



Transportation Policy Board Meeting

October 15, 2018

WIFI Code: WPED-R686-Bi

ITEM 1: CERTIFICATION OF QUORUM



ITEM 2: PUBLIC COMMENTS





Item 2 Public Comments



Long Range
Transportation
Planning
Considerations

Roger Baker





Item 2 Public Comments



CAMPO Public Comment October 2018
by Roger Baker; this blue link will open up the full content:

<https://tinyurl.com/y8kzl3ps>

Now that Randy Clarke has come to guide Austin's transit future, one of our big transit planning challenges is affordability. Without much state or federal money under Trump, we have to expect that a lot of the future transit dollars will need to come from local money, probably using Austin property taxes and bond debt. That means we need to try to predict both the Austin and national economic future. This is why Cap Metro has retained an economic guru to tell the Board what is going on with the economy, and what to expect looking forward. This advisor told us the national economy is in great shape for now.

“We don't think there's a risk of recession in the local economy right now” -- Nelson Bush, PFM Asset Management to Cap Metro, Oct. 10, 2018





Item 2 Public Comments



According to the Dallas Fed, we are seeing slowing Austin area business growth in the last three years, which reflects our local economy slowing from about ten percent to just above 4%. See the red box to the right.

However as the next slide will show, the local planning data is not always that certain.

<https://tinyurl.com/yaoeenmg>

Business-Cycle Index

The Austin Business-Cycle Index expanded at a 4.3 percent annualized rate in July, well below the long-run average of 6.0 percent (Chart 1). After a considerable downward revision, the index has now underperformed its historical growth rate each month since mid-2017.

Chart 1
Austin Business-Cycle Index
Percent, month/month*



Business cycle growth has fallen from about 10% to about 4.3 % during Adler era

*Seasonally adjusted, annualized rate
SOURCE: Dallas Fed.

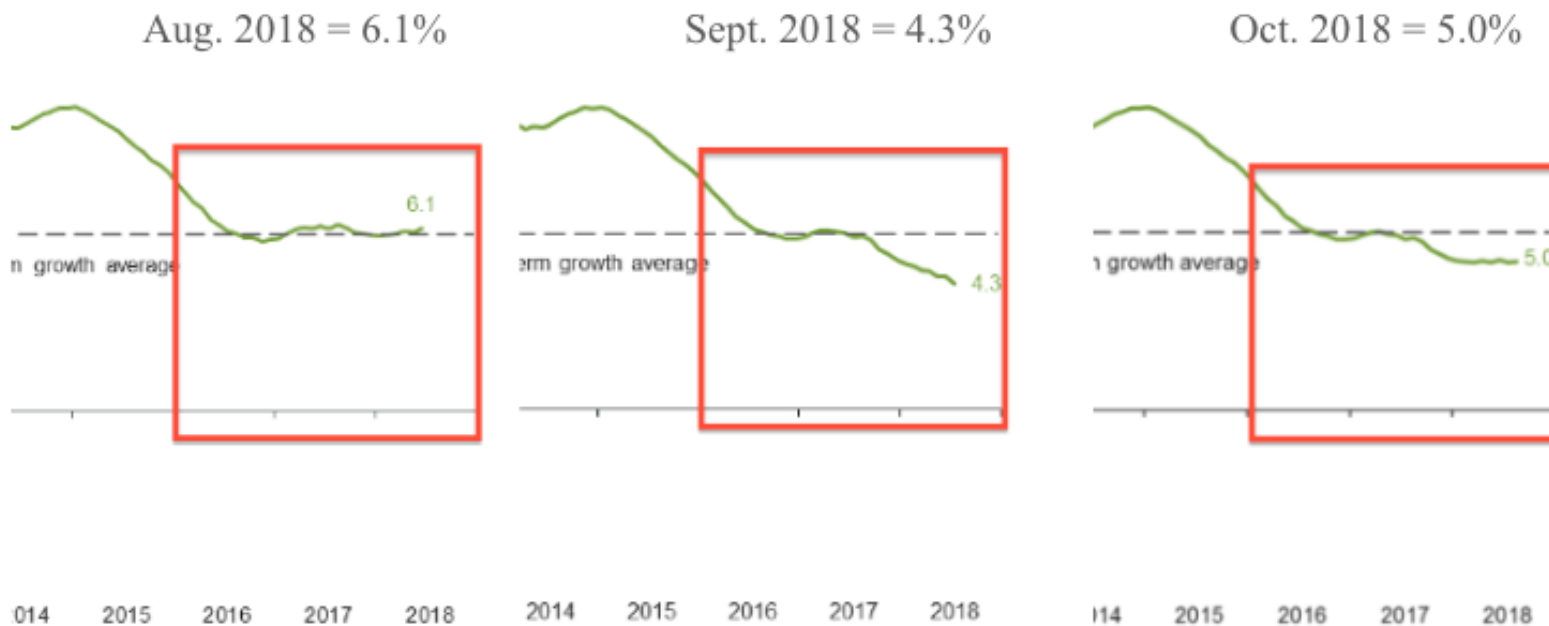




Item 2 Public Comments



Dallas Fed: the Austin business cycle growth numbers for Aug., Sept., and Oct. 2018. Why is there such a big change change from month to month, and why does the data change retroactively?



ITEM 3: CHAIR ANNOUNCEMENTS



**ITEM 4: REPORT FROM THE TECHNICAL
ADVISORY COMMITTEE (TAC) CHAIR**



ITEM 5: EXECUTIVE SESSION



**ITEM 6: APPROVAL OF AUGUST 13, 2018
MEETING SUMMARY**





Item 6
Approval of the
August 13, 2018
Meeting
Summary



Staff requests approval of the
August 13, 2018 meeting summary.



