



COMPO

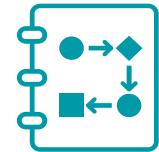
CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

FM 1431 Community Meeting

September 27, 2023

What is a Metropolitan Planning Organization (MPO)?

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Required in areas with **50,000+** population

Set policy and guide the **transportation planning process**

Develop a multi-modal, 20-year **regional transportation plan**

Provide a forum for **project selection** by local officials for **federal and select state funds**



20-member Transportation Policy Board (TPB)

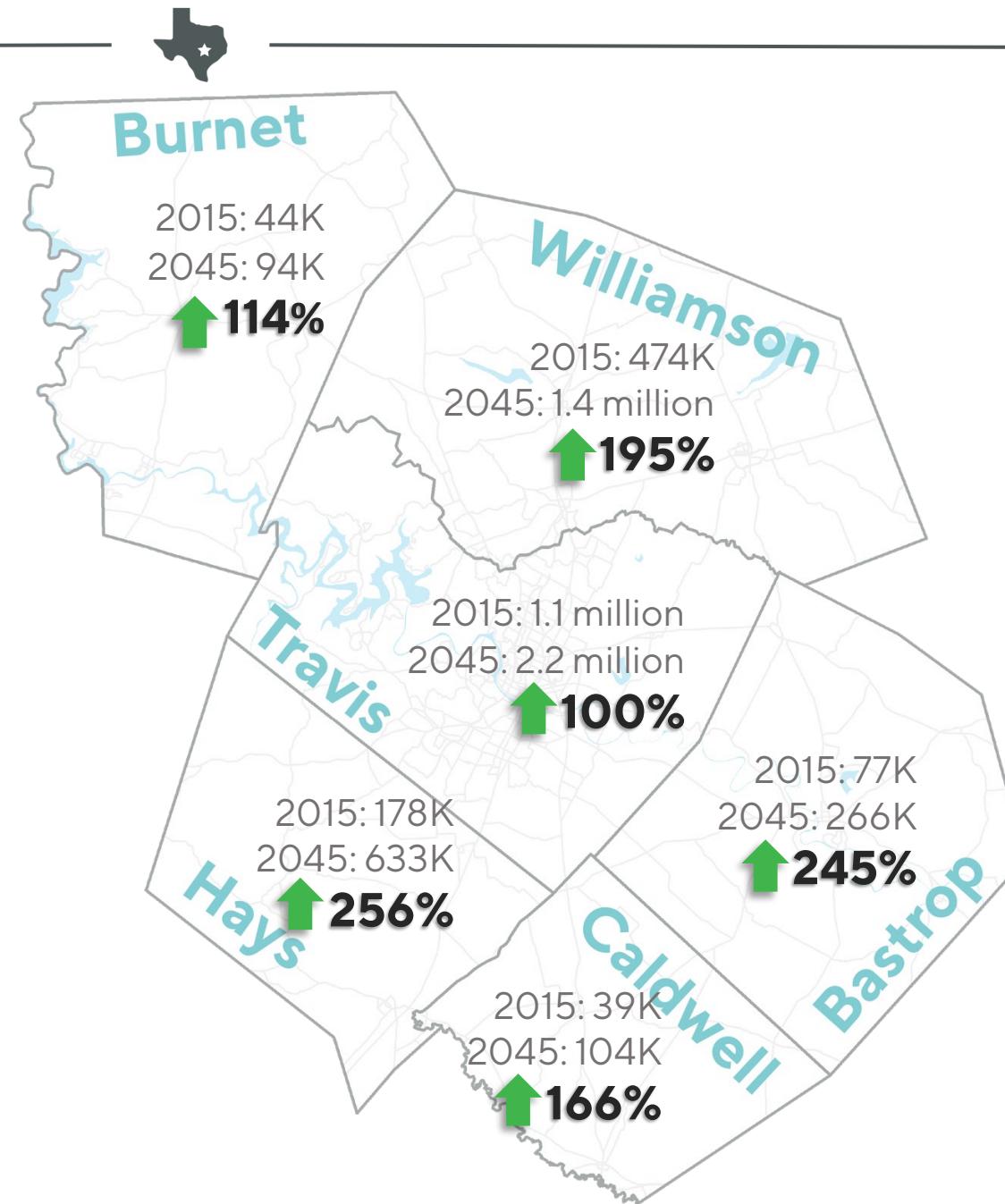
- Elected officials and agency representatives from across the region
- Makes decisions on CAMPO policy
- Allocates federal and select state transportation funding

- » Judge Andy Brown
- » Commissioner Jeff Travillion
- » Commissioner Ann Howard
- » Amy Pattillo



Population Growth 2015 - 2045

Population estimated to
double by 2045





CAMPO's Planning Process

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2 Regional Long-Range Plan

CAMPO uses recommendations from plans and studies to create a cohesive, multimodal plan.

