

**SUMMARY MINUTES
CAPITAL AREA COUNCIL OF GOVERNMENTS
CAPITAL AREA TRANSPORTATION PLANNING ORGANIZATION
(CARTPO)**

**CAPCOG BOARDROOM
6800 BURLESON RD, SUITE 310
AUSTIN, TX 78744**

Friday, March 30, 2007

MEMBERS PRESENT:

Bill Hamilton, City of Rollingwood
Councilmember Brian Shirley, City of Marble
Falls and Burnet County
Comm. Maurice Pitts, Jr., Lee County
Comm. Henry Parker, Llano County
Justice Richard Owen, Llano County
Judge H. T. Wright, Caldwell County
Meredith Highsmith, Capital Metro
Comm. Gerald Daugherty, Travis County
Edna Johnson, CARTS
Paul Hamilton, Texas State
Howard Falkenberg, AARO
Comm. Joe Don Dockery, Burnet County

Elizabeth Ascott, TxDOT
Comm. Ronny Hibler, Burnet County
Judge Donna Klaeger, Burnet County
Leroy Click, Travis County TNR
Brooke Huerta, City of Bee Cave
Joe Holland, TxDOT
Ed Collins, TxDOT
Councilmember Pat Berryman, City of
Georgetown
Comm. Cynthia Long, Williamson County
Mayor Gladys Markert, City of Elgin
Mike Aulick, CAMPO

STAFF PRESENT:

Betty Voights, CAPCOG
Sean Moran, CAPCOG

Chris Ramser, CAPCOG

1. Call to Order – Vice-Chairman Bill Hamilton

Mr. Hamilton opened meeting with introductions from all present.

2. CARTPO Bylaws – CAPCOG

Mr. Moran explained that the new CAPCOG Executive Committee formed a steering committee to refine the CARTPO vision. The steering committee drafted bylaws that reflect the refined vision during meetings held in January and February. The CAPCOG Executive Committee approved these bylaws on March 14, 2007. The bylaws should help those outside of CARTPO better understand the organization.

Mr. Moran explained the structure of the new bylaws. Article one summarized the purpose and vision of CARTPO. Membership was defined as voting, ex-officio, and associate in article two. Voting membership consists of three elected officials from each of the CAPCOG counties with the suggestion that one be a municipal official. Article three of the bylaws allowed for CARTPO to elect a Chair and Vice Chair. Article four defined the act of CARTPO during meetings. The bylaws require at least 4 meetings each year. This article also defined a quorum as 1 voting member present from at least 6

of the 10 counties for a meeting. Action was defined as an affirmative vote of a majority of the representatives present at a meeting with quorum. Article 5 allowed for the creation of ad hoc committees to address specific issues as needed.

Judge Wright stated that he was uncomfortable with the voting as there could be a situation where a stacked deck on a vote may occur. CARTPO discussed the issue of voting and whether the voting structure would be used on general business or also on calls for projects. Commissioner Daughtery asked whether CARTPO could request the CAPCOG Executive Committee reconsider the voting system. Mr. Falkenberg requested that the Austin Area Research Organization be listed as an ex-officio member.

Councilmember Berryman made a motion to request the Executive Committee review the representation and voting structure, and include the Austin Area Research Organization to the list of ex-officio members, seconded by Commissioner Hibbler. Discussion occurred on possible voting systems which included: one vote per county, proxy voting, and designated alternates. Councilmember Berryman asked that a list of possible action items be considered when making the decision on voting structure. The motion carried.

3. CAMPO Policy Board Recommendations – CAMPO

Mr. Aulick, Director of CAMPO, made a presentation on the new composition of the CAMPO Policy Board as a result of the joint powers agreement that was recently signed by City of Austin, Travis County, Hays County, Williamson County, TxDOT, and Capital Metro. He gave a brief introduction of the jurisdiction and role of CAMPO for transportation planning. The CAMPO Board was reduced from 23 to 18 as a result of the recommendations. Below is a summary of the new composition of the Policy Board. Sixteen of the eighteen seats have been filled.

CAMPO Transportation Policy Board

Organization	# of members
State Senator	1
State Representatives	2
Austin City Council	4
Round Rock City Council	1
Other cities within the CAMPO area	3
Travis County Commissioners' Court	3
Williamson County Commissioners' Court	1
Hays County Commissioners' Court	1
Capital Metropolitan Transportation Authority	1
Texas Department of Transportation Austin District	1
<i>Total membership</i>	<i>18</i>

The joint powers agreement also changed the provision that allows for a city over 50,000 to have a representative on CAMPO. In the old provision, the 50,000 mark had to be demonstrated in the decennial census, however, now the 50,000 may be reached in an annual census estimate.

4. Phase II Toll Road Update – CAMPO

Mr. Aulick showed a map of the toll roads that have been opened and those that are under construction. He said the under construction roadways will be opened by the end of this year and includes SH 130 all the way to US 183 in Mustang Ridge, portions of SH 45 in the North and US 183A. Construction on SH 45 in the South from Buda to SH 130 will begin this year and will open about 1 year after SH 130 opens. Estimated completion of SH 130 in Caldwell County is 2012. Discussion occurred on what would happen to SH 130 in Caldwell County if the legislature placed a moratorium on toll roads. Mr. Aulick did not believe the proposed legislation would stop the construction of that roadway.

Phase II toll roads are those roadways that were originally in the long range plan to be funded by traditional mechanisms but were changed in 2004 to be toll roads. These roadways are not listed in the current short range plan. A decision on the funding of these roadways was postponed in January to this summer until after the legislature is finished. These roads are in various phases of construction and financing. Mr. Aulick explained that the only real way to build the phase II roads anytime soon would be to use a tolling mechanism. He broke down the number of lane miles proposed in the 2030 long range plan as tolled and non-tolled. Based on those numbers, he estimated 52% would be non-tolled and 48% would be tolled. He noted that this percentage was very similar in both Dallas and Houston for their plans.