**ITEM 7: UPDATE ON CAPITAL
METROPOLITAN TRANSPORTATION
AUTHORITY CAP REMAP**



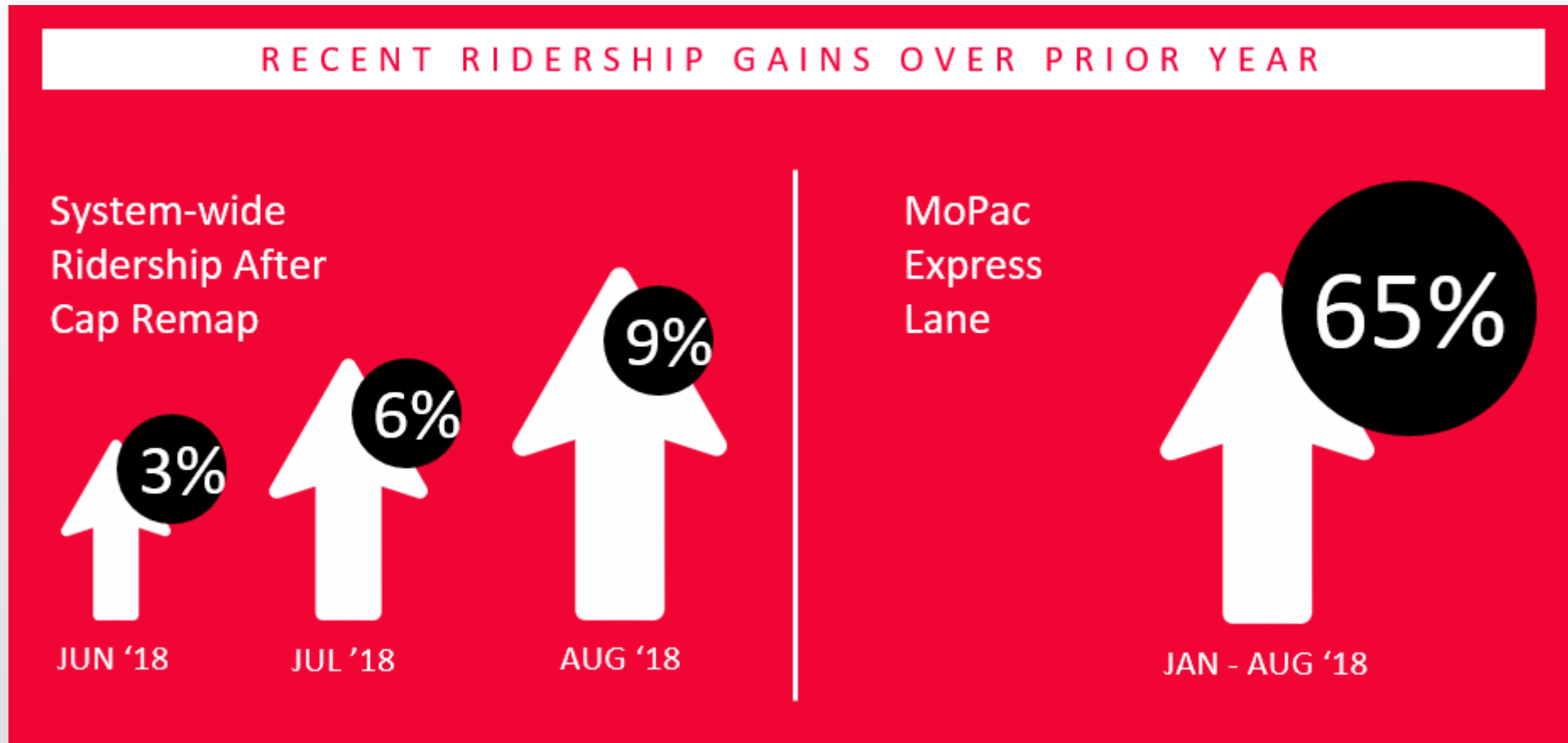


CAMPO Transportation Policy Board

October 15, 2018

Early Results and Next Steps

- Cap Remap implemented June 3, 2018





INITIATIVES THIS YEAR

+300%
Investment in
Bus Stop Improvements

**INNOVATION
ZONES**

K-12
Free Fares
Pilot

**REGIONAL
Developments**

\$10M
Additional Service

**New Capital
Expansion Fund**

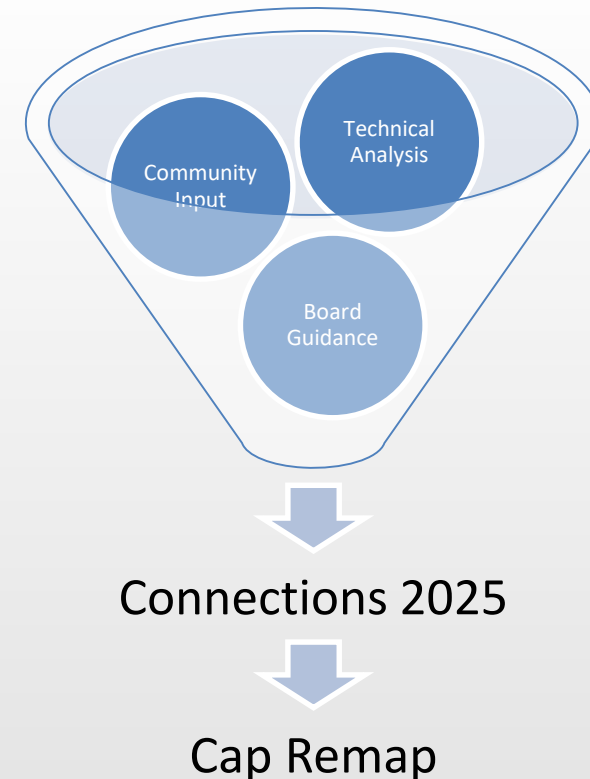
Today's Briefing

- What is Cap Remap?
- Early Results
- How was service equity and Title VI addressed?
- Next Steps



Improving Transit Service

- Connections 2025 - a Strategic Plan establishing a multi-year service framework
 - Two-year development process
 - Extensive community engagement + technical analysis
- Cap Remap (June 2018) constituted majority of changes
- Each phase worked through the agency service change process with Board of Directors Approval



Cap Remap Goals



Build Ridership



Match Service to Markets



Enhance the Customer Experience



Ensure Financial Sustainability

Community Engagement

- Major community involvement effort
- Feedback throughout planning process
- Many elements of plan shaped by input
- Much more community engagement occurred in implementation phase



Emphasis on Frequent Service

Before
6 Routes
Daily Ridership
(Weekdays – 30%)
(Saturdays – 12%)
(Sundays – 13%)

After
14 Routes
Daily Ridership
(Weekdays – 53%)
(Saturdays – 63%)
(Sundays – 67%)

