



WELCOME

REGIONAL TRANSPORTATION
EMISSION REDUCTION PLAN
OPEN HOUSE



VIRTUAL OPEN HOUSE
Friday, May 9, 2025
through Monday, June 9, 2025
campo-terp.com

OPEN HOUSE PURPOSE

- ☒ Learn about the plan
- ☒ Share your thoughts

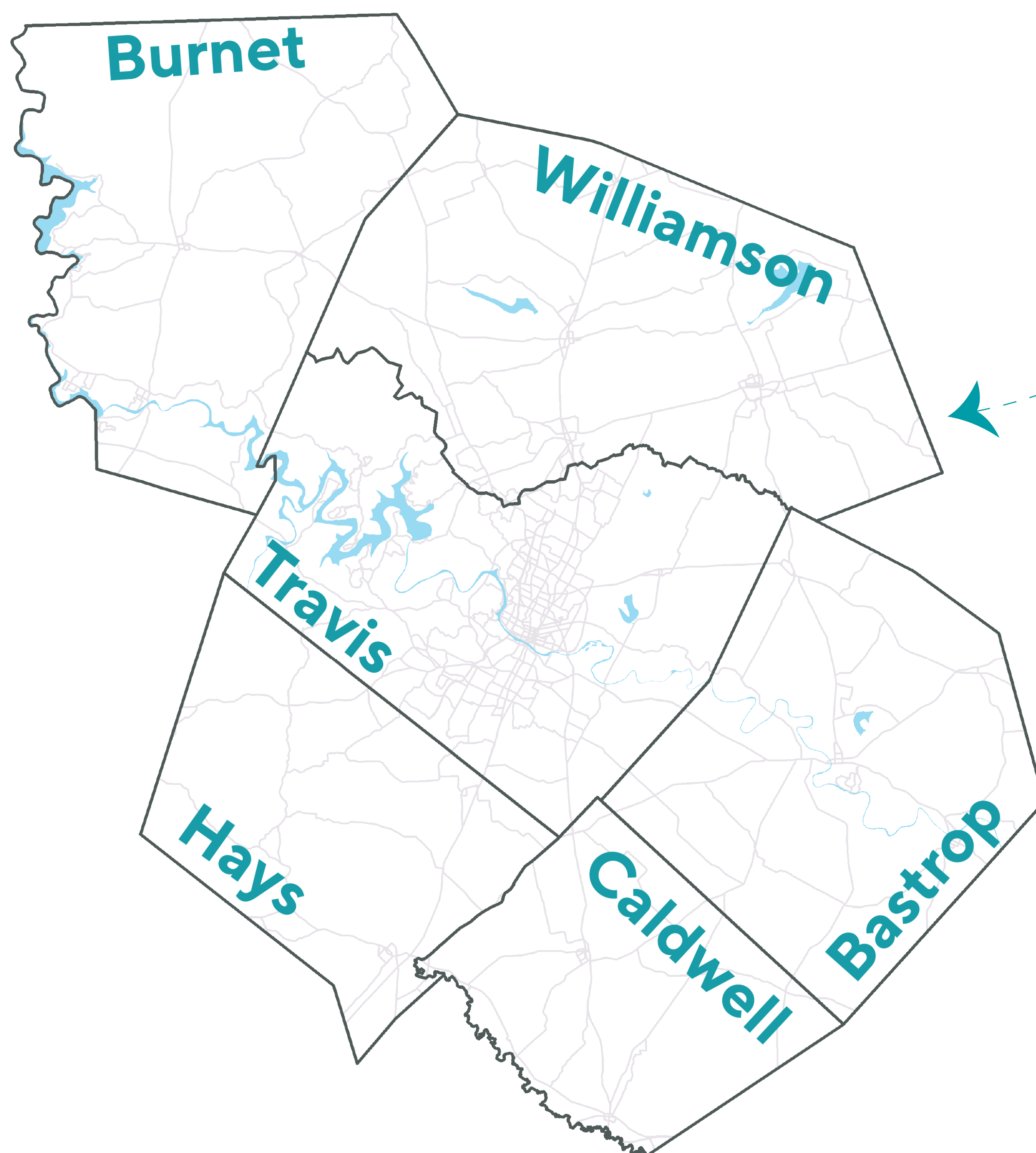




WHAT IS AN MPO?

A metropolitan planning organization, or MPO, is a regional transportation planning entity designated by the federal government beginning in 1962. MPO are required in areas with a population greater than 50,000. CAMPO is one of 25 MPOs in Texas, and one of 408 in the United States.