Local governments participate in plan development.

3 Project Selection and Funding

Local project sponsors submit applications to **CAMPO** to fund projects identified in plans.



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1 Local and Regional Plans and Studies

CAMPO works with **local governments, leadership, and communities** to identify and incorporate needs



4 Project Implementation

Local project sponsors analyze, design, and construct projects





Local Project Sponsors

Project sponsors include cities, counties, TxDOT, CTRMA, and other transportation agencies



Decide which projects to pursue



Complete detailed engineering and design



Submit funding applications to CAMPO



Conduct further studies and analysis



Implement construction projects



Statewide Funding Categories

(2023 Unified Transportation Program)

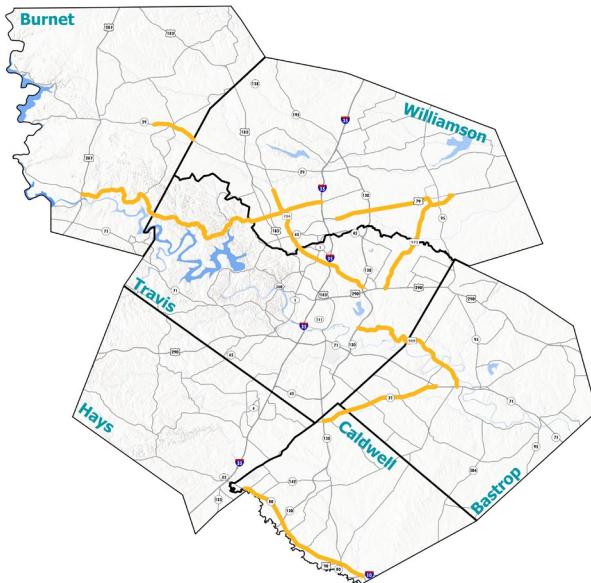
Category 1	Preventive Maintenance and Rehabilitation
Category 2	Metropolitan and Urban Area Corridor Projects
Category 3	Non- Traditionally Funded Transportation Projects
Category 4	Statewide Connectivity Corridor Projects
Category 5	Congestion Mitigation and Air Quality Improvement
Category 6	Structures Replacement and Rehabilitation (Bridge)
Category 7	Metropolitan Mobility and Rehabilitation (STBG)
Category 8	Safety
Category 9	Transportation Alternatives Set-Aside Program (TASA)
Category 10	Supplemental Transportation Programs
Category 11	District Discretionary
Category 12	Strategic Priority





