



TECHNICAL ADVISORY COMMITTEE MEETING

Monday, January 22, 2018
University Park, Suite 300
3300 N. IH 35, Austin, Texas 78705
2:00 p.m.
AGENDA

1. [Certification of Quorum](#) – Quorum requirement is 13 members.....Chair Ed Polasek

ACTION:

2. [Approval of November 27, 2017 Meeting Summary](#) Mr. Ashby Johnson, CAMPO
Mr. Johnson will seek approval of the November 27, 2017 meeting summary.
3. [Election of Officers](#)..... Mr. Ashby Johnson, CAMPO
Mr. Johnson will request TAC approval of candidates for officer positions.
4. [Recommendation on Safety Performance Measures Target](#).....Mr. Ryan Collins, CAMPO
Mr. Collins will seek a recommendation for setting the Safety Performance Measure Target.

INFORMATION:

5. [Update on Project Status Reporting](#).....Mr. Ryan Collins, CAMPO
Mr. Collins will give an update on project status reporting for CAMPO funded projects.
6. Report on Transportation Planning Activities
 - Call for Projects
 - Call for Studies
7. TAC Chair Announcements
8. Adjournment



Date: January 22, 2018
Continued From: N/A
Action Requested: Certification

To: Technical Advisory Committee
From: Mr. Ed Polasek, Chairman
Agenda Item: 1
Subject: Certification of Quorum

RECOMMENDATION

Certification of a quorum, whereas the Technical Advisory Committee requirement is 13 members present.

PURPOSE AND EXECUTIVE SUMMARY

A quorum is the minimum number of members who must be present at the Technical Advisory Committee meeting for business to be legally transacted.

SUPPORTING DOCUMENTS

None.



**Capital Area Metropolitan Planning Organization
Technical Advisory Committee
Meeting Summary
November 27, 2017**

1. Certification of Quorum.....Chair Polasek

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:03 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1	Carolyn Dill	Bastrop County	N	Julia Cleary
2	Greg Haley	Burnet County	Y	
3	Justin Word	CTRMA	Y	
4	Edward Theriot	Caldwell County	N	Jacquelyn Thomas
5	Todd Hemingson	Capital Metro	N	
6	David Marsh	CARTS	N	Ed Collins
7	Annick Beaudet	City of Austin	N	
8	Laura Dierenfield	City of Austin	N	
9	Eric Bollich	City of Austin	Y	(via phone)
10	David Fowler	City of Buda	Y	
11	Tom Gdala	City of Cedar Park	N	
12	Amy Miller	City of Elgin	Y	
13	Edward Polasek	City of Georgetown	Y	
14	Terri Crauford	City of Leander	N	
15	Dan Gibson	City of Lockhart	Y	(via phone)
16	Mike Hodge	City of Marble Falls	N	Caleb Kraenzel

17	Tom Word	City of Pflugerville	N	Trey Fletcher
18	Gary Hudder	City of Round Rock	N	Gary Pohlmeier
19	Laurie Moyer	City of San Marcos	N	
20	Jerry Borcharding	Hays County	Y	
21	Charlie Watts	Travis County	Y	
22	Alex Amponsah	Travis County	Y	
23	Dwayne Halbardier	TxDOT	Y	
24	Bob Daigh	Williamson County	Y	

2. Approval of the October 23, 2017 Meeting Summary..... Chair Polasek

Mr. Justin Word moved to approve the October 23, 2017 meeting summary, as presented.

Mr. Gerald Pohlmeier seconded the motion.

The motion prevailed unanimously.

3. Briefing on Capital-Alamo Connection Study..... Mr. Roger Beall, TxDOT

Mr. Beall provided a brief overview of the Capital-Alamo Connection Study, a joint effort by CAMP and AAMPO with TxDOT to relieve congestion and traffic on IH-35. The overview included a discussion of the area/boundaries, objectives, strategies, schedules, and next steps for the study.

Mr. Beall also provided a briefing and highlights from the CAMPO and AAMPO Joint Meeting held in San Marcus on November 1, 2017 with area MPOs to provide feedback to TxDOT on the Capital-Alamo Connection Study. A workshop will be held in the spring of 2018 to further address immediate concerns and challenges in the region. Question and answer later followed.

4. Presentation and Discussion on Performance Measures

.....**Mr. Chad McKeown, Cambridge Systematics**

Mr. McKeown provided the Committee with the AASHTO definition of performance management and its purpose. Mr. McKeown also provided the state and federal requirements for performance measures.

Mr. McKeown later discussed the performance management development process, implementation, impacts to the Transportation Improvement Program, development of targets, and next steps. Question and answer followed.

5. Report on Transportation Planning Activities

Mr. Ashby Johnson reported on the following CAMPO activities.

- Call for Projects - December 11, 2017-January 18, 2018
- Project Call Webinar – December 8, 2017 at 10:00 a.m.
- Call for Studies Deadline – December 11, 2017

6. TAC Chair Announcements.....Chair Polasek

The Chair announced that Committee will not meet in December.

8. Adjournment

The meeting was adjourned at 3:23 p.m.



Date: January 22, 2018
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 3
Subject: Election of Officers

RECOMMENDATION

Staff recommends that the Technical Advisory Committee elect a Chair and Vice Chair.

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is for the Technical Advisory Committee to vote on their selections for the committee positions of Chair and Vice-Chair.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Per the Technical Advisory Committee bylaws: "The Technical Advisory Committee shall elect a Chair and a Vice Chair, each to serve for a term of one year. Elections shall be held at the first meeting of each calendar year. The current Chair shall appoint a nominating committee of three (3) members prior to the first meeting of each calendar year for the purpose of bringing before the TAC a slate of officers for consideration. In the event the Chair is unable to serve the entire term of office, the Vice Chair shall succeed to the office of Chair and the new Chair shall appoint a committee member to serve as Vice Chair for the remainder of the term. This appointment shall be subject to approval by the majority of the TAC present at the next called meeting."

SUPPORTING DOCUMENTS

None.



Date: January 22, 2018
Continued From: November 27, 2017
Action Requested: Recommendation

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning
Agenda Item: 4
Subject: Recommendation on Safety Performance Measure Target

RECOMMENDATION

Staff recommends the Technical Advisory Committee adopt the state safety performance measure target and make a recommendation to the Transportation Policy Board.

PURPOSE AND EXECUTIVE SUMMARY

The use of a performance-based transportation planning process is required by the federal government in the development of the Transportation Improvement Program (TIP) and long-range Metropolitan Transportation Plan (MTP). Part of the performance-based planning process requires the adoption of performance targets in key areas by the effective date set by the FHWA's Final Rulemaking. By these rulemakings, CAMPO must adopt a safety performance target by May 27, 2018 conjunction with the new 2019-2022 TIP.