CAMPO conducts regional transportation planning work within six counties: Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson.





INTRODUCTION & BACKGROUND

INTRODUCTION TO THE TRANSPORTATION EMISSION REDUCTION PLAN

The Capital Area Metropolitan Planning Organization (CAMPO) is developing a Regional Transportation Emission Reduction Plan that will include a regional implementation strategy to reduce motor vehicle emissions while supporting regional goals for reducing congestion, enhancing safety, connectivity, mobility, and access.

This plan will review the region’s current transportation emissions, develop future emission scenarios, collaboratively develop regional goals and objectives, and ultimately provide an actionable set of strategies that will directly reduce transportation emissions across the 6-county region and strengthen CAMPO’s role in air quality planning and programming.

BACKGROUND

As the Metropolitan Planning Organization (MPO) for the 6-county capital area, CAMPO is one of the leading agencies responsible for ensuring compliance with the Clean Air Act and ensuring regional transportation plans and programs conform to air-quality standards set by the Environmental Protection Agency (EPA). CAMPO is also responsible for administering the Federal Highway Administration’s (FHWA) Carbon Reduction Program which includes distributing funding to projects that directly reduce carbon emissions in the region along with other co-pollutants that contribute to poor air quality.

THE IMPORTANCE OF REDUCING EMISSIONS

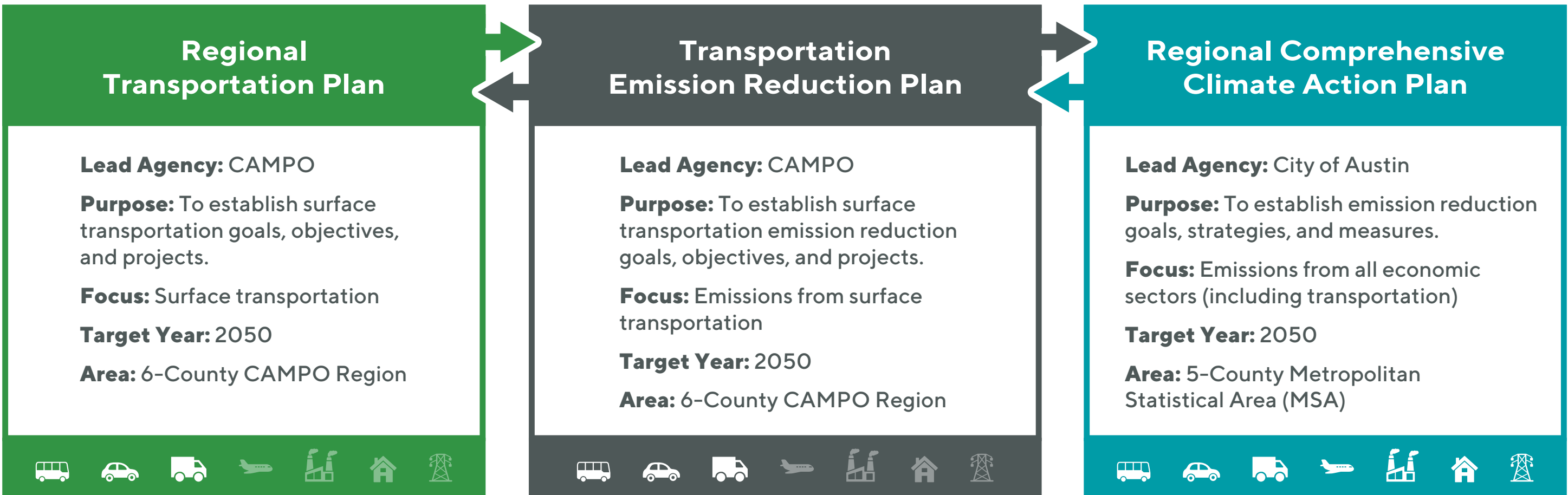
The combustion of fuel by motor vehicles releases greenhouse gases, particulate matter, and other pollutants that contribute to the formation of ozone (or smog) across the region. These emissions include carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O), which trap heat in the atmosphere, and particulate matter (PM2.5), volatile organic compounds (VOCs), and oxides of nitrogen (NOx), which contribute to reduced air quality across the region.

REGIONAL PLANNING COLLABORATION

The development of the Regional Transportation Emission Reduction Plan is being coordinated with other regional planning efforts including CAMPO’s 2050 Regional Transportation Plan, EPA’s Regional Comprehensive Climate Action Plan being led by the City of Austin, and Texas Department of Transportation’s (TxDOT) Carbon Reduction Strategy.