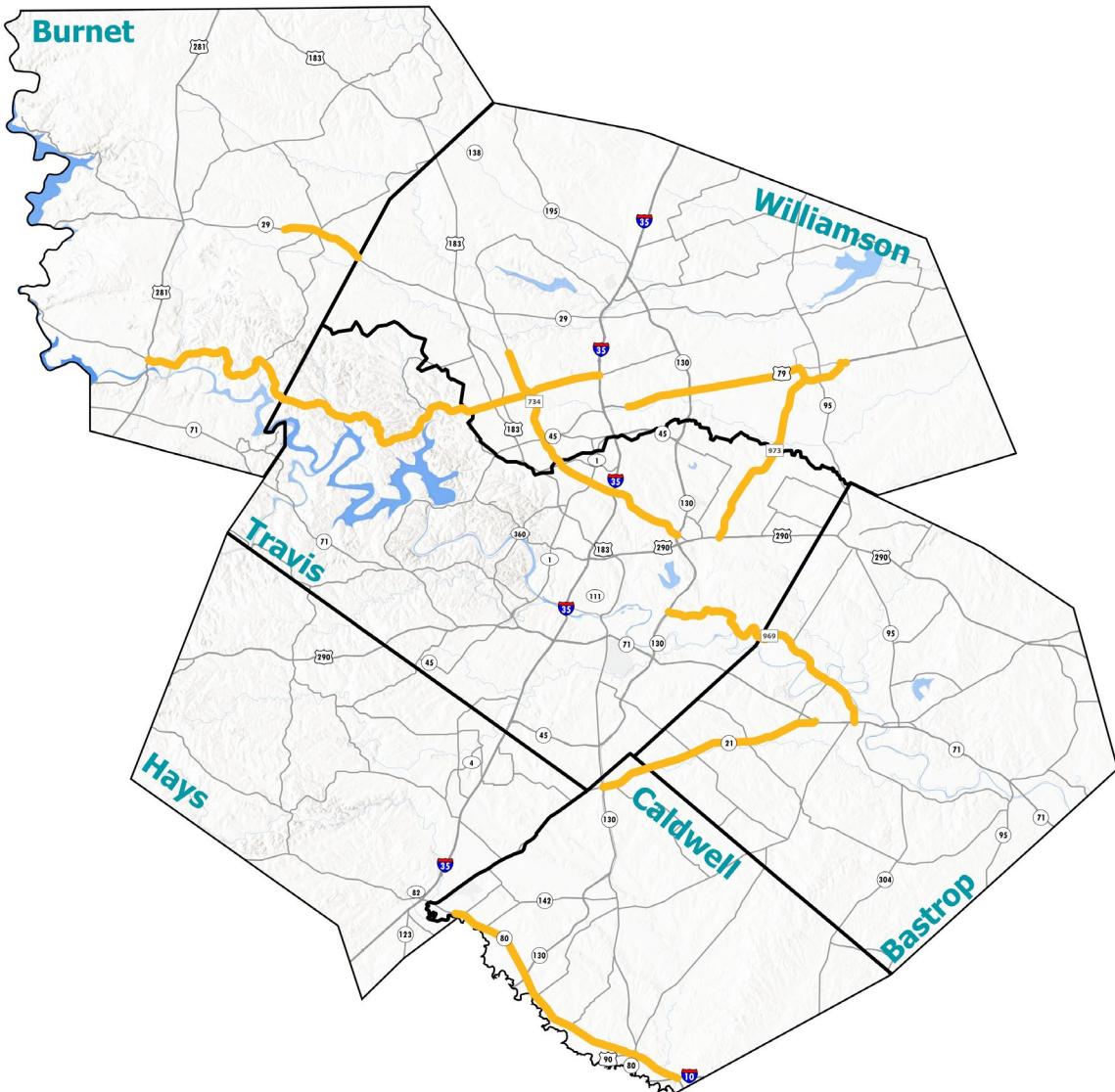
Regional Corridor Improvement

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- On-system facilities to be studied in partnership with TxDOT
- Identified based on previous CAMPO studies, local government needs, and public outreach
- In-depth planning study for project development and implementation
- Nine corridors that supports current and future economic development





Corridor	County	Limits (from)	Limits (to)	Length (miles)
FM 734	Travis/ Williamson	RM 2243	SH 130	22.5
FM 969	Bastrop/ Travis	SH 71	SH 130	22.1
FM 973	Travis/ Williamson	US 79	US 290	16.3
FM 1100	Bastrop/ Travis	US 290	SH 95	9
FM 1431	Burnet/ Travis/ Williamson	US 281	IH 35	46.4
SH 21	Bastrop/ Caldwell	SH 71	SH 130	17.3
SH 29	Burnet	CR 258	Williamson Co. Line	6.8
SH 80	Hays/ Caldwell	FM 110	IH 10	26.3
US 79	Williamson	FM 1460	FM 619	18.6