As a result, staff is recommending that CAMPO adopt the safety performance target set by the state. This performance target is a reduction of 2% by 2022 for trends with a positive slope in the following areas:

- Fatalities
- Fatalities Rate
- Serious Injuries
- Non-motorized fatalities and serious injuries

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

In order to provide more transparency in the selection and prioritization of transportation projects, federal legislation beginning with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continuing to the current Fixing America's Surface Transportation Act (FAST Act), now stipulate that a performance measurement framework must be used in the development of the TIP and MTP.

The United States Department of Transportation (USDOT) has been developing rules for the implementation of these performance measures. Within one year of the effective dates of the final rules from USDOT, state departments of transportation (DOT) must set performance targets for each performance area. Following state department of transportation target-setting, MPOs must set their own targets or agree with those set by the state DOT. Performance measures at the federal level are focused on the following national goals:

- Safety
- Infrastructure condition
- Congestion reduction

- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

At the state level, House Bill 20, adopted by the 84th Texas Legislature, requires MPOs to develop a financially-constrained ten-year plan, with projects selected based on their performance measures in the following criteria:

- Projected improvements to congestion and safety
- Projected effects on economic development opportunities for residents of the region
- Available funding
- Effects on the environment, including air quality
- Socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods
- Any other factors deemed appropriate by the planning organization

SUPPORTING DOCUMENTS

Attachment A – Draft Safety Performance Measure Resolution



Resolution

Adoption of Targets for Safety Performance Measures Established by The Texas Department of Transportation.

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, CAMPO must adopt safety performance measure targets by May 27, 2018 in compliance with federal rule making; and

WHEREAS, CAMPO may choose to adopt the safety performance measure targets set forth by the Texas Department of Transportation (TxDOT); and

WHEREAS, TxDOT has set a safety performance target of a reduction of 2% by 2022 for trends with a positive slope in the following areas:

1. Fatalities
2. Fatalities Rate
3. Serious Injuries
4. Non-motorized fatalities and serious injuries

WHEREAS, the CAMPO Technical Advisory Committee met on January 22, 2018 and voted to recommend the adoption of the TxDOT safety performance targets; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to adopt and support the Texas Department of Transportation's performance measures safety targets as reflected in this resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to adopt and support the Texas Department of Transportation performance measures safety targets as reflected was made on February 12th, 2018 by _____duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of February 2018.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

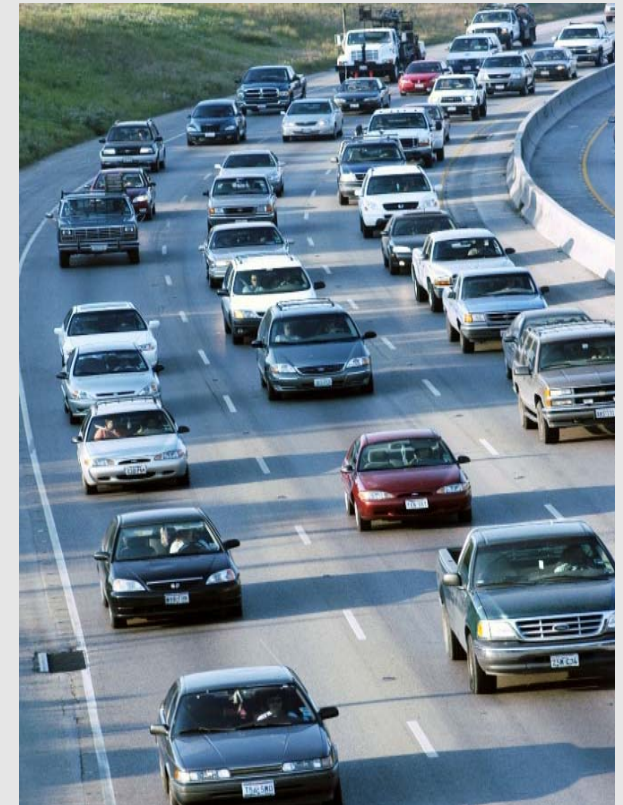


TEXAS DEPARTMENT OF TRANSPORTATION



SAFETY TARGETS

TEMPO Fall Meeting



Date

Texas Safety Plans- SHSP

- Strategic Highway Safety Plan
 - Statewide-Coordinated Safety Plan
 - Reduce Fatalities and Serious Injuries on All Public Roads
 - Data-Driven
 - Updated Every 5 Years
 - FAST Act Compliance by August 1, 2017
 - 4 E's - Engineering, Education, Enforcement and EMS
 - Emphasis Areas
 - Strategies and Countermeasures
 - www.texasshsp.com



Texas Safety Plans- SHSP

■ 2017 Strategic Highway Safety Plan Emphasis Areas

- Distracted Driving
- Impaired Driving
- Roadway and Lane Departures
- Speeding
- Pedestrian Safety
- Intersection Safety
- Older Users

TEXAS STRATEGIC HIGHWAY SAFETY PLAN

[ABOUT](#) [EMPHASIS AREAS](#) [RESOURCES](#) [CALENDAR](#) [CONTACT](#)



Never believe that a few caring people can't change the world. For, indeed, that's all who ever have. — *Margaret Mead*

At least one person dies on Texas roadways every day and the numbers are increasing at an alarming rate. Motor vehicle fatalities are the number one cause of death for children under the age of 14 – a human and economic tragedy for our state. The [Texas Department of Transportation](#), [Department of Public Safety](#), and a host of other agencies seek your help in developing a strategic highway safety plan (SHSP) to drive down the numbers.

The Texas SHSP will focus on selected issues with the greatest promise of success in the least amount of time. Please join one of the [emphasis area teams](#) and help us identify the most effective and efficient strategies and actions to reduce fatalities and injuries on Texas roads.



www.texasshsp.com

Texas Safety Plans- HSP

- Highway Safety Plan
 - National Highway Traffic Safety Administration (NHTSA)
 - Updated Every Year
 - Driver Behavior
 - Education and Enforcement
 - Statewide Safety Campaigns
 - Click It or Ticket
 - Share the Road - Look Twice for Motorcycles
 - Talk, Text, Crash.
 - Drink. Drive. Go to Jail.



