

# Capital Area Regional Transportation Planning Organization (CARTPO)

CAPCO Board Room  
2520 South IH 35, Suite 100  
Austin, Texas  
Friday, September 10, 2004

## Summary Minutes

### Participants

<b>Karl Ansbach</b>	Councilmember, City of Lakeway
<b>Michael Aulick</b>	Executive Director, CAMPO
<b>Wayne Boling</b>	President/CEO, Marble Falls Economic Development Corporation
<b>Wayne Brascom</b>	Commissioner, Llano County
<b>Bruce Byron</b>	Executive Director, CATC
<b>Eric Carlson</b>	Mayor, City of Elgin
<b>LeRoy Click</b>	Senior Planner, Travis County
<b>Ed Collins</b>	Advanced Transportation Planning Director, TxDOT- Austin District
<b>Bob Daigh</b>	District Engineer, TxDOT – Austin District
<b>Howard Falkenberg</b>	President, Staats Falkenberg & Partners
<b>Bill Gunn</b>	Director of Training and Systems, TxDOT - Aviation Division
<b>Bill Hamilton</b>	Alderman, City of Rollingwood
<b>Ronny Hibler</b>	Commissioner, Burnet County
<b>Don Loucks</b>	Commissioner, Bastrop County
<b>John Munoz</b>	Deputy Director, TxDOT - Finance Division
<b>Maurice Pitts, Jr.</b>	Commissioner, Lee County
<b>Ray Sanders</b>	Mayor, City of Lockhart
<b>Herb Schulze</b>	Commissioner, Caldwell County
<b>Betty Voights</b>	Executive Director, CAPCO
<b>Lucy Buck</b>	Director of Regional Planning, CAPCO
<b>Ross Frie</b>	Regional Planner, CAPCO

### **I. Call to Order – Mayor Ray Sanders, CARTPO Chairman**

Meeting was called to order at 9:40 a.m. Mayor Sanders welcomed everyone and led introductions.

### **II. TxDOT Financial Budget and Funding Categories**

Mayor Sanders introduced John Munoz, Deputy Director with TxDOT Finance Division. Mr. Munoz presented the highway fund status and other funding tools for transportation projects. The three primary sources of TxDOT revenue include federal funds, motor fuel taxes and vehicle registration fees. The TxDOT annual revenue for fiscal year 2004 is \$5.6B. The construction (build it) and maintenance (maintain it) expenditures for fiscal year 2004 are \$4.1B. TxDOT has three debt programs that include the mobility fund, fund 6 (highway fund bonds or Ogden bonds) and revenue bonds. TxDOT plans to issue \$3B in mobility fund bonds to be paid back with driver's license and vehicle inspection fees. The fund 6 bonds are statutorily limited to \$3B and cannot exceed 10% of the amount deposited to the fund 6 account in the preceding year for debt service. The fund 6 bonds will be paid back with revenues deposited into the account. Revenue bonds are issued for specific projects and the debt is paid back from the tolls collected.

Ed Collins distributed a project development and planning process handout. The Unified Transportation Program (UTP) includes the Statewide Mobility Program – build it (SMP) and the Statewide Preservation Program – maintain it (SPP).

Mr. Collins explained the 12 categories in the SMP. They include:

Category 2	Metro Area Corridor Projects
Category 3	Urban Area Corridor Projects
Category 4	Statewide Connectivity Corridor Projects
Category 5	Congestion Mitigation and Air Quality Improvement
Category 7	STP Metro Mobility/Rehabilitation
Category 8	STP Safety
Category 9	STP Transportation Enhancements
Category 10	Miscellaneous
Category 11	District Discretionary
Category 12	Strategic Priority

Mr. Collins described the SPP categories. They include:

Category 1	Preventive Maintenance
Category 1	Rehabilitation
Category 6	Bridge Replacement and Rehabilitation
Category 6	Railroad Grade Separation
Maintenance	Routine Maintenance
Maintenance	Contracted Maintenance

Mr. Collins distributed a summary of the TxDOT UTP allocation of funds. The statewide total budget for the SMP is approximately \$17.5B and approximately \$10.4B for the SPP for FY 2004 – FY 2014. The TxDOT Austin District budget for FY 2004 – FY 2014 is approximately \$1.5B for the SMP and approximately \$.5M for the SPP. This represents 8.5% and 4.6% of the statewide total, respectively.

### **III. Airports – Safety and Security Issues**

Mayor Sanders introduced Bill Gunn, Director of Training and Systems with TxDOT Aviation Division. Mr. Gunn gave an update on the status of the Central Texas Airport Study. No site has been determined to date for a Central Texas regional airport.

Mr. Gunn distributed an *Economic Impact of General Aviation in Texas* report.

Mr. Gunn gave a presentation on general aviation airport security and safety. Airport security features can include signage, automatic entrance gates, video cameras installed around the airport site and/or emergency phone numbers located on the terminal and hangars.

The Texas Transportation Code allows local governments to adopt and enforce ordinances and rules that manage and govern an airport which is under the jurisdictions control. The Texas Transportation Code also requires an individual to keep their airman certificate in their possession while operating an aircraft in the state.

The TxDOT Aviation Division (AVN) manages both state and federal funds. A publicly owned airport is eligible to qualify for state and federal grants up to 90%. TxDOT AVN allocates \$30,000 per year to airports for the Routine Airport Maintenance Program (RAMP). There is a 50% local match for RAMP grants.

There is an Aircraft Owners and Pilots Association website located at [www.AOPA.org](http://www.AOPA.org) for additional information.

**IV. Final CARTPO Delegation Presentation for the September 30<sup>th</sup> Texas Transportation Commission Meeting**

Ross Frie presented a draft CARTPO Delegation presentation. The CARTPO Delegation agreed to meet on September 21<sup>st</sup> to review and discuss the presentation to the Texas Transportation Commission. CARTPO Delegation meetings are scheduled for September 10<sup>th</sup> with Commissioner Andrade and Mary Anne Griss, Chair Williamson's Aide, and September 29<sup>th</sup> with Commissioners Houghton, Johnson and Nichols to discuss CARTPO and the top priority regional projects.

**V. Other Business**

Lucy Buck distributed the *Rural Transportation Planning Guidebook* that was published in March 2004 by West Texas A&M University, Texas Southern University, the Texas Transportation Institute in cooperation with the Federal Highway Administration and the Texas Department of Transportation.

**VI. Adjourn**

Meeting was adjourned at 12:00 a.m.