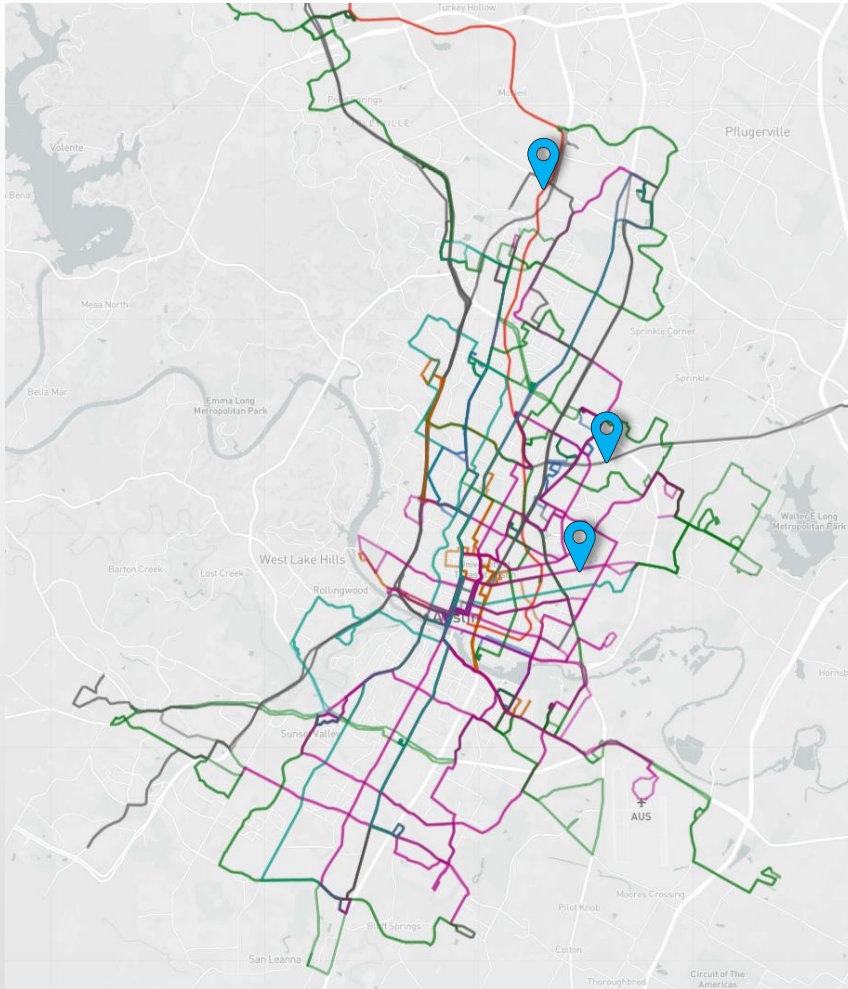




Retaining Service to Current Customers

- 98.6% within 5-minute walk of service
- 99.8% within 10-minute walk of service

Innovative Mobility Zones

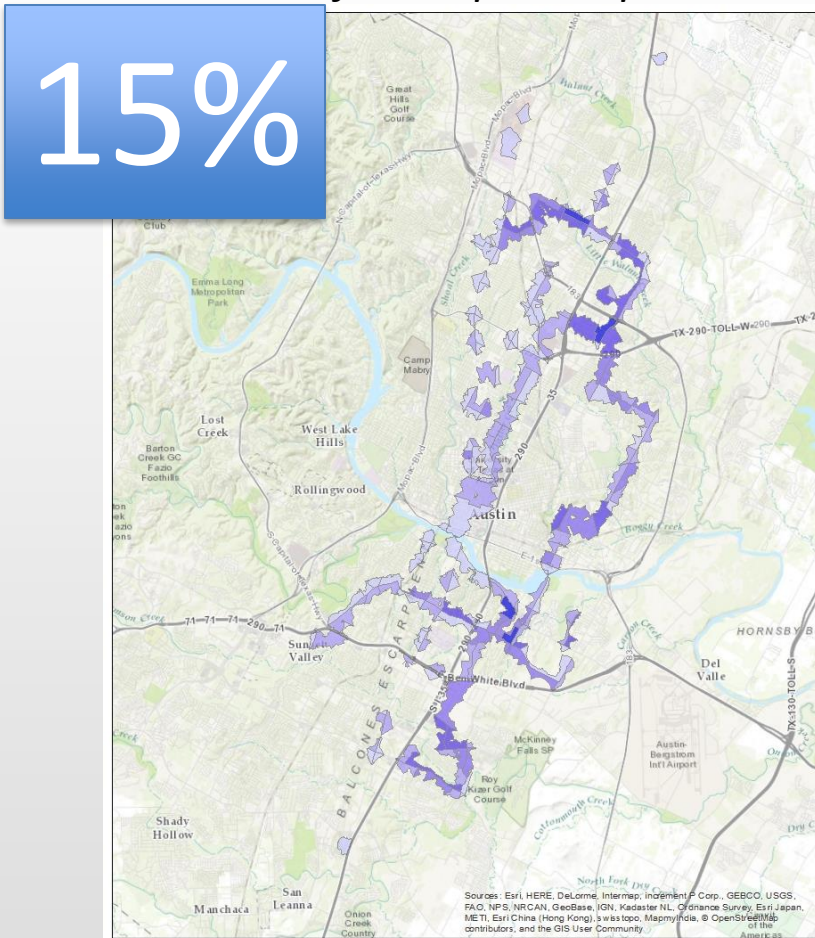


Three Additional Zones

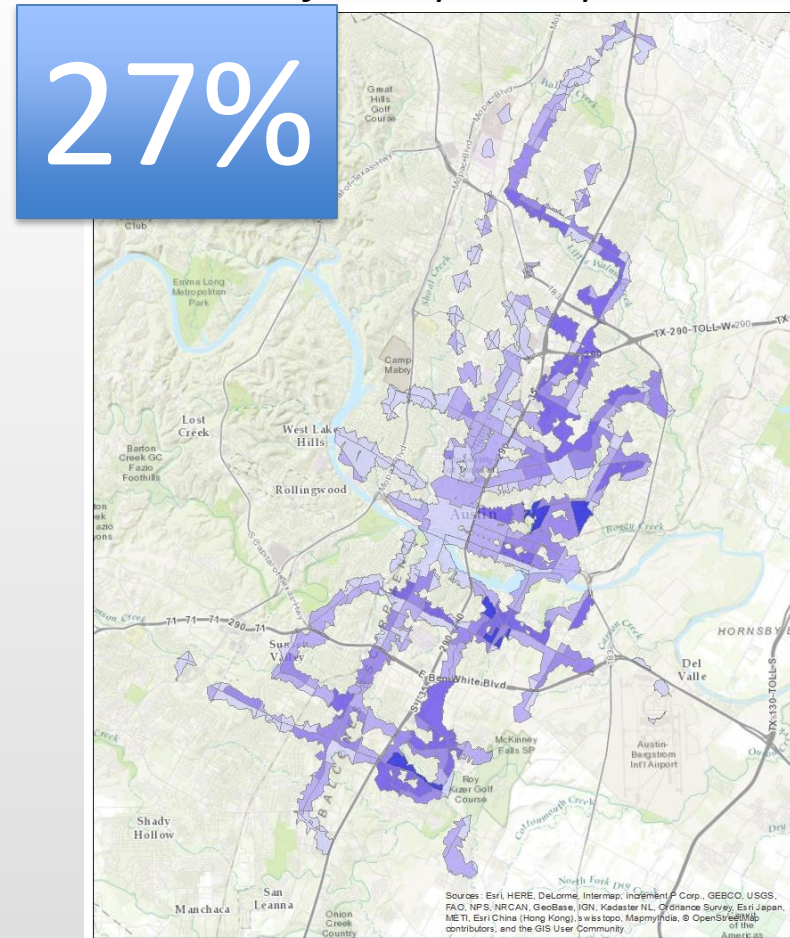
- St. David's North Medical Center
Formerly served by Route 240
- Rogge/Springdale (The Reserve at Springdale)
Formerly served by Route 300
- Johnston Terrace / Lott & Chico
Formerly served by Routes 2 & 17