Highway Safety Plan FY 2018

Prepared By:

The Staff of the Traffic Safety Section

TxDOT Traffic Operations Division

125 East 11th Street

Austin, Texas 78701-2483

<http://www.txdot.gov>

7/01/2017



Texas Safety Plans- HSIP

- Highway Safety Improvement Program
 - Federal Highway Administration (FHWA)
 - Safety Construction Program
 - Annual Statewide Program Call
 - Typical Highway Safety Projects
 - Barriers
 - Curve Improvements
 - Intersection Improvements
 - Pedestrian Improvements
 - Rumble Strips
 - Widening Highways



Texas Safety Targets

Common Performance Measures

- Fatalities
 - Fatality Analysis Reporting System (FARS)
 - FARS Annual Report File (ARF)
- Fatality Rate
 - FARS
 - State Vehicle Miles Traveled (VMT) data derived from the Highway Performance Monitoring System (HPMS)
- Serious Injuries
 - Crash Record Information System (CRIS)
 - Suspected Serious Injury (A)
- Serious Injury Rate
 - CRIS
 - State VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries
 - FARS
 - CRIS

Texas Safety Targets

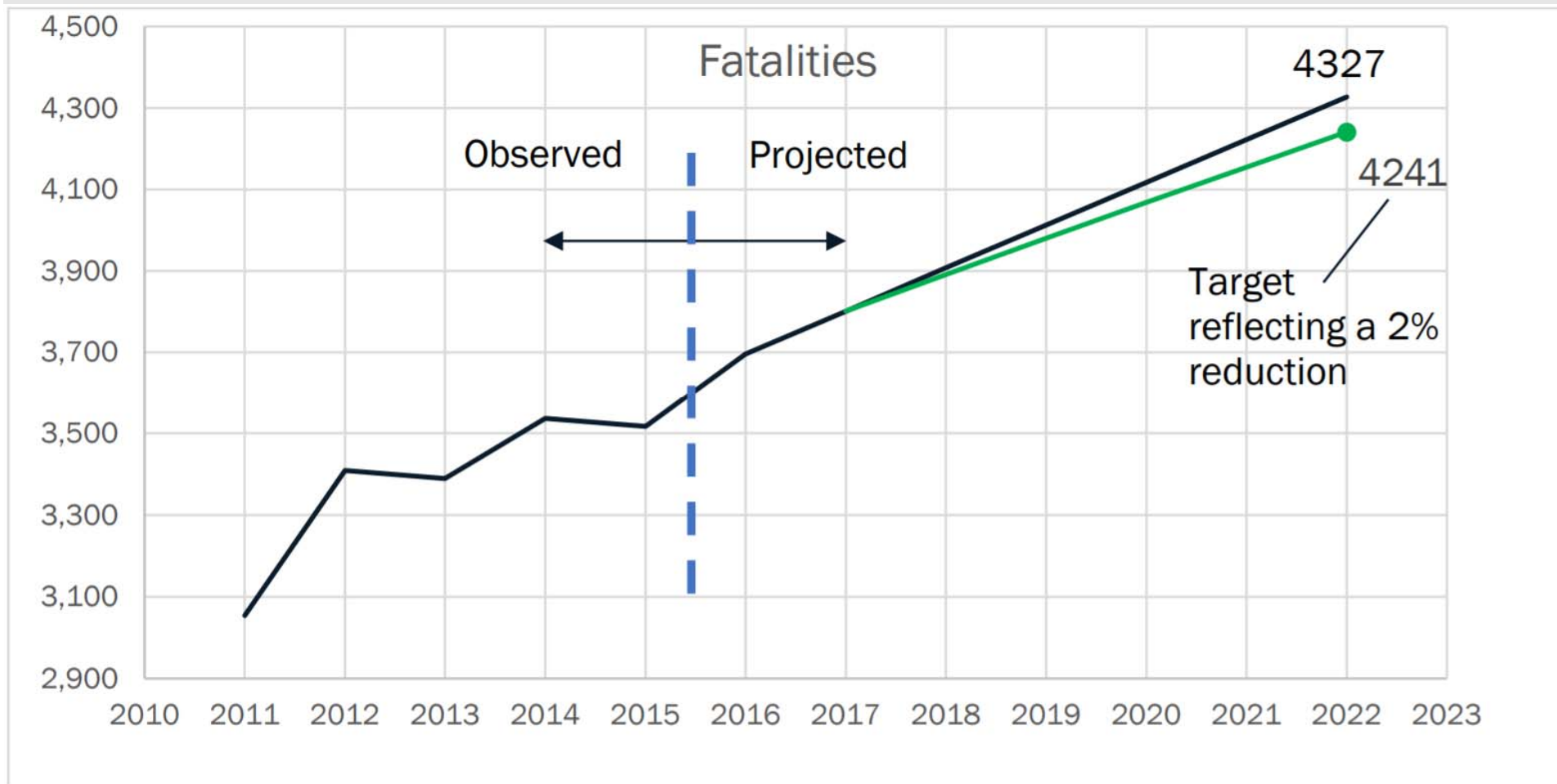
Safety Program	Target Year(s)	Establishment Date
Highway Safety Plan (HSP)	2018 and 2020	July 1, 2017
Strategic Highway Safety Plan (SHSP)	2022	August 1, 2017
Highway Safety Improvement Program (HSIP)	2018	August 31, 2017
Metropolitan Planning Organization (MPO)	2018	February 27, 2018

Texas Safety Targets

Establishing Safety Targets

- 5-year linear trend
 - FARS (2011-2015)
 - CRIS (2012-2016)
- Reduction of 2% by 2022 for trends with a positive slope
 - Fatalities
 - Fatality Rate
 - Serious Injuries
 - Non-motorized fatalities and serious injuries
- Equal to 2022 projection for trends with a negative slope
 - Serious Injury Rate