Feasibility Study Overview

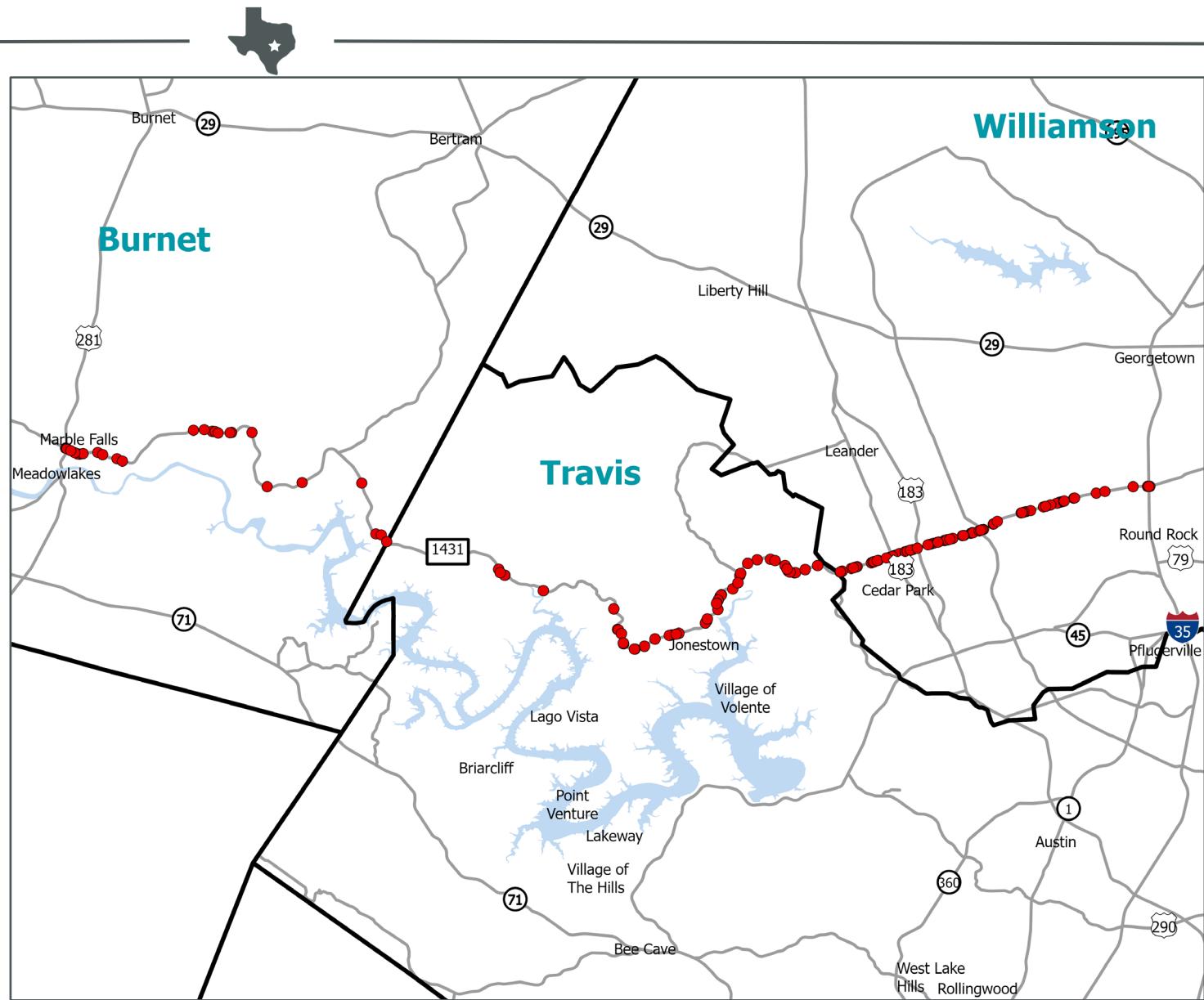
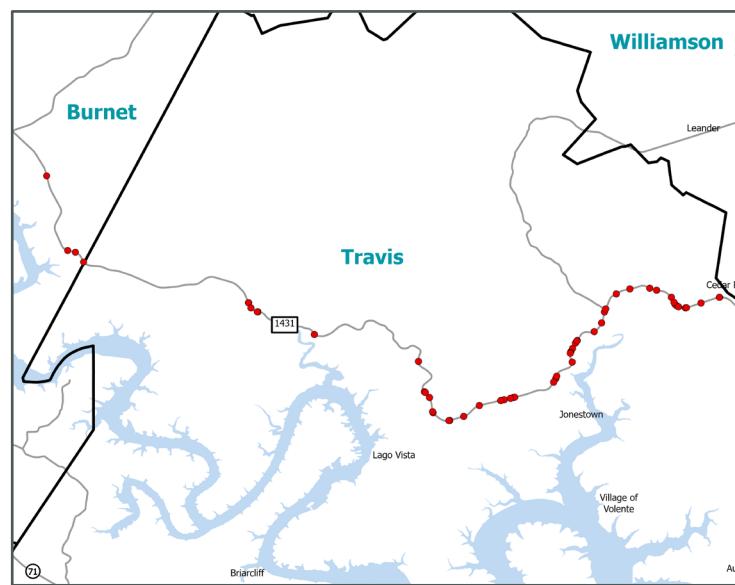


**High-level planning
study used to evaluate
current and future
transportation needs
and recommend
potential improvements.**



- Data collection and analysis of current transportation system, future traffic counts and operations, and environmental features and constraints
- Use data and public input to analyze potential improvements
- Gather public feedback and analysis of potential improvements to make recommendations
- Future phases include detailed environmental analysis, detailed design, potential right of way and utility needs, constructing improvements.
- Each phase requires additional funding

Crash Locations



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