Households in Poverty within 5-minute walk of Frequent Service

Before Cap Remap

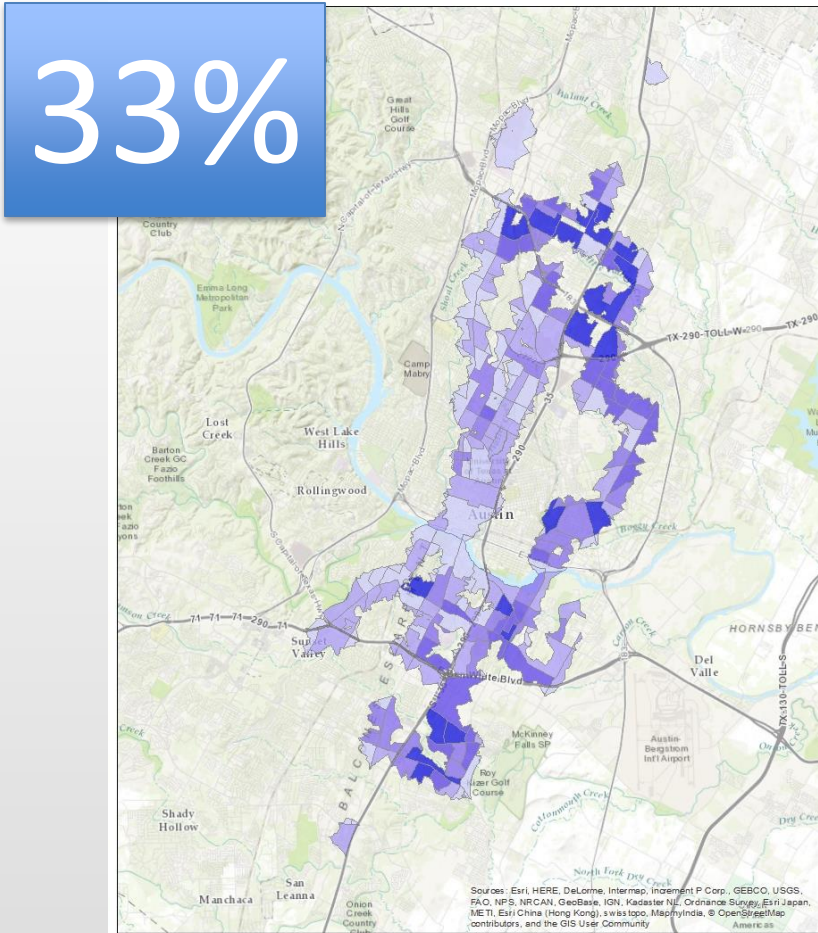


After Cap Remap

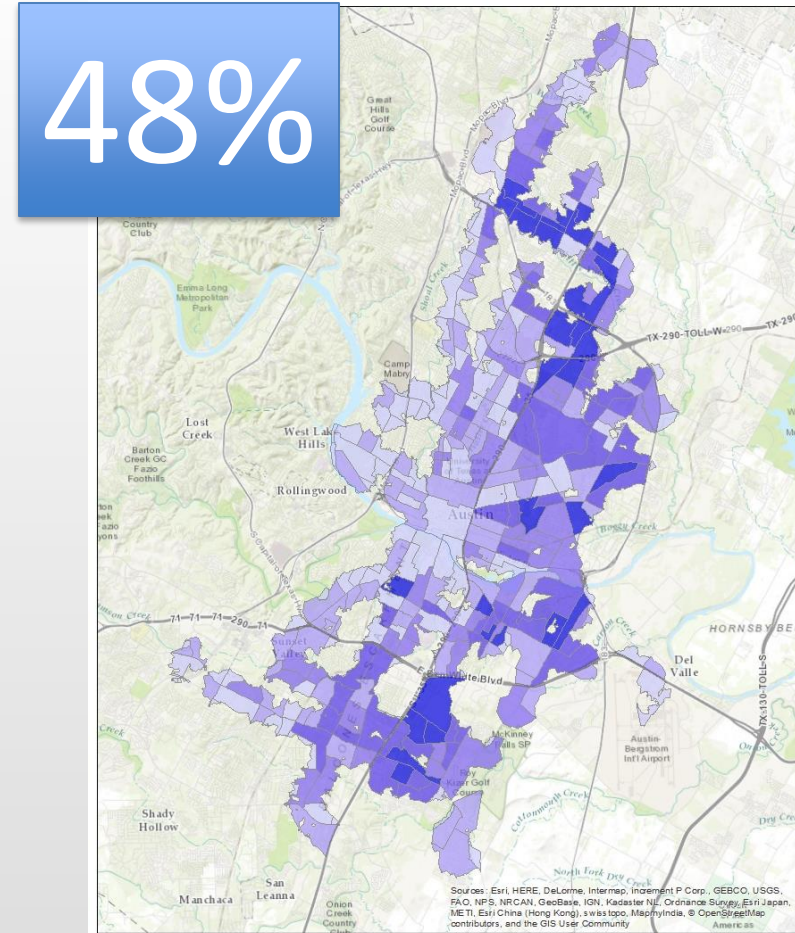


Households in Poverty within 10-minute walk of Frequent Service

Before Cap Remap

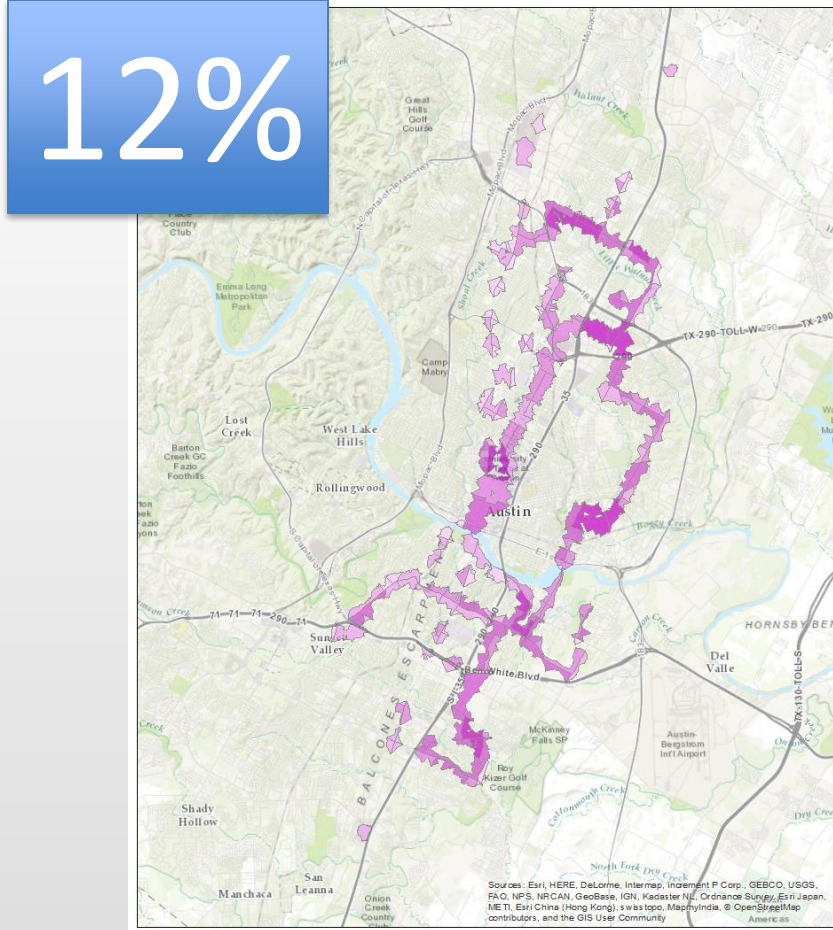


After Cap Remap

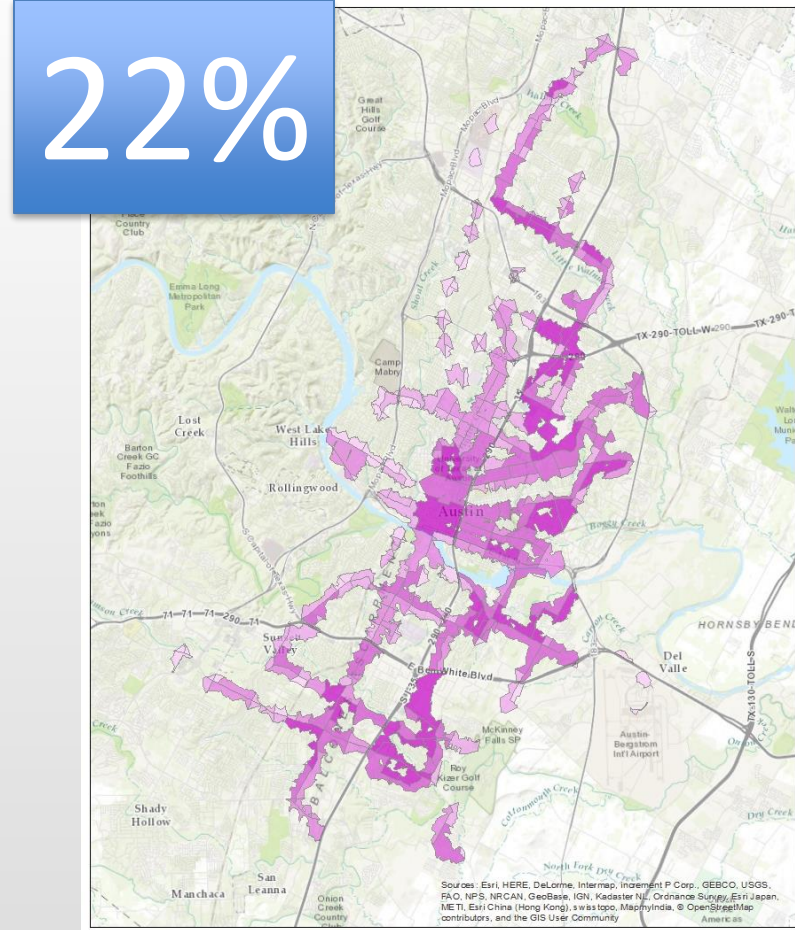


Minority Population within 5-minute walk of Frequent Service

Before Cap Remap



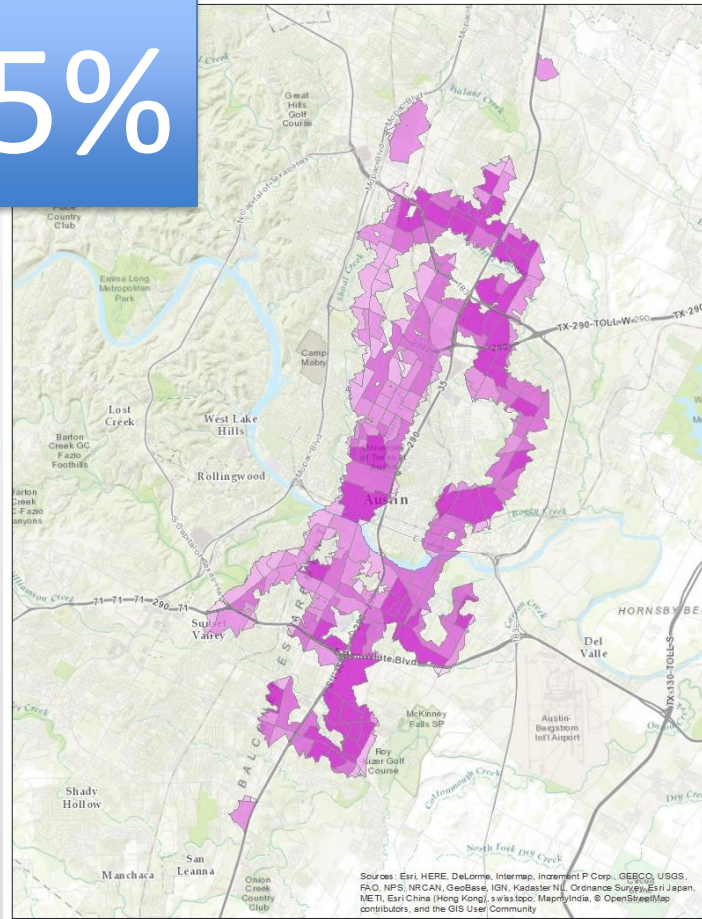
After Cap Remap



Minority Population within 10-minute walk of Frequent Service

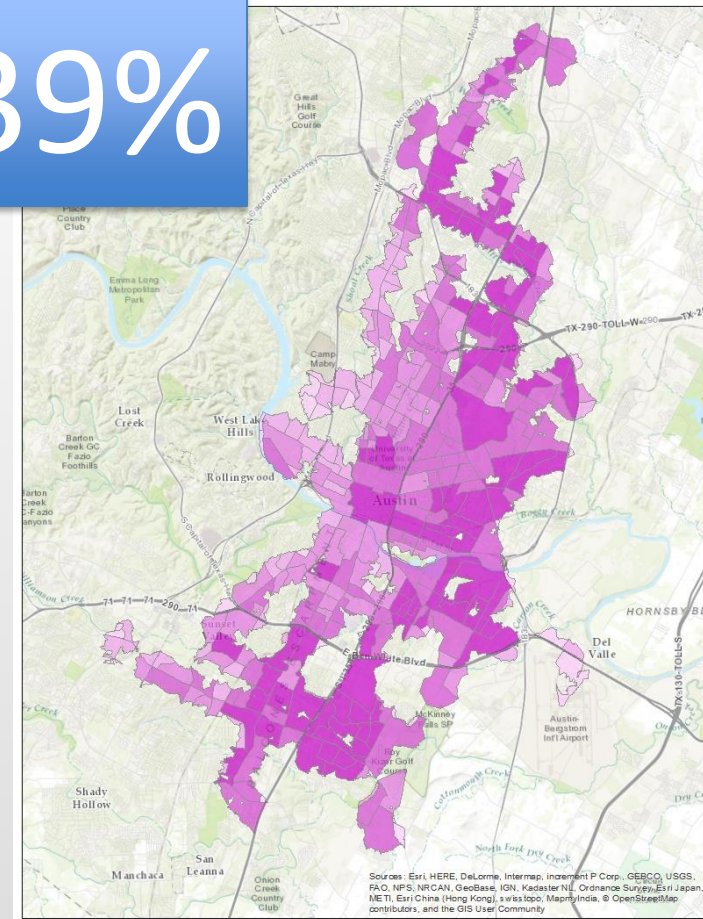
Before Cap Remap

25%



After Cap Remap

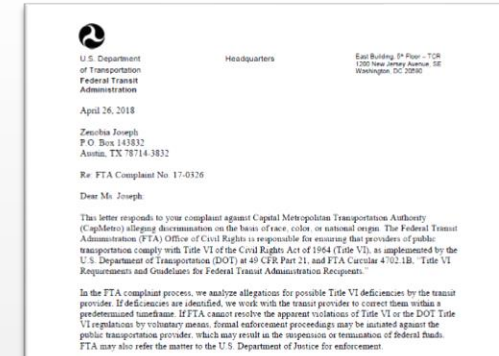
39%



Title VI – Service Equity Analysis

- Title VI of the Civil Rights Act of 1964 addressed discrimination in most areas of public life in the U.S.
- Title VI states:
 - “No Person in the U.S. shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance”
- Service equity analysis is conducted during implementation phase
- Capital Metro’s Board of Directors reviews service equity analysis prior to taking action on service changes

FTA's Finding Regarding Possible Title VI Deficiencies