Texas Safety Targets- Fatalities



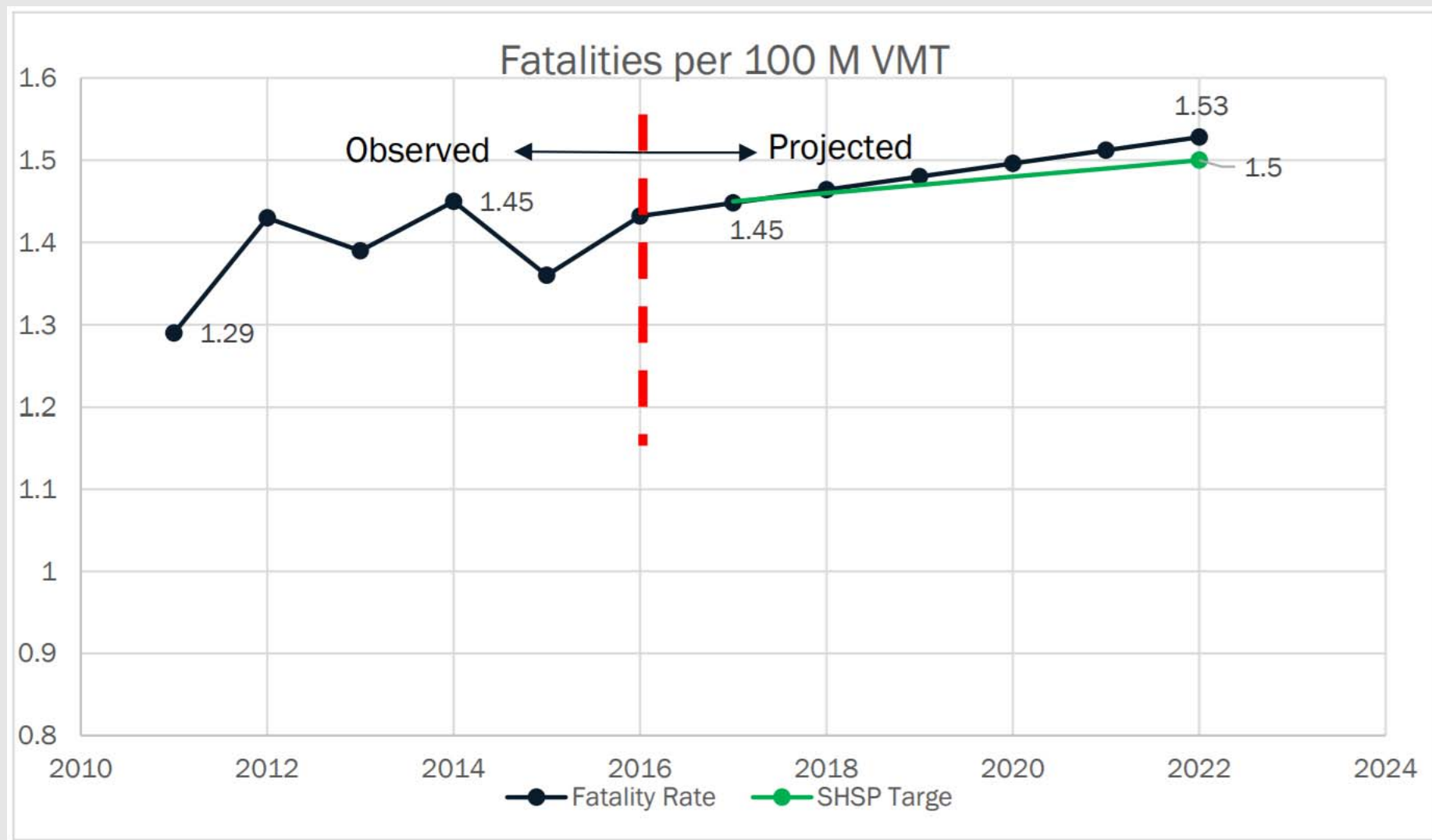
Texas Safety Targets- Fatalities

Year	Reduction for Positive Slope Trend Lines	Projected Fatalities	Fatality Targets
2017	0.0%	3,801	3,801
2018	0.4%	3,907	3,891
2019	0.8%	4,012	3,980
2020	1.2%	4,117	4,068
2021	1.6%	4,222	4,155
2022	2.0%	4,327	4,241

Texas Safety Targets- Fatalities

Year	Target or Actual Data	Source
2014	3,536	FARS
2015	3,516	ARF
2016	3,775	CRIS
2017	3,801	Target
2018	3,891	Target
2018 Target expressed as 5-year average		3,703.8

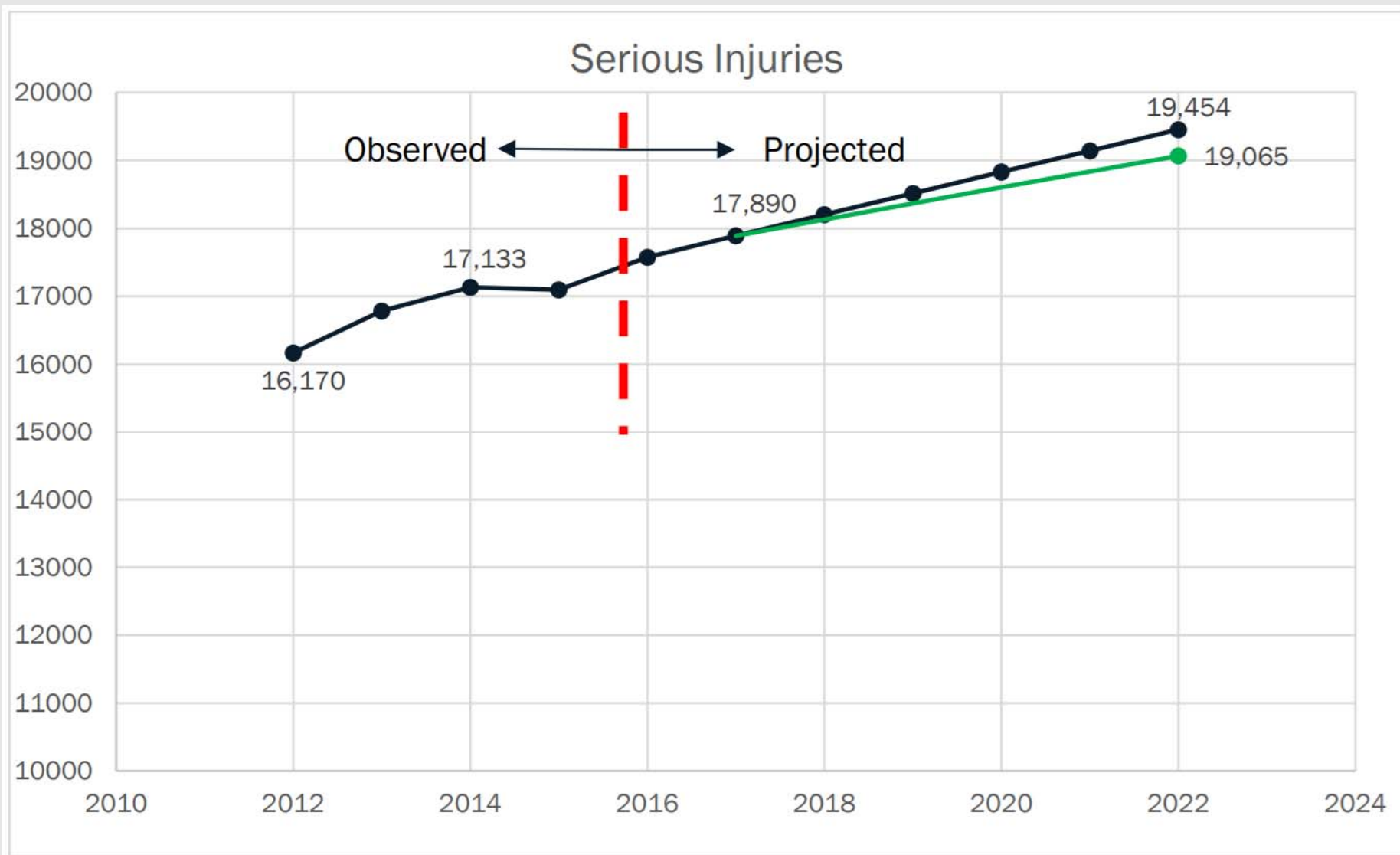
Texas Safety Targets- Fatality Rate



Texas Safety Targets- Fatality Rate

Year	Target or Actual Data	Source
2014	1.45	FARS
2015	1.36	ARF
2016	1.44	CRIS
2017	1.45	Target
2018	1.46	Target
2018 Target expressed as 5-year average		1.432