REGIONAL PLANNING COORDINATION

Several related planning efforts are underway concurrently throughout the region. These efforts are being closely coordinated between the lead agencies to ensure that the individual planning processes support one another and provide integrated regional outcomes.





TIMELINE & PROCESS

1

**Perform Data
Collection
and Analysis**
WINTER 2025

- › Conduct a review and analysis of existing air quality and emission-related plans and programs.
- › Conduct technical analysis of current regional emissions and develop a business as usual (BAU) forecast to 2050 that will demonstrate predicted air quality by 2050 if no emission reduction measures are implemented.



2

**Gather Feedback
and Assess
Public Priorities**
SPRING 2025

- › Gather community feedback and assess public priorities for reducing emissions.
- › Evaluation alternative emission scenarios based on feedback from stakeholders and the public.

3

**Develop Goals,
Strategies,
and Project
Recommendations**
SUMMER 2025

- › Develop regional goals and objectives for reducing emissions.
- › Develop a recommendation of strategies and projects that maximize emission reduction.
- › Develop project development toolkits to support the development of emission reduction projects.

4

**Develop Draft Plan,
Gather Feedback
and Finalize Plan
Based on Input**
FALL 2025

- › Develop the initial draft of the Regional Transportation Emission Reduction Plan using the results of the planning process, stakeholder input, and community feedback.
- › Gather community feedback on the draft Transportation Emission Reduction Plan recommendations.
- › Finalize the Transportation Emission Reduction Plan based on input on the draft recommendations.
- › Present the Transportation Emission Reduction Plan to the Transportation Policy Board for consideration.





CO2e Emissions (MMT/Year)

County	CO2e Emissions (MMT/Year)
Bastrop	0.5
Burnet	0.4
Caldwell	0.3
Hays	1.1
Travis	5.3
Williamson	2.6

A pie chart illustrating the distribution of vehicle types. The chart is divided into three segments: a large teal segment representing Light-Duty vehicles (6.33), a green segment representing Medium- and Heavy-Duty Trucks (3.88), and a very small orange segment representing Buses (0.14). Each segment is labeled with its category and value in a separate box with a pointer to the corresponding slice.