Conclusion

The information gathered during our investigation does not support a finding that CapMetro violated Title VI requirements in implementing parts of its Connections 2025 transit plan. The record shows CapMetro complied with the applicable DOT Title VI regulations and FTA Title VI guidance. Although CapMetro identified potential disparate impacts arising from route eliminations, it has shown that it has not only avoided, minimized, or mitigated those impacts but has substantially improved service for minority and low-income individuals.

Summary



- Restructured bus network improved service for vast majority of community
- Equity was a key consideration as confirmed by FTA finding
- Further refinements based on community input underway
- Need for transit continues to grow in Central Texas
- Project Connect is next major step

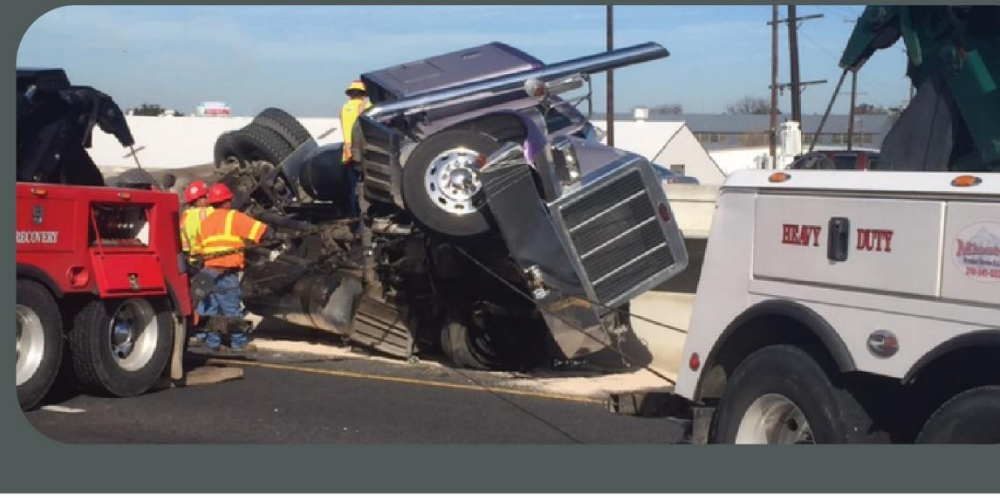
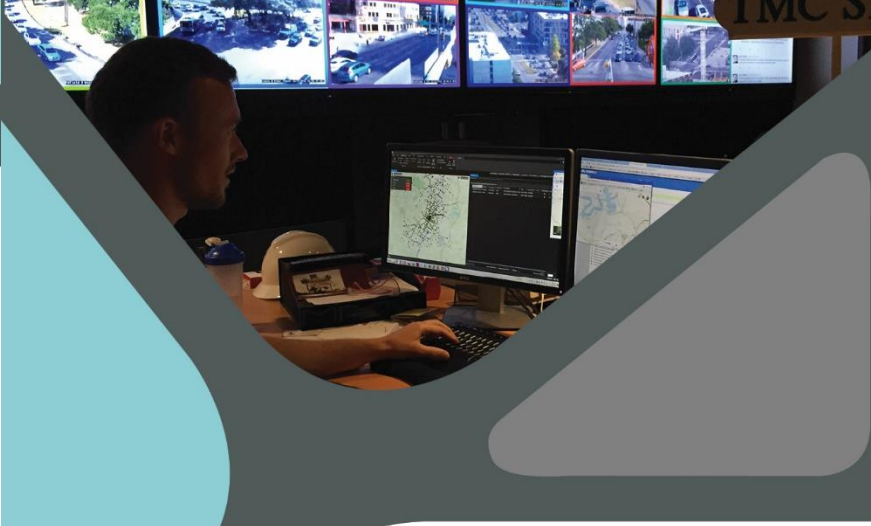
Questions and Discussion



www.capmetro.org

ITEM 8: PRESENTATION ON REGIONAL INCIDENT MANAGEMENT STUDY





Capital Area Metropolitan Planning Organization

Development of a Regional Incident Management Strategic Plan and Performance Assessment