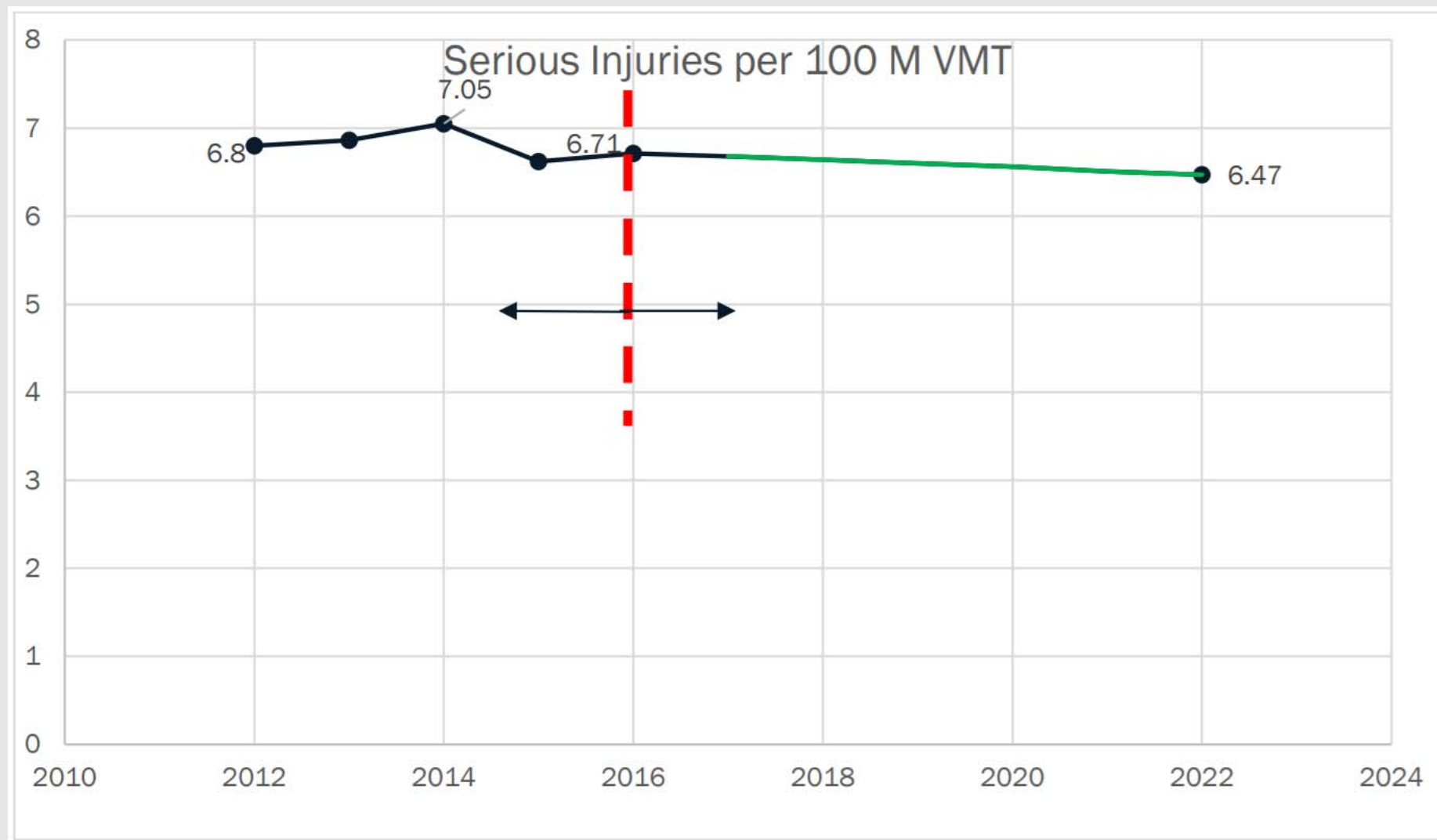
Texas Safety Targets- Serious Injuries



Texas Safety Targets- Serious Injuries

Year	Target or Actual Data	Source
2014	17,133	CRIS
2015	17,096	CRIS
2016	17,578	CRIS
2017	17,890	Target
2018	18,130	Target
2018 Target expressed as 5-year average		17,565.4