Vehicle Type	Value
Light-Duty	6.33
Medium- and Heavy-Duty Trucks	3.88
Buses	0.14

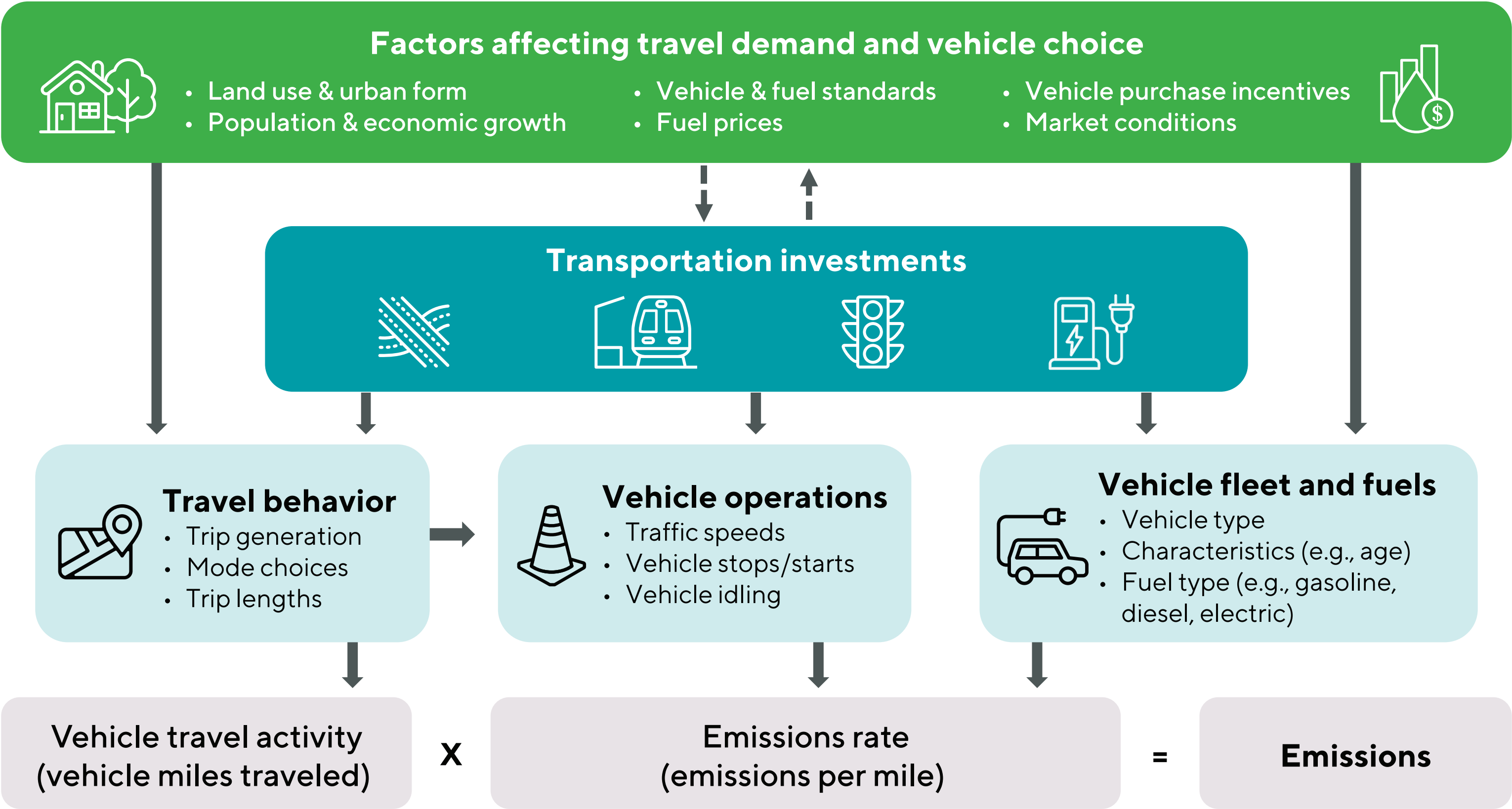




FACTORS AFFECTING EMISSIONS

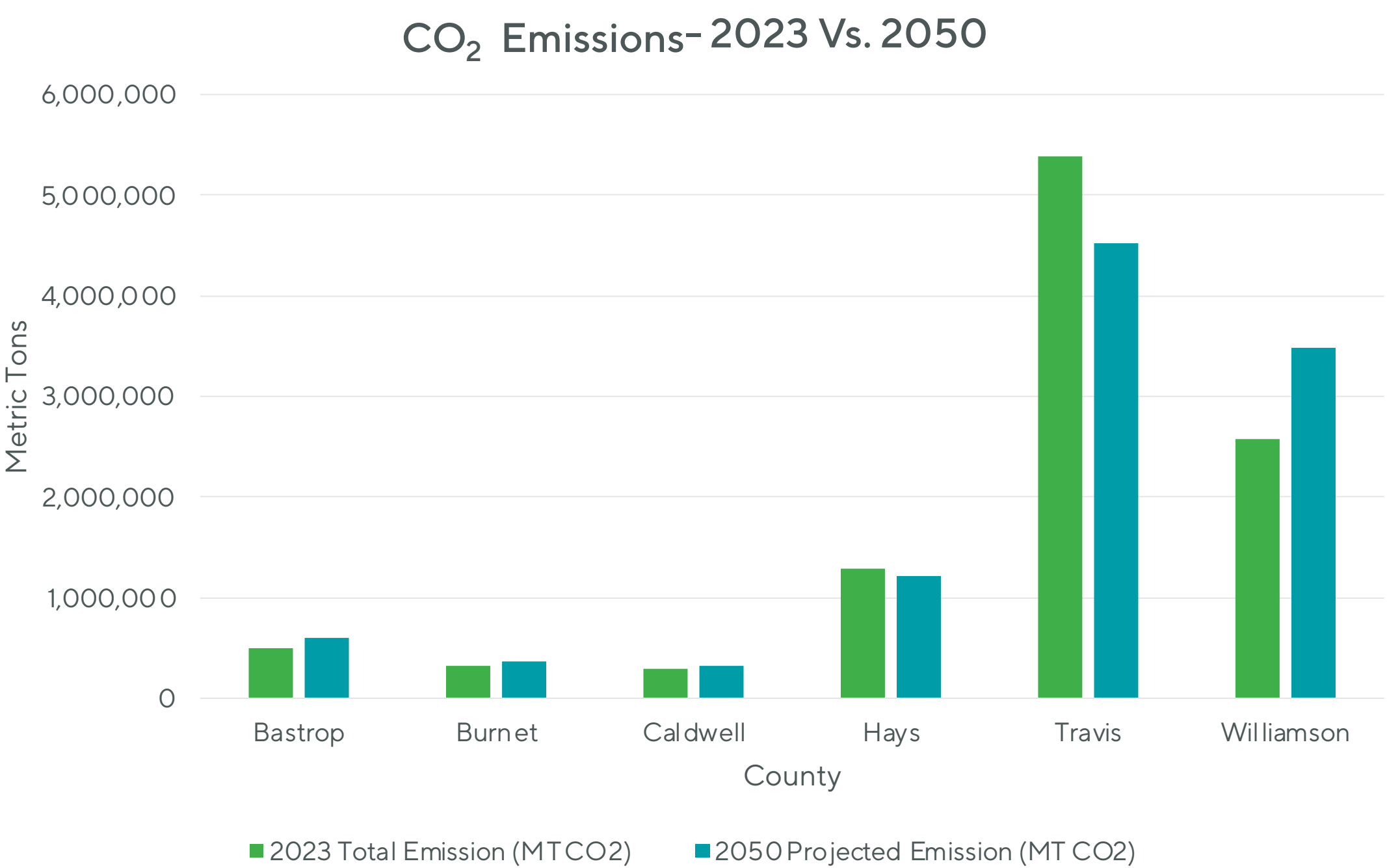
FACTORS AFFECTING TRANSPORTATION EMISSIONS

