

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

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

**Friday, January 25, 2008**

**MEMBERS PRESENT:**

Comm. Maurice Pitts, Jr., Lee County  
Joe Ternus, Bastrop County  
Comm. Henry Parker, Llano County  
Justice Richard Owen, Llano County  
Steve Zoromsky, LCRA  
Joe Holland, TxDOT  
Comm. Debbie Ingalsbe, Hays County  
Maureen McCoy, CAMPO  
Meredith Highsmith, Capital Metro  
Elizabeth Ascott, TxDOT  
Stacy Snell, City of Bastrop  
Bruce Byron, CATC  
Councilmember Brian Shirley, City of Marble Falls  
Councilmember Pat Berryman, City of Georgetown

Judge Donna Klaeger, Burnet County  
Judge Wayne Brascom, Llano County  
Comm. Cynthia Long, Williamson County  
Comm. Ron Morrison, Williamson County  
Comm. Peter Hicks, Bastrop County  
Comm. Doug Hartfield, Lee County  
Comm. James Sultemeir, Blanco County  
Comm. Ronny Hibler, Burnet County  
Comm. Will Conley, Hays County  
Comm. Gerald Daugherty, Travis County  
Edna Johnson, CARTS  
Daniel Yang, CAMPO  
Cole Kitten, CAMPO  
Ed Collins, TxDOT

**STAFF PRESENT:**

Sean Moran, CAPCOG

Chris Ramser, CAPCOG

**1. Call to Order –Chairman Conley**

Commissioner Conley opened the meeting and asked for introductions.

**2. Introductions**

**3. Public Comments**

No public comments were made.

**4. Presentation highlighting Williamson County road and bridge projects –  
Williamson County**

Commissioner Long provided a handout of the Williamson County Road and Bridge Program which included an extensive list of the mechanisms used to fund the projects. Commissioner Long thanked the previous Commissioner's Court, which was instrumental in getting several of

the projects underway. She explained that in 1999 the Court adopted a multi-corridor transportation plan, which resulted in a successful ballot initiative in 2000 for \$350 million in road bond projects. As a result of that initiative over 70 projects were completed. In 2006, a second ballot initiative was approved by voters for \$228 million in road projects. Several key North/South and East/West routes were included in these initiatives. She said that the total County Road and Bridge budget is \$16.37 million of which 75% goes towards maintenance of 1,700 miles of county roads.

Commissioner Long highlighted some of the financing mechanisms used by the County given some of the cuts to the TxDOT budget. She said some of them may or may not be applicable to other counties within in the region. Commissioner Long broke the financing mechanisms into three categories: Traditional Debt Issuance, Special District Issuance and Non-traditional Financing.

Under the Traditional Debt category the County primarily issued General Obligation Bonds for the bond package approved by the voters in 1999 and 2006 and \$50 million in Certificates of Obligation, which don't require voter approval but are cautiously used. Williamson County has used Special Districts Issuance through County Road District's to construct \$200 million in road projects. The CRD is a defined area of land with a special authority to issue bonds and levy taxes to construct arterials. The mechanism has been used for the developer to pay all costs of design and construction of the road, which is later reimbursed from the ad valorem tax from the District without obligation of the County. Commissioner Long explained that Williamson County has adopted a policy for when a CRD can be created.

Lastly, the Non-traditional financing mechanisms used by the County include Public Improvement Districts, which are special assessments on property within a bounded area used on a variety of projects including roads. The County has participated in TIF's created by cities to fund infrastructure improvement, including roads to set aside ad valorem taxes on increased value within a particular area. Tax abatement agreements have been used to acquire right-of-way and construct roads. Commissioner Long briefly talked about Pass-through financing as a method use for three mobility projects. The County fronts the costs for the project, but is reimbursed for the costs based on usage. Commissioner Long also mentioned that the new construction projects are managed by a separate consultant to allow the Road and Bridge department to focus on maintenance.

Commissioner Long clarified that the County Road District exists until the debt has been paid at which time the County or City would take over maintenance of the road. She also mentioned legislation passed in 1997 that allows for the County to place provisions on new municipal utility districts to maintain subdivision roads instead of the county. Commissioner Pitts asked how the bond packages affected the County's ad valorem tax rate. Commissioner Long mentioned that the 1999 package increased the tax rate, but the bond amount in 2006 was purposefully selected to not increase the tax rate.

Commissioner Conley asked to what degree Williamson County has had to fund or maintain State Highways. Commissioner Long said that this is an issue that the County is now facing, especially with the TxDOT funding situation. She mentioned several projects that the County

has provided funding from the bond packages. Councilmember Berryman mentioned that most of the major roads in the cities of Williamson County are state facilities, so every project has required working with TxDOT. She mentioned that getting curb cut approvals from TxDOT on state system roads within a City's jurisdiction has been a huge problem. The other two problems that she mentioned are the ever-changing funding situation of projects and coordinating with TxDOT, cities and the County on maintaining roadways.

Commissioner Conley said that Hays County is grappling with the situation of whether it should approve County funding on state highways, especially with realities of the TxDOT funding and the need for some of the projects. Commissioner Long mentioned that most citizens don't realize who maintains the roads.

Discussion also occurred on coordinating with developers on using each of these mechanisms. Developers were reluctant at first to participate in fronting some of the road costs of development, but have become more use to the idea given no alternatives.