Texas Safety Targets- Serious Injury Rate

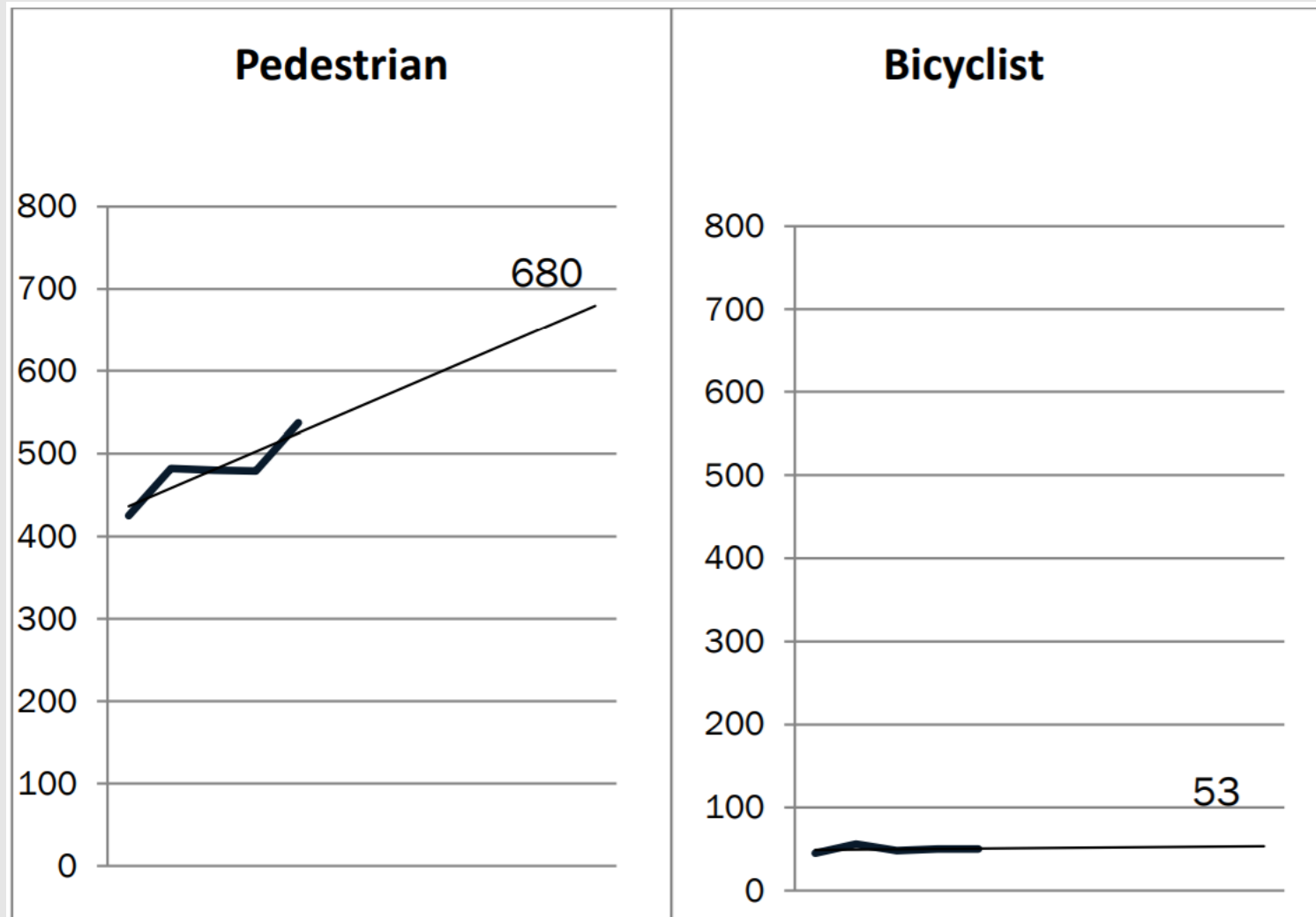


Texas Safety Targets- Serious Injury Rate

Year	Target or Actual Data	Source
2014	7.05	CRIS
2015	6.62	CRIS
2016	6.71	CRIS
2017	6.68	Target
2018	6.64	Target
2018 Target expressed as 5-year average		6.740

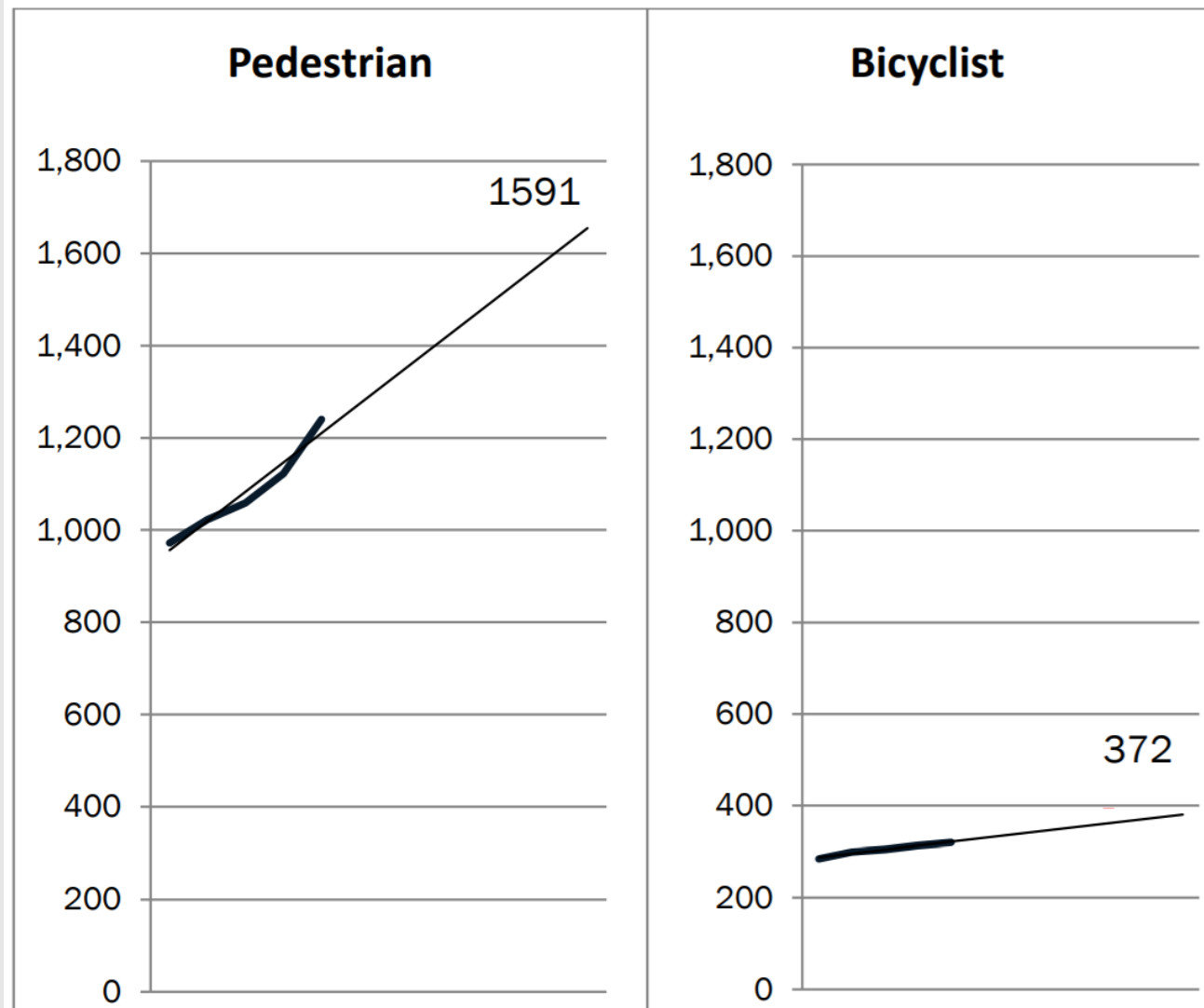
Texas Safety Targets- Non-motorized Fatalities and Serious Injuries

Fatalities

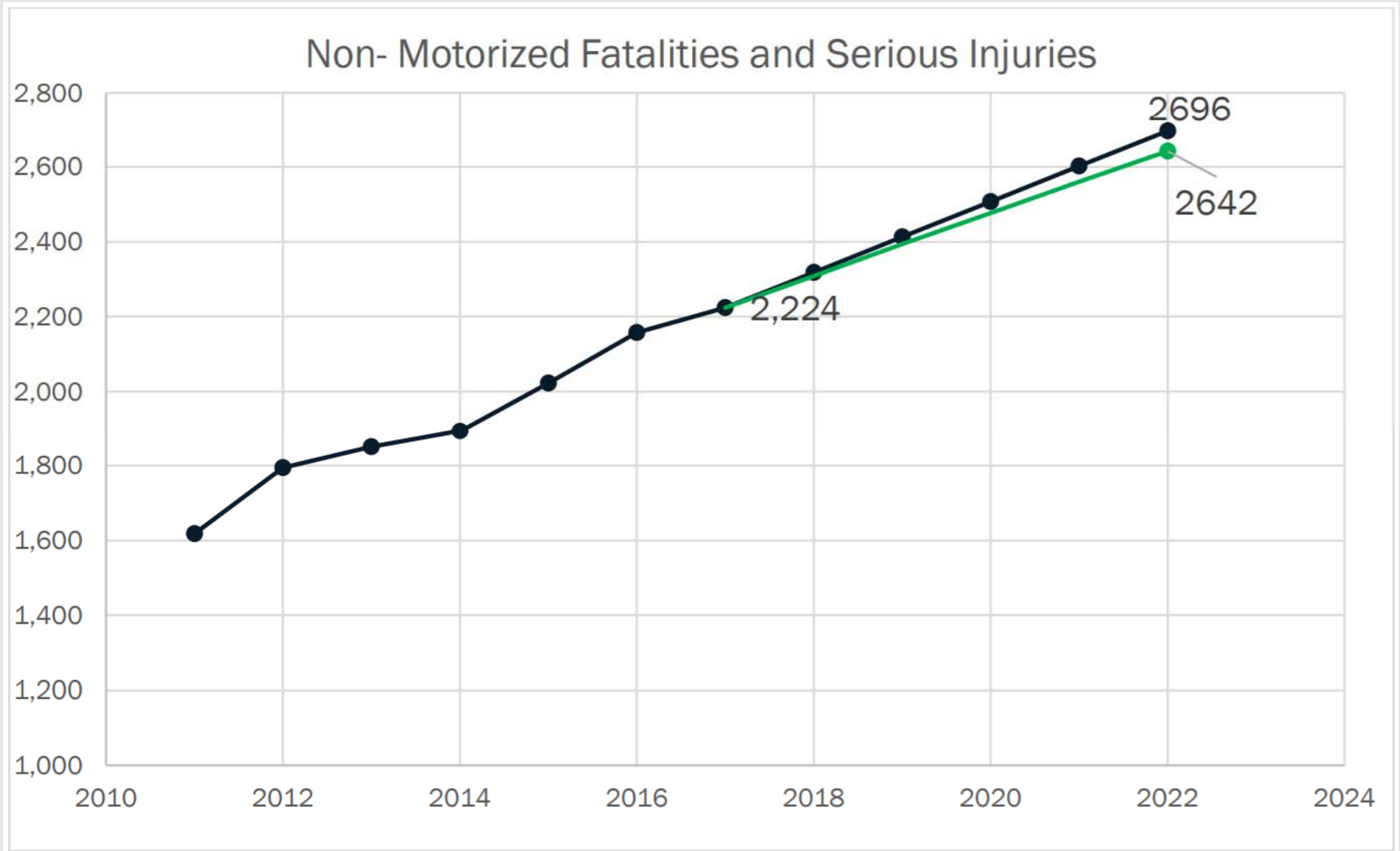


Texas Safety Targets- Non-motorized Fatalities and Serious Injuries

Serious Injuries



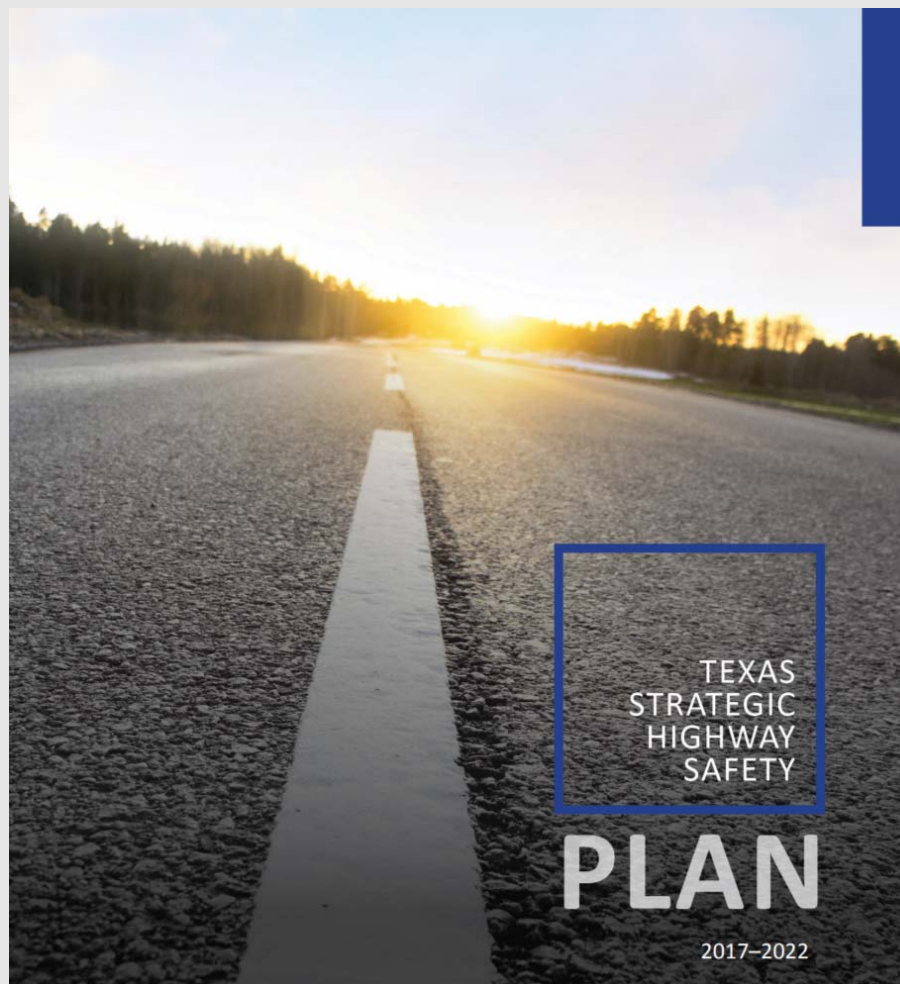
Texas Safety Targets- Non-motorized Fatalities and Serious Injuries



Texas Safety Targets- Non-motorized Fatalities and Serious Injuries

Year	Target or Actual Data	Source
2014	1,893	FARS-CRIS
2015	2,023	ARF-CRIS
2016	2,304	CRIS
2017	2,224	Target
2018	2,309	Target
2018 Target expressed as 5-year average		2,150.6

QUESTIONS?





Date: January 22, 2018
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning
Agenda Item: 5
Subject: Update on Project Status Reporting

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO is currently undergoing project status reporting for projects funded through the Transportation Policy Board (TPB) including Category 7 (STP-MM) and Category 9 (TAP) funds. Letters and a Quarterly Report Form were sent to sponsors on November 13, 2017 requesting a response by December 20, 2017. CAMPO is currently compiling the results for presentation to the TPB with possible action dependent on the status of the projects and reporting information. Current results are below:

Sponsor Reporting Status	Current Project Status
Category 7 (STP-MM)	Not Started – 1
No Response – 4.76%	Early Coordination – 1
Received Request – 14.29%	Match Funding Secured – 1
Responded – 33.33%	Design – 4
Category 9 (TAP)	Construction – 4
No Response – 14.29%	Complete – 2
Received Request – 4.76%	Unknown – 8
Responded – 28.57%	

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

According to the Transportation Improvement Program (TIP) administrative policies, project sponsors must demonstrate continual progress toward implementation and regularly report project statuses to CAMPO. The relevant policy excerpts are provided below:

1. Those jurisdictions, agencies or transportation providers receiving STP-MM funding for projects, programs or studies are required to demonstrate continuous progress toward project implementation. Continuous progress, in this instance, means that major steps to advance the project (e.g., authority to undertake final design, authority to acquire a significant portion of the right-of-way, or approval of the plans, specifications and estimates) must occur within three years of the approval by the Transportation Policy Board (TPB). If continuous progress is not demonstrated, the award of funds will be subject to reevaluation by the TPB.

2. Those jurisdictions or transportation providers receiving STP-MM funding for projects, programs or studies must also submit, on a quarterly basis, a progress report for each awarded project, program or study. A standardized reporting format will be provided by CAMPO staff.
3. If an STP-MM funded project becomes infeasible or untenable:
 - a) The jurisdiction must notify CAMPO as soon as the determination is made; and
 - b) The STP-MM funds will be returned to the general reserve for redistribution; and
 - c) The funds will be offered to the next highest scored, unfunded eligible project based on the most recent STP-MM call for projects.
4. The sponsor is responsible for providing CAMPO an accurate accounting of project details including but not limited to: costs, local match fund sources and availability, and implementation schedule.

SUPPORTING DOCUMENTS

Attachment A – *Sample Letter*

Attachment B – *Quarterly Report Form*



October 30th , 2017

Name

Title

Sponsor

Address Line 1

Address Line 2

Dear Name,

On **November 10, 2014** the Capital Area Metropolitan Planning Organization (CAMPO) awarded the **(Project Sponsor)** federal funding through the Surface Transportation Program for the following projects:

- **Project Name – Award Amount: \$X,XXX,XXX.XX**

Sponsors awarded federal funding through CAMPO must demonstrate continuous progress toward project implementation. Sponsors are also required to submit a progress report on a quarterly basis. In keeping with the requirements, CAMPO is requesting that you fill out and return the attached *Project Progress Report* within thirty days.

Information provided in the progress report will be reconciled with records from the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) to ensure accurate, transparent, and consistent project information.

If you have questions regarding this request, please contact me at 512-215-8225 or Ryan Collins at ryan.collins@campotexas.org.

Sincerely,

Ashby Johnson
Executive Director

Attachment: Project Progress Report Form



Quarterly Project Progress Form



Project Information			
Sponsor: Sponsor PM:		Project:	
		From: To:	
Construction Cost Estimate:		Date of Est.:	Tentative Letting Date: Should Letting Date be Rescheduled? <input type="checkbox"/> Yes <input type="checkbox"/> No
ROW Cost Estimate:		Date of Est.:	If yes, Recommend Letting Date:

Project Development Status			
Please fill out following section of the form with the current status of each item			
Project Characteristic	Status	Completion Date (Est/Actual)	Status Notes
Preliminary Engineering	<input type="checkbox"/> Started		
	<input type="checkbox"/> In Progress		
	<input type="checkbox"/> Complete		
Schematic / Plan Development	<input type="checkbox"/> Started		
	<input type="checkbox"/> In Progress		
	<input type="checkbox"/> Complete		
Public Involvement	<input type="checkbox"/> Started		
	<input type="checkbox"/> In Progress		
	<input type="checkbox"/> Complete		
Right-of-Way Acquisition	<input type="checkbox"/> Started		
	<input type="checkbox"/> In Progress		
	<input type="checkbox"/> Complete		
Environmental Clearance	<input type="checkbox"/> Started		
	<input type="checkbox"/> In Progress		
	<input type="checkbox"/> Complete		
Utility Relocations	<input type="checkbox"/> Started		
	<input type="checkbox"/> In Progress		
	<input type="checkbox"/> Complete		
Local Financial Status	<input type="checkbox"/> Budgeted in Current Fiscal Year		
	<input type="checkbox"/> Identified in Future CIP Years		
	<input type="checkbox"/> Unfunded		
Coordination with Agencies	<input type="checkbox"/> Started		List Agencies:
	<input type="checkbox"/> In Progress		
	<input type="checkbox"/> Complete		
Agreements	<input type="checkbox"/> Started		List Agreements:
	<input type="checkbox"/> In Progress		
	<input type="checkbox"/> Complete		

Required Attachments	
The following attachments as applicable should be included with this form:	
<ul style="list-style-type: none">● Project Schedule with Milestones<ul style="list-style-type: none">Start DateSchematic Approval30% PS&E/60% PS&E100% PS&E	<ul style="list-style-type: none">● Public Involvement Documents<ul style="list-style-type: none">Meeting NoticesAttendance Logs● Utility Agreements / RR Agreements

Sponsor Certification	
The above information has been provided as part of the quarterly update report as required by the CAMPO Project Selection and is correct to the best of my knowledge on this date:	
_____	_____
Sponsor Representative	Date