Transportation Policy Board Meeting
October 15, 2018



Kimley»Horn



Kimley»Horn

Outline

Study Overview

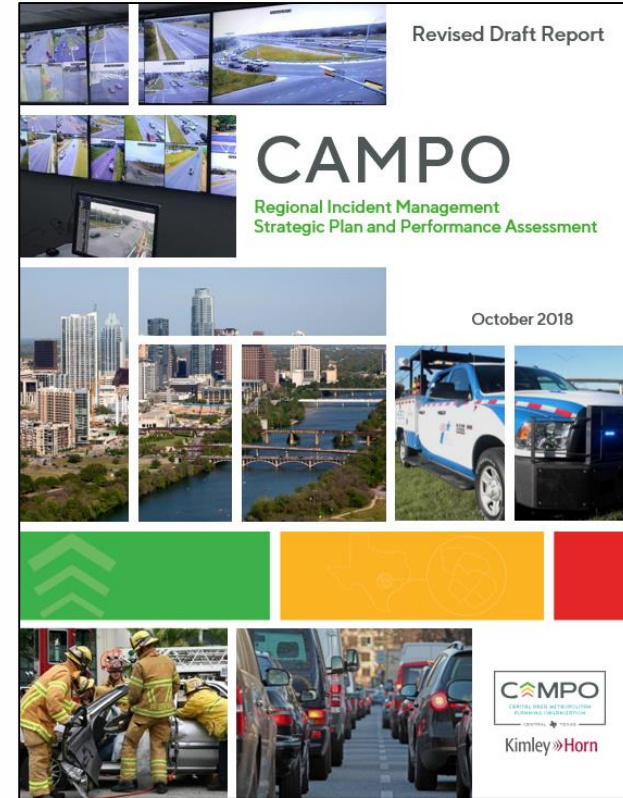
Findings

Recommendations

Next Steps



Study Overview



Study Goals

CAMPO Regional Incident Management Strategic Plan and Performance Assessment Study goals:

- Reduce the impacts of incidents to travelers in the Region, including reduced roadway clearance time, reduced incident clearance time, and reduced time to return to normal flow
- Reduce secondary crashes in the Region
- Provide accurate and timely traveler information to travelers throughout the Region



Key Components

- Study Steering Committee

CAMPO

TxDOT

CTRMA

Travis County

Hays County

Bastrop County

City of Austin

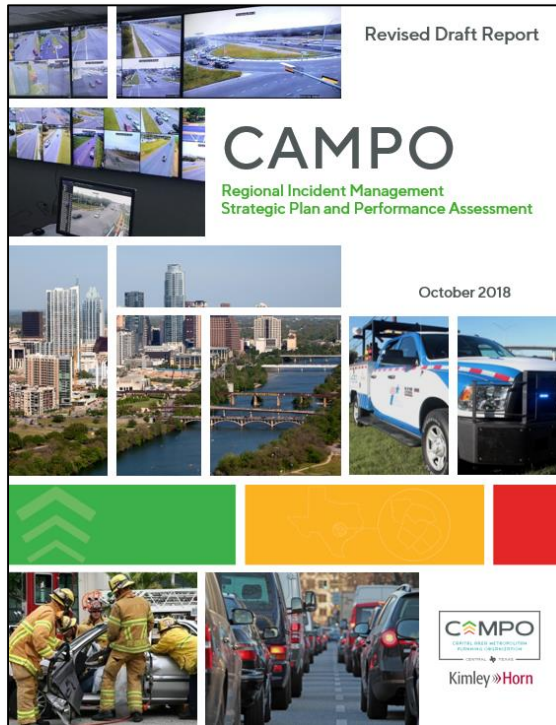
City of Round Rock



- Stakeholder interviews with **21** different agencies and total participation to date from **56** stakeholders in the Region
- Three stakeholder workshops (February, April, May 2018)



Key Components

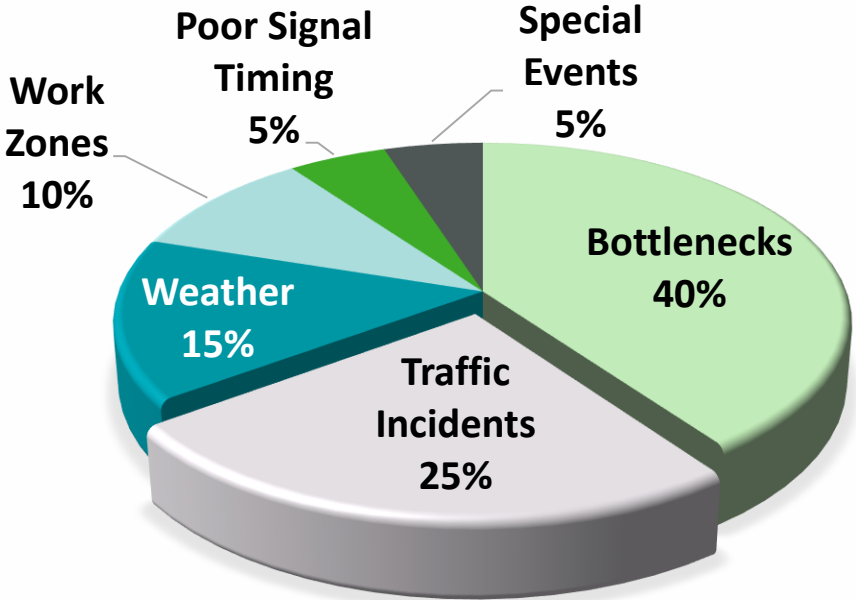


- Identification of:
 - Recommended TIM Improvements for the Region
 - Cost-benefit analysis
 - High priority performance measures
 - Funding strategies
 - Next steps for implementation
- Third party review by **Texas A&M Transportation Institute**
- Presentations to CAMPO Technical Advisory Committee and Transportation Policy Board

Findings



Need for Traffic Incident Management



Sources of Congestion
(Federal Highway Administration)

TxDOT Austin District (July 2018)	
Reported Collisions	365
Reported Disabled Vehicles	2,170

Every minute of incident delay multiplies traffic queues by a factor of 4.

The likelihood of a secondary crash increases by 2.8% for each minute the primary incident continues to be a hazard.

Faster response time has a well-documented relationship to the increased likelihood of crash survival.

In the CAMPO Region, growth of traffic and major construction (Mobility35) greatly increases the need to reduce roadway clearance times and preserve the capacity of roadways.