Commissioner Conley and Commissioner Daugherty talked about the need to educate Texans on the way roads are funded in Texas and also the need for additional funding sources if we want to build added capacity roadways in the future. Mr. Aulick suggested a presentation from the TxDOT Austin District Engineer Bob Daigh on the TxDOT financial status report.

5. TxDOT Legislative Update – TxDOT Austin District

Mr. Collins gave handouts on legislation that TxDOT is tracking during the 80th State Legislature and he also handed out the National congressional agenda. He talked about legislation that would place a moratorium on toll roads and also another bill that would allow TxDOT to perform County Corridor planning to dedicate right of way before property values increase due to development speculation. Mr. Collins also talked about legislation that would establish the Texas Rail relocation and improvement fund. It was suggested that staff and TxDOT work together to forward legislative updates when movement on key bills occurs. Mr. Hamilton asked about some of the budget cutbacks in transportation funding. Mr. Collins gave an overview of two rescissions that have occurred of around 600 million dollars that would have been obligated to TxDOT. These rescissions may not stop current projects from being built but may affect funding of future projects in plans.

6. Consider Resolution on an Inflationary Indexed Gas Tax – CAPCOG

Mr. Moran said that at the last CARTPO meeting the committee suggested drafting a resolution that supported linking the gas tax rate to an inflationary index. He explained

that a draft resolution was prepared by CAPCOG staff with some assistance from TxDOT Austin District staff. Mr. Moran talked about the 2 bills filed that would index the gas tax, SB165 by Senator Carona and HB962 by Representative Krusee. Mr. Moran introduced the new planner at CAPCOG, Chris Ramser. Mr. Ramser explained some of the text and structure of the resolution. The 1st whereas statement explained the organization CARTPO and the 2nd – 5th whereas statements discussed how the motor vehicle fuel tax does not have the same purchasing power because of inflation as it did when it was levied at \$0.20 per one gallon in 1991. Mr. Aulick asked whether the resolution as written supported one bill over the other. CARTPO discussed the 2 indices that were proposed in the bills: the consumer price index and the highway cost index. Several members of CARTPO suggested that the resolution be more generic and not suggest which index to use. Commissioner Daughtery discussed how a public education campaign would be needed to help explain the reason for the increase in the cost for a gallon of gas. Commissioner Conley also explained how every dollar paid in the gas tax does not go to fund transportation because there are diversions such as the 25% that goes toward funding education. Councilmember Berryman made a suggestion of adding a whereas statement that explains that indexing of the gas tax does not solve all of the overall transportation financing problems and that other mechanisms will be needed.

Mr. Hamilton asked if there was a motion to adopt the resolution. Commissioner Daughtery made the motion, seconded by Councilmember Berryman. CARTPO discussed some amendments to the resolution:

1. To include a whereas that explains that the indexing of the gas tax does not solve all of the overall transportation financing problems and that other mechanisms will be needed.
2. To change references to particular indices to “appropriate inflationary index” in order to make the resolution more generic.
3. To include a statement that an educational campaign is needed that explains to Texans the need to address the transportation financing problems.

The motion was approved with the suggested amendments.

7. County Transportation Planning Process – CAPCOG

Mr. Moran explained that the County Transportation Planning Process builds on CARTPO’s past successes such as the call for projects and the RTCC. The TxDOT Austin District approached CARTPO to participate in the development of the County Transportation Planning process. The plans would be generated in each of the counties of the Austin District under a regional context. CARTPO will provide a role in scoping the process and in the prioritizing of the counties since all counties cannot be done at the same time. Mr. Collins of the TxDOT Austin District was called upon to provide more information. He explained that a lot of the work will be completed upfront by developing a generic scope that can be used in each county. Two consultants have been selected for the projects: URS Corporation and AIA Engineers. A draft scope was handed out to the committee. The approximate cost for the type of work suggested is \$500,000. Mr.

Collins said that he felt the RTCC process was a good model for this initiative to follow. He estimated that 2-4 could be done initially with the rest following about 1.5 years later. Each plan would take approximately 2 years with the plan developed in the first year and the public involvement process occurring in the second. Commissioner Conley asked whether the work product would generate roadway design or merely suggest where roadway expansion is needed. Mr. Collins said the plan would not perform any kind of environmental study or roadway engineering. Discussion occurred on whether some of the counties have a thoroughfare plan and whether that plan could require right of way dedication for subdivision review. Mr. Hamilton asked whether the plan was just for rural areas. Mr. Collins said that the plan would be available for all the counties.

Mr. Moran asked whether it would be possible to create an ad hoc committee to work on some of the details of the planning process. The ad hoc committee was created and an email will be sent to the committee asking for volunteers.

8. Other Business

Mr. Moran- The Regional Transit Coordination Committee finished and released the *Regional Transportation Coordination Plan for the Capital Area* in January. He handed out a two page summary of the major action items in the plan. During the process CARTPO served as oversight for the group and CAPCOG served as the administrative lead agency. The planning phase has been completed and the RTCC is transitioning to implementation. CAMPO has accepted the role as administrative lead agency for the implementation of the plan.

Mr. Collins- TxDOT Austin District will be hosting public hearings on the Rural Transportation Improvement Plan which is a four year plan with projects that are anticipated to be let during the fiscal years covered in the plan. He gave some additional information on the funding of particular projects.

Next CARTPO meeting was set for May 4th at 9:30 am.

A severe weather update was provided.

Officers will be elected once the requested bylaw amendments are addressed.

9. Adjourn

The meeting was adjourned at 11:55 a.m.