Development and County CIP 1984-2005



Emerging Projects Map



County's Role

- **Maintains over 1,200 miles of county roadway (mostly rural) within unincorporated area**
- **Since 1984, upgraded and added capacity to existing county roads changing them to arterial roadways and replaced substandard bridges**
- **Since 1980, reviewed and approved construction of streets, including arterials within private subdivisions within the unincorporated area**
- **Acquired right-of-way for selected state highway projects, especially farm-to-market roads**
- **Over 20 miles of trails and sidewalks have been built**

County Funding Sources

- **Road & Bridge Fund (License Plate Fees)**
- **Bond Funds (Reimbursed by Property Tax)**
- **Certificates of Obligation (reimbursed by property tax)**
- **Fed/State Transportation Grants (STP, TEP, Bridge Replacement)**
- **Build Greater Austin Funds (Capital Metro Transit) (On-hold)**
- **County Road Districts and Public Improvement Districts**

Current Trends In Funding

- **TXDoT revenues earned from gas tax have declined:**
 - **State's 20 cent tax has not increased since 1991**
 - **Federal 18.4 cents not increased since 1993**
 - **Not indexed for inflation**
 - **Gas mileage on newer cars has increased**
- **Local jurisdictions becoming responsible for additional capacity and new state projects especially in suburban and rural areas.**
- **Legislative bills filed to raise gas tax, and vehicle registration and a local option sales tax have not had much traction.**
- **Travis County Commissioners Court has considered three FM roads a priority for improvement and have applied for Pass-Through Financing funding.**
 - **FM 1626, FM 973 Manor By-Pass, FM 969**
 - **Travis County will be reimbursed over a period of time for the costs of construction**

Past Mobility Funding Sources

- **Build Central Texas**
 - (1993-2008)- \$6.5 Million (CapMetro refund from ¼ tax, only for Pct. 2)
- **STP-4C and STP-MM (Federal Grant)**
 - (1995 – Present)- \$37.8 Million awarded to Travis County
 - (2012-2014) estimated \$100 Million available to Region
 - (1992-2010) approximately \$471 Million awarded to Region
- **Voter Approved Bond Elections (Roads, Bridges, Right-of-Way, Sidewalks and Trails)**
 - 1997 \$45.2 Million
 - 2000 \$28 Million
 - 2001 \$153.2 Million
 - 2005 \$62.8 Million
 - Total: \$289.2 Million

Additional Ways Added Capacity Needs are Identified

- **Localized Plans/Studies**
 - **Safety Study**
 - **Traffic Studies/Recommendations**
- **Neighborhood Meetings/Requests**
 - **Congestion Complaints**
 - **Cut-Through Traffic**
 - **Truck Traffic**
- **Actions/Requests by Another Jurisdiction/Agency**
 - **Regional Projects**

Additional Ways Added Capacity Needs are Identified (Cont...)

- **In-action by Other Jurisdictions/Agencies**
- **Commissioner Requests**
 - **Initiated by Constituent and Developer requests**
- **Phone Calls**
 - **Constituent Requests**
- **Joint Project Discussions with Private Sector**

Other Important Documents for Determining Added Capacity, Safety, Bridge, and Bicycle Pedestrian Needs

- **2008 Traffic Accident Report (Safety Projects)**
- **2010 BRINSAP Bridge Sufficiency Rating (Bridge Projects)**
- **2009 Five County Annual Average Daily Traffic Counts (State System)**
- **2005 TxDOT 24-hour Saturation Counts (Map format)**
- **CAMPO 2035 Bicycle/Pedestrian Element**

Questions?

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