Motor vehicle emissions are a function of the amount of vehicle travel and the rate of emissions per mile traveled, which is a factor of vehicle characteristics (e.g., vehicle fuel type, size, efficiency) and vehicle operations (e.g., travel speeds, delay, and idling). Vehicle characteristics make a huge difference; for instance, electric vehicles emit zero tailpipe emissions, although they do produce some upstream emissions associated with electricity use. Transportation investments and other factors, like land use development patterns, affect travel behavior, vehicle operations, and vehicle fleet characteristics, which are key determinants of emissions



Forecasts of future emissions are heavily dependent upon assumptions about future vehicle fleet characteristics (most notably, the share of vehicles that will be electric). As vehicles get cleaner (e.g., more hybrids and electric vehicles), the average emissions rate per vehicle will decline, even as the total amount of vehicle travel in the region is forecast to increase due to population and employment growth in the region.

The graph here shows a forecast of 2050 CO₂ emissions, compared to estimated 2023 levels for the CAMPO region and each county within the region, based on assumptions for vehicle travel growth and improvements to vehicle technology consistent with federal vehicle standards prior to the adoption of the latest standards in 2024 (given uncertainty related to whether these standards will be rolled back).

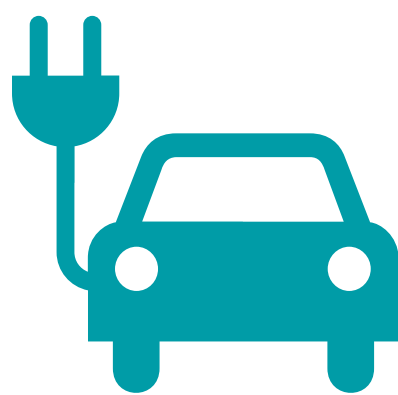




STRATEGIES FOR REDUCING EMISSIONS

EXAMPLES OF TRANSPORTATION EMISSIONS REDUCTION STRATEGIES

CLEAN VEHICLES



- ✓ Support zero-emission vehicle adoption
- ✓ Support adoption of zero-emission medium- and heavy-duty vehicles
- ✓ Transition public fleet to zero-emission vehicles

CONVENIENT OPTIONS



- ✓ Enhance public transit
- ✓ Expand the bicycle network
- ✓ Improve walkability
- ✓ Expand ridesharing opportunities

EFFICIENT TRAVEL



- ✓ Improve traffic signal timing
- ✓ Develop intersection improvements
- ✓ Enhance freeway management
- ✓ Enhance traveler information





HOW TO COMMENT

REVIEW MATERIALS
ASK QUESTIONS
SHARE YOUR THOUGHTS

Your input is an important part of developing this plan, and there are several ways you can share your input with the project team:



Email comments to
emissions@campotexas.org



Online Survey
campo-terp.com



Mail comments to
**CAMPO Regional Transportation
Emission Reduction Plan**
c/o CD&P
PO Box 5459
Austin, TX 78763

You are welcome to share input at any point during the plan development process, but to be included in the open house record, comments must be received or postmarked by

MONDAY, JUNE 9, 2025