Current Successes

- Austin-area Incident Management for Highways (AIM High)
- Combined Transportation, Emergency & Communications Center (CTECC)
- TxDOT Highway Emergency Response Operator (HERO) Expansion
- Interdisciplinary SHRP 2 Incident Management Training
- Centralized Traffic Signal Control in Austin, Cedar Park, Round Rock, and San Marcos

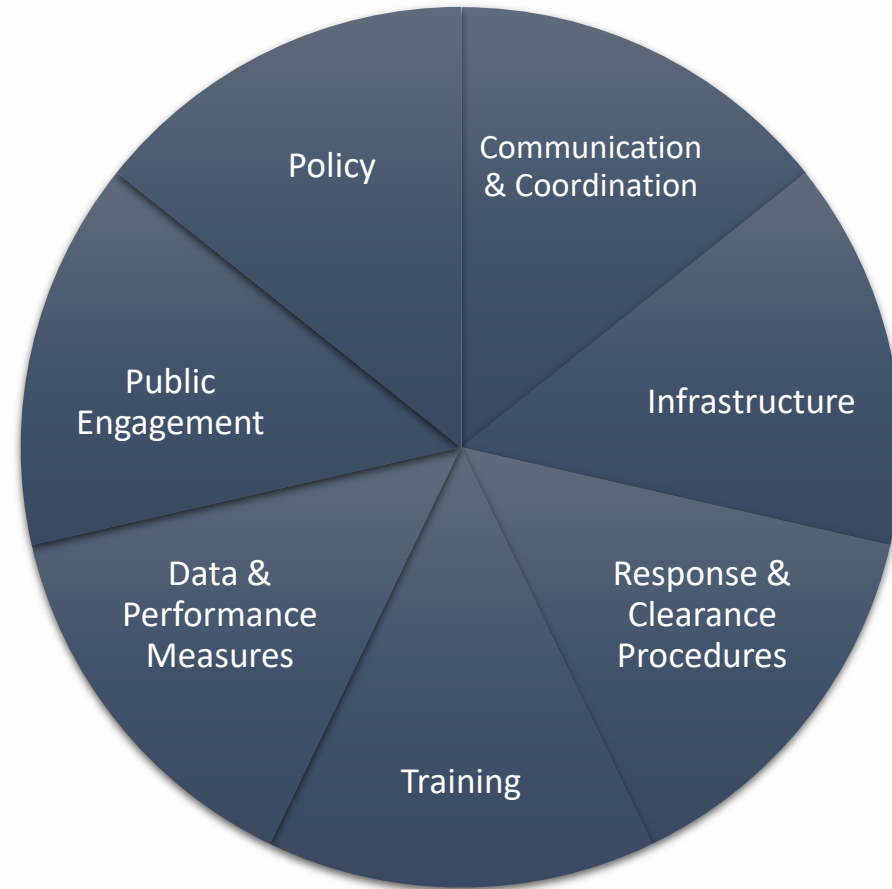


Photo Credit: City of Austin



Photo Credit: CTRMA

Recommendations



Incident Management Recommendations

CAMPO REGIONAL INCIDENT MANAGEMENT STRATEGIC PLAN AND PERFORMANCE ASSESSMENT

RECOMMENDATION	PROJECTED IMPLEMENTATION TIME FRAME			ESTIMATED SCORE (●●●●● = Best)			LEAD AGENCY
	SHORT-TERM (0-4 YEARS)	MID-TERM (5-10 YEARS)	LONG-TERM (10+ YEARS)	LOW COST OF IMPLEMENTATION	EASE OF IMPLEMENTATION	BENEFIT-COST RATIO	
				●●●●●	●●●●○	●●●●●	CAMPO
				●●●●●	●●●●○	●●●●●	CAMPO
				●●●●○	●●●●○	●●●●○	CAMPO or TxDOT
				●●●●●	●●●●○	●●●●●	TxDOT, CTRMA, or Municipalities
				●●●●○	●●●●○	●●●●○	TxDOT or CAMPO
				●●●●○	●●●●○	●●●●○	TxDOT or CAMPO
				●●●●○	●●●●○	●●●●○	Transportation and Public Safety Agencies
				●●●●○	●●●●○	●●●●○	TxDOT
				●●●●○	●●●●○	●●●●○	TxDOT
				●●●●○	●●●●○	●●●●○	TxDOT
				●●●●○	●●●●○	●●●●○	TxDOT
				●●●●○	●●●●○	●●●●○	City of Austin
				●●●●○	●●●●○	●●●●○	Regional Municipalities
				●●●●○	●●●●○	●●●●○	TxDOT
				●●●●○	●●●●○	●●●●○	TxDOT and Region

PROJECTED IMPLEMENTATION TIME FRAME

FY 2019

SHORT-TERM (0-4 YEARS) MID-TERM (5-10 YEARS) LONG-TERM (10+ YEARS)

ESTIMATED SCORE (●●●●● = Best)

LOW COST OF IMPLEMENTATION	EASE OF IMPLEMENTATION	BENEFIT-COST RATIO
●●●●●	●●●●○	●●●●●
●●●●●	●●●●○	●●●●●
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●●●●●	●●●●○	●●●●○
●●●●○	●●●●○	●●●●○

LEAD AGENCY

CAMPO

CAMPO

CAMPO or TxDOT

TxDOT, CTRMA, or Municipalities



Cost-Benefit Analysis

BENEFIT-COST RATIOS OF SELECTED TIM IMPROVEMENTS



Expansion of HERO Program
Up to 5:1



Additional DMS Coverage
Up to 8:1



Additional CCTV Camera Freeway Coverage
Up to 15:1



Peak Hour Rapid Response Tow
Up to 21:1



Additional Freeway Lighting
Up to 40:1



CAMPO Incident Management - Phase II



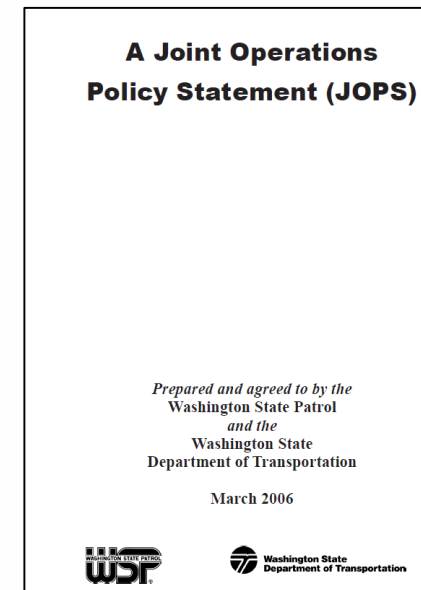
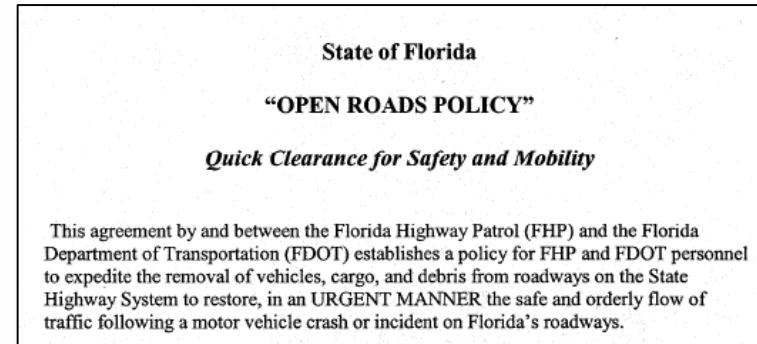
CAMPO Regional Incident Management – Phase II

1. Develop a Regional Open Roads Policy.
2. Develop a Standardized HAZMAT and Non-HAZMAT Clean-up Policy for the Region.
3. Develop a Framework for a Regional Rapid Clear Towing Program.
4. Develop a Framework for a Regional Heavy Tow Program.
5. Develop a Standardized Data Collection and Performance Measures Framework for the Region.
6. Develop a Regional State of Traffic Incident Management Report.