## **5. Presentation on the CAMPO Demographic Allocation Tool – CAMPO**

Dr. Daniel Yang, Program Manger for CAMPO modeling introduced several of the CAMPO staff members who have worked on the model, including Kevin Lancaster, Cole Kitten, and Maureen McCoy, Interim Director. Dr. Yang mentioned that last year CAMPO presented the County forecasts totals that were approved by the CAMPO Board for the five County Area. Since then, CAMPO has worked with a consultant to develop a demographic allocation tool to disaggregate the County forecasts to the traffic serial zone TSZ.

Mr. Kitten mentioned that the tool has been presented to several groups. The demographic allocation breaks the population and employment county control totals to the smaller geographic area unit TSZ. The process utilized in the last CAMPO plan was a modified Delphi method, which relied on a panel to negotiate where the demographics are distributed. The new tool is based on GIS to generate replicable results based on a variety of inputs such as developable space goal densities, land uses, and attractiveness to growth. Mr. Kitten talked in more detail about the tool.

The next steps in the model development process is to work with city and county officials to develop goal densities based on land use plans and local knowledge. Mr. Kitten said the timeline for the process includes the following milestones: June- Development and jurisdictional review of TSZ level forecasts; September- Finalize TSZ level forecasts; October-December- Develop and analyze financially constrained networks; January-March 2009- Draft preferred 2035 transportation network.

Commissioner Conley asked how the traffic volumes are incorporated into the modeling. Dr. Yang said the model will include existing plus committed network to estimate the travel times to come up with accessibility. The base year model and network will be developed. The forecast volumes will not be generated until the last step which includes the travel demand modeling. Mr. Ed Collins said that the projected volumes utilized for project planning come from one model that is updated every five years.

Dr. Yang also reviewed the County forecast totals that were adopted by CAMPO Board based on the average of the 0.5 and 1.0 Texas State Data Center Scenarios. The employment is estimated based on the population by looking at a historical job to resident ratios. Councilmember Shirley asked about the steps involved in the Travel Demand Model. Dr. Yang said the model involves four steps based on trip generation, trip distribution to zone, mode choice, and traffic assignment to generate the volume forecasts.

## **6. Update on the status of funding for County Transportation Plans- CAPCOG and TxDOT**

Chris Ramser mentioned that to complete the County Transportation Plan for each county a different approach will likely be needed based on the TxDOT funding situation. Mr. Ramser said to complete the plans the staffs of TxDOT Austin District, CAPCOG, CAMPO and TTI will likely be utilized more heavily when consulting dollars are not available. Mr. Ramser said that Mr. Joe Ternus will give an update on the Bastrop County Plan and Judge Klaeger will give an update of the Burnet County Plan, and TxDOT will provide any additional information.

Mr. Ternus, Bastrop County Engineer said that the members of the Steering committee and Technical advisory committee have been identified, while there was a lot of interest from the public to participate on the Citizen advisory committee. Mr. Ternus said the first Steering committee meeting will be held jointly with the Technical advisory committee, hopefully by the end of February. He also said that an outline of the plan has been developed to help guide the committee responsibilities. Finally, Mr. Ternus appreciated all of the support that will be provided by TxDOT and CAPCOG as well as the funding that can be provided. Commissioner Daugherty asked whether the plan includes a financial commitment from the County. Mr. Ternus said that for the planning portion, the County has not been asked to fund the study but will be providing in kind services. For implementation of the plan, there is no decision on funding sources.

Judge Klaeger said that their planning process is the first step for the eight cities in Burnet to work together on this program. She said that the process will bring together any existing plans and assess the existing conditions and future needs. Judge Klaeger mentioned that each city has signed the MOU and the County is ready to begin the process. Burnet County has already begun meeting through a Transportation Committee.

Ed Collins said that the original approach for developing the plans was to rely on consultants to perform most of the work. Mr. Collins discussed the funding crunch that became apparent back in November. The first reductions did not affect the District budgets, but in December Administration asked that the Districts to reduce the District budgets. Mr. Collins said that Mr. Daigh described the situation as really really bad and that the financial flow is worst than he thought it would be. Mr. Collins said that TxDOT will be able to have some consultant budget for the project, but that amount is not yet known. He said that the work down in Bastrop will be a template for future plans.

## **7. Consider approving the Memorandum of Understanding for the Bastrop County**

## **Transportation Plan and the Burnet County Transportation Plan – CAPCOG**

**Commissioner Daugherty made a motion to approve the MOU for Bastrop and Burnet County Transportation Plan, seconded by Commissioner Pitts. The motion was approved unanimously.**

### **8. Consider future CARTPO meeting schedule – CAPCOG**

Mr. Ramser explained that at the last meeting in October, CARTPO considered a meeting schedule for 2008, but ultimately postponed the item to consider alternate dates. Staff asked for a preference for the March date because of Spring Breaks and Good Friday. CARTPO discussed both the March date and the November date. The schedule below was recommended by CARTPO.

Friday, March 28, 2008  
Friday, May 23, 2008  
Friday, July 25, 2008  
Friday, September 26, 2008  
Friday, December 5, 2008

### **9. Other Business**

CARTPO discussed potential topics and items of business for future meetings. Items that were suggested included a presentation from Bob Daigh about the current funding situation, a presentation about public-private partnership for projects, items discussed at legislative hearings, and future legislative issues for the next session. Bruce Byron recommended having Mike Heiligenstein talk about some of the 9 different proposals that they have received from private industry for their projects. CARTPO requested to have Bob Daigh and Mike Heiligenstein at the next meeting on March 28<sup>th</sup>.

Councilmember Berryman explained that smaller counties may not have the traffic count or money to do their own financing of projects.

### **10. Adjourn**

The meeting was adjourned.