Develop a Regional Open Roads Policy

- Develop consensus with CAMPO Region agencies on the contents of a Regional Open Roads Policy
- Create Memorandum of Understanding to be signed by CAMPO member agencies



Develop a Standardized HAZMAT and Non-HAZMAT Clean-up Policy for the Region

- Prepare recommendations for hazardous and non-hazardous spill cleanup based on best practices
- Create a Memorandum of Understanding to be signed by CAMPO member agencies



Develop a Framework for a Regional Rapid Clear Towing Program

- Create a plan for the expansion of freeway courtesy towing services for the improvement of safety and mobility in the CAMPO region
- Consider service capabilities, geographic scope, and hours of operation, as well as funding mechanisms and implementation strategy



Develop a Framework for a Regional Heavy Tow Program

- Plan for a regionally administered heavy wrecker towing service available for use by any agency responding to a major incident on regional freeways
- Recommend contractor qualifications and performance targets for satisfactory incident response



Develop a Standardized Data Collection and Performance Measures Framework

- Develop a plan to integrate agency data sources for regional TIM data collection
- Enable performance measurement on regional and agency-specific levels



Develop a Regional State of Traffic Incident Management Report

- Analyze existing TIM data from across the CAMPO Region
- Compare data to established regional performance goals in a “State of TIM” report
- Update annually



Next Steps



Next Steps for Study

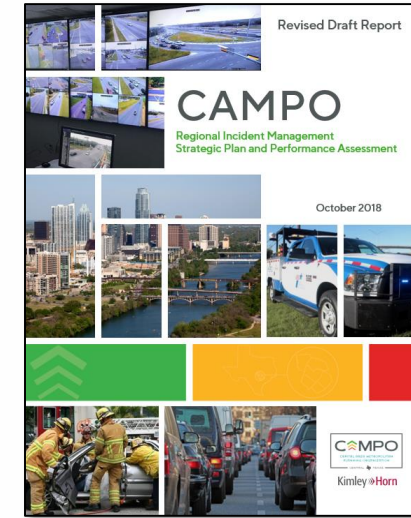
October
2018

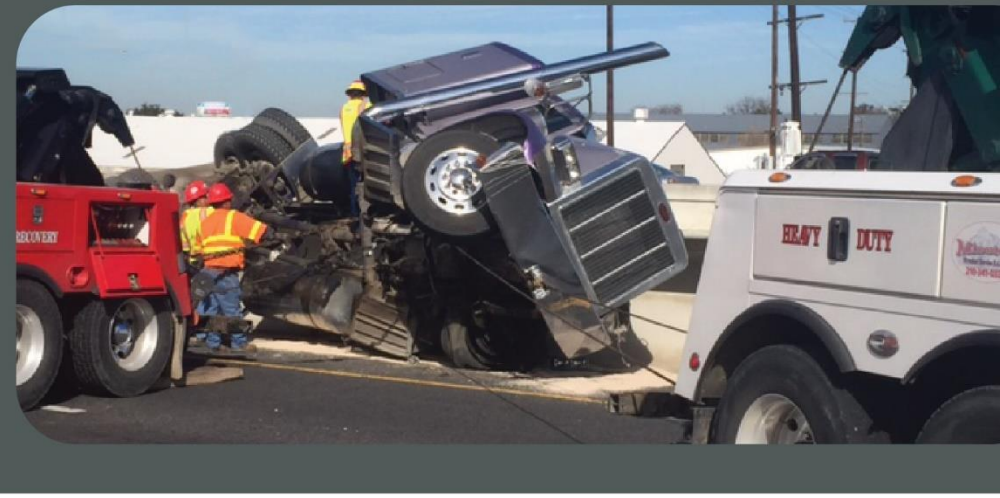
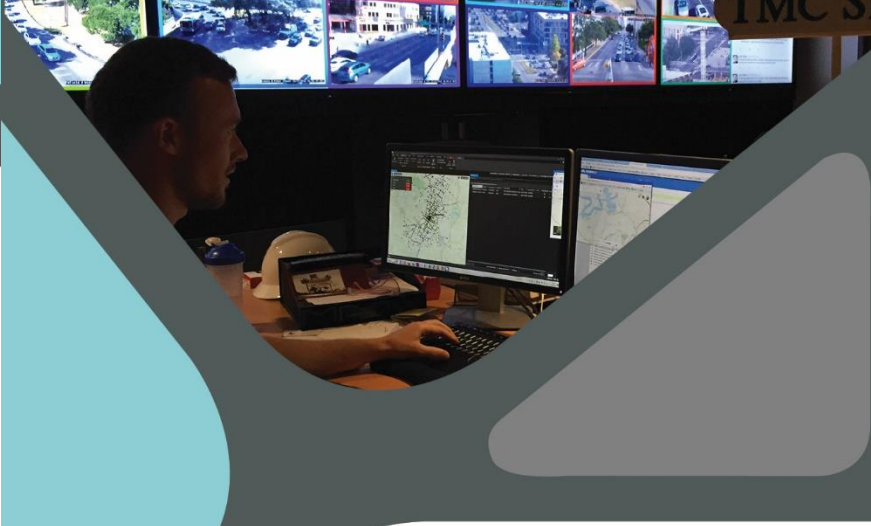
Incorporate Final Comments into Report

Technical Advisory Committee Meeting (for recommendation)

December 2018

Transportation Policy Board Meeting (for adoption)

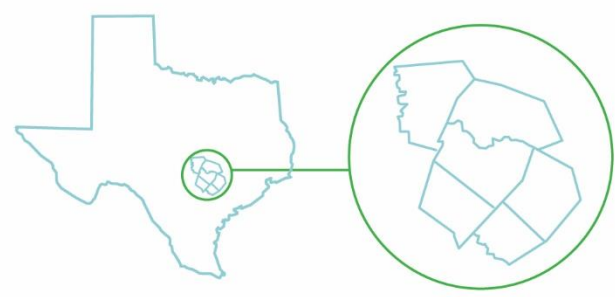




Thank You!

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Kimley»Horn

Kimley»Horn

ITEM 9: UPDATE ON PUBLIC PARTICIPATION PLAN (PPP)





Public Participation Plan (PPP) Update



- Last updated in 2015
- Bringing in line with new CAMPO outreach practices
- Adding FAST Act language
- Adding practices that have been introduced since last update





Public Participation Plan (PPP) Update



Overview of updates:

- Updating participation objective
- Changing tiered system to system based on planning document type
- Adding studies as part of outreach requirements
- Adding FAST Act language and examples for compliance
- Adding more examples of practices in appendix





Public Participation Plan (PPP) Update



Timeline

- TAC information item: September
- Executive Committee: October
- TPB information item: October
- Public comment period and open houses: November – December
- TAC recommendation: December
- TPB public hearing: December
- TPB action: January



**ITEM 10: EXECUTIVE DIRECTOR'S
REPORT ON TRANSPORTATION PLANNING
ACTIVITIES**



**ITEM 10A: 2019 TRANSPORTATION POLICY
BOARD MEETING SCHEDULE**



**ITEM 10B: FY 2018 FTA SECTION 5310
PROJECT CALL**





Program Purpose



The 5310 Program provides funding to help meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.





Funding Information



Funding Information	
Funding Type	Amount Available FY 2018
Traditional Section 5310 Projects	\$527,294.00
Other Section 5310 Projects	\$314,958.00
Total Available	\$842,252.00





Application Overview



Application Overview	
Applications Received	13 (4 Governments, 9 Non-Profit)
Traditional Funding Requested	\$913,170.00
Other Funding Requested	\$810,417.00
Total Requested	\$1,723,587.00





Schedule



Date	Milestone
August 29, 2018	Call for Projects: Issued
September 12, 2018	Informational Webinar at 10:00 p.m.
September 28, 2018	Applications Due by 5:00 p.m.
October-November	Technical Review and Scoring of Applications
December 10, 2018	Public Hearing at Transportation Policy Board
December 17, 2018	Recommendation by Technical Advisory Committee
January 14, 2018	Consideration by Transportation Policy Board



**ITEM 10C: CAPITAL-ALAMO CONNECTION
STUDY JOINT MPO TAC WORKSHOP**



ITEM 10D: HIGH SPEED TRANSPORTATION STUDY



ITEM 10E: CAMPO PARKING DAY 2018



ITEM 11: ANNOUNCEMENTS



Adjournment



COMPO

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION