



CAMPO
CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

Transportation Policy Board Meeting

August 10, 2020

ITEM 1: CERTIFICATION OF QUORUM



ITEM 2: PUBLIC COMMENTS





Public Comments



- David King
- Rosalind Alexander-Kasparik



ITEM 3: CHAIR ANNOUNCEMENTS



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



ITEM 5: EXECUTIVE SESSION



CONSENT AGENDA



**ITEM 6: APPROVAL OF JUNE 8, 2020
MEETING SUMMARY**





Public Comments



- Rosalind Alexander-Kasparik





Recommendation



**Staff requests approval of the
June 8, 2020 meeting summary.**



**ITEM 7 : DISCUSSION AND ACTION ON A
MEMORANDUM OF UNDERSTANDING
BETWEEN CAMPO, THE CITY OF ROUND
ROCK, AND TXDOT**





Recommendation



Staff requests approval of the MOU between CAMPO, the City of Round Rock, and TxDOT.



**ITEM 8 : DISCUSSION AND ACTION TO
CHANGE CAMPO TPB MEETINGS TO
2:00 P.M.**





Public Comments



- Zenobia Joseph





Recommendation



Chair Long requests approval to change the TPB meeting start time to 2:00 p.m.



ACTION



**ITEM 9: DISCUSSION AND ACTION ON
AMENDMENTS TO THE CAMPO NATIONAL
HIGHWAY SYSTEM (NHS) NETWORK**





Texas NHS Study

CAMPO Area Modifications

August 10, 2020





Major Considerations for NHS Inclusion

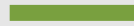
- Serve major activity centers or intermodal facilities
- Serve long-distance travel needs and connect large regions
- Provide mobility across a region, especially between outlying areas and the urban core
- Avoid residential areas and provide limited access to surrounding land uses
- Directly link Interstate Highways, Freeways, or Expressways

Recommendations supported by roadway performance data and a review of regional system connectivity

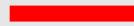


Corridors

Add 3 corridors/46.7mi.



Remove 22 corridors/90.2 mi.



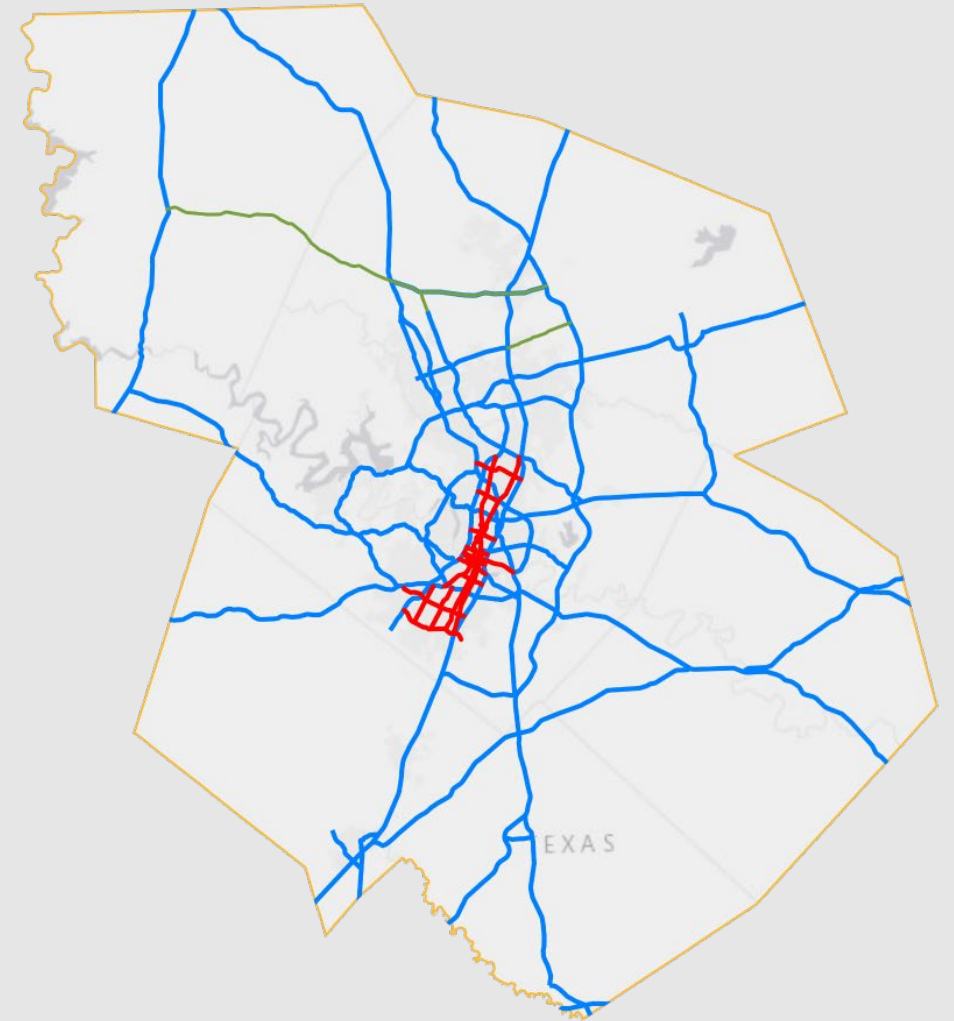
Intermodal Facilities

Remove 2 intermodal facilities on the system that no longer serve traffic:

Dillo Park & Ride and Robert Mueller Airport

Existing NHS 

Existing NHS Intermodal Connector 



Next Step: MPO Review & Concurrence Process



1

MPO Staff Reviews



MPO staff leads review of NHS modifications and provides recommendations

2

TxDOT & FHWA Final Review and Concurrence



Coordinated review of recommendations based on federal guidelines

3

Policy Board Support & MPO Concurrence Statements



MPO provides official concurrence statements in the form of MPO Letter of Resolution supporting modifications

4

TxDOT Submission to FHWA

TxDOT TPP reviews MPO supported modifications and develops official submission documentation, which are submitted to the FHWA Texas Division Office and forwarded to FHWA-HQ

5

TxDOT Map Updates

Official State maps are updated to reflect NHS modifications approved by FHWA



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NHS History

- Originally designated in 1995 through cooperation between local transportation officials and FHWA
- MAP-21 legislation (2012) automatically added around 4,000 miles to the system in Texas
- This study is the first attempt to comprehensively evaluate the NHS in Texas since it was created

Texas NHS Study Objectives

- Review the NHS in a data-driven manner using **Federal criteria & guidelines**, suggest additions and removals
- Coordinate with FHWA-Texas and ensure support from MPOs and other partners
- Prepare and submit official requests to change NHS to FHWA

Agency Roles in NHS Designation/Modification

- **MPOs** consider possible modifications for alignment with **regional priorities** and provides guidance and statements of support
- **TxDOT** provides initial analysis, offers technical support, and facilitates stakeholder input
- **FHWA** provides guidance on the review process and approves or rejects final requests to change the system



The National Highway System shall consist of **interconnected urban and rural principal arterials and highways** (including toll facilities) which **serve major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel.**

23 CFR 470.107 (b)

NHS Principal Arterial Review

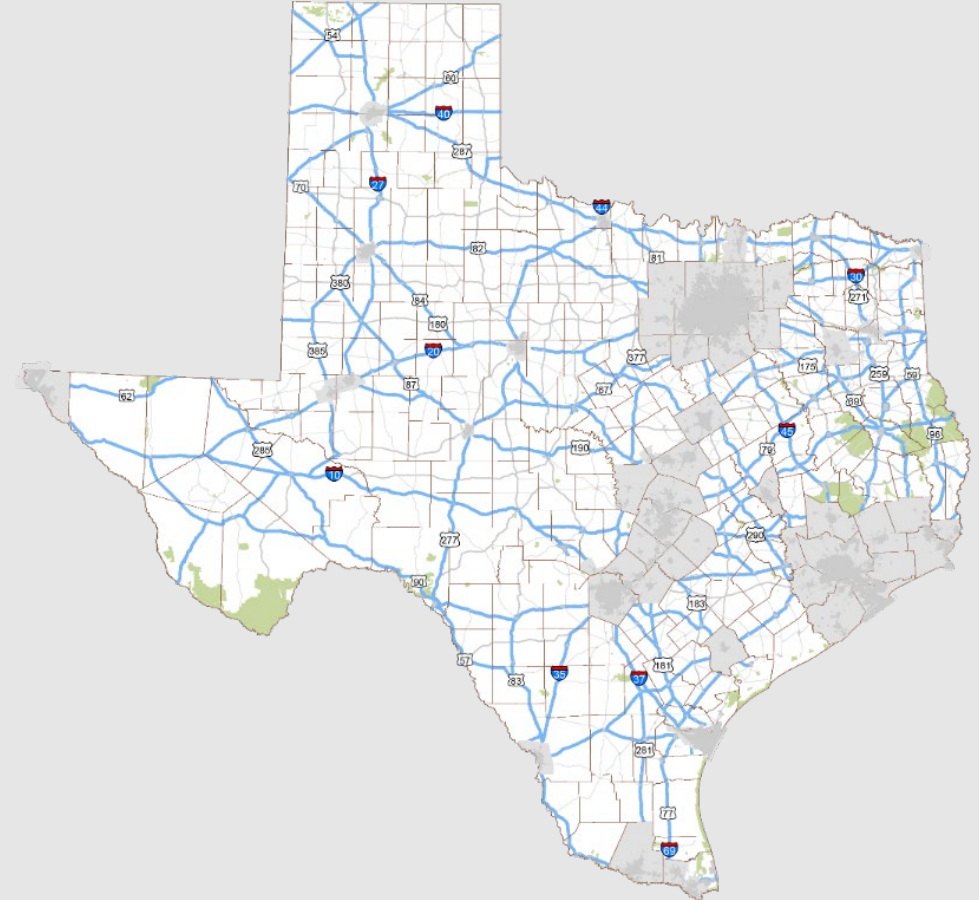
- Serve long-distance and regional travel needs
- Serve major activity centers
- Limit access to surrounding land uses and avoid residential areas
- Create an interconnected system linking other major facilities (no NHS stubs)

Intermodal Connector Review

- Apply federal criteria for trip generation specific to each facility
- Review connector efficiency: Is this the most direct way to access the facility from the NHS?



- **National Performance Management Measures** - MPOs and States required to track and set targets for improvement:
 - Pavement condition
 - Bridge condition
 - Safety
 - Travel Time Reliability
- Removal from the NHS system **does not affect overall Federal funding eligibility**
- Projects on NHS facilities are subject to **Federal Design Standards**

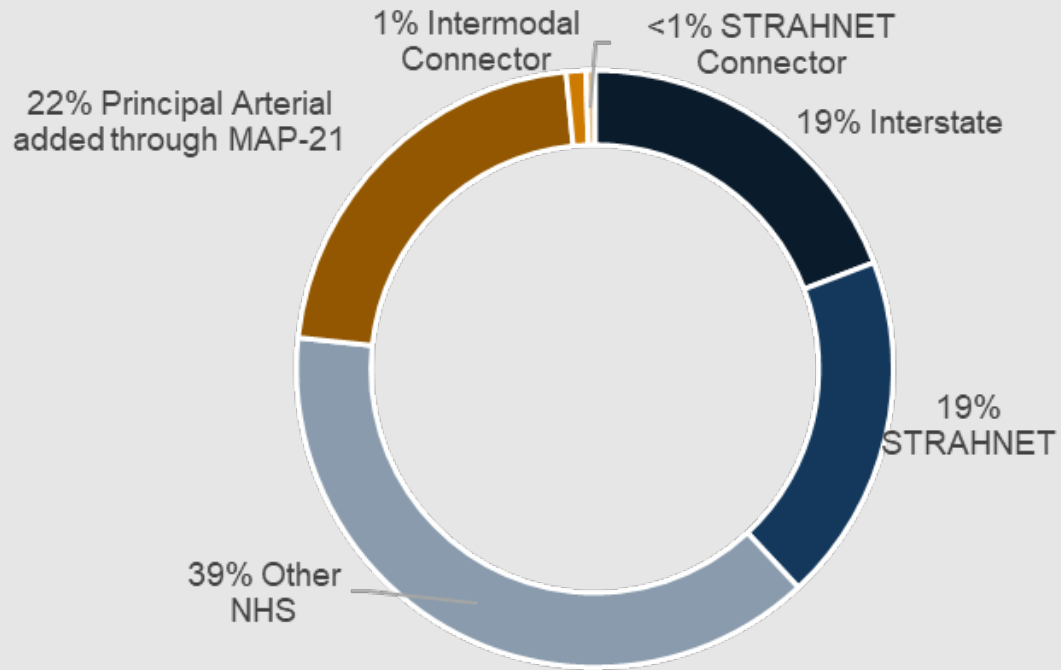


National Highway System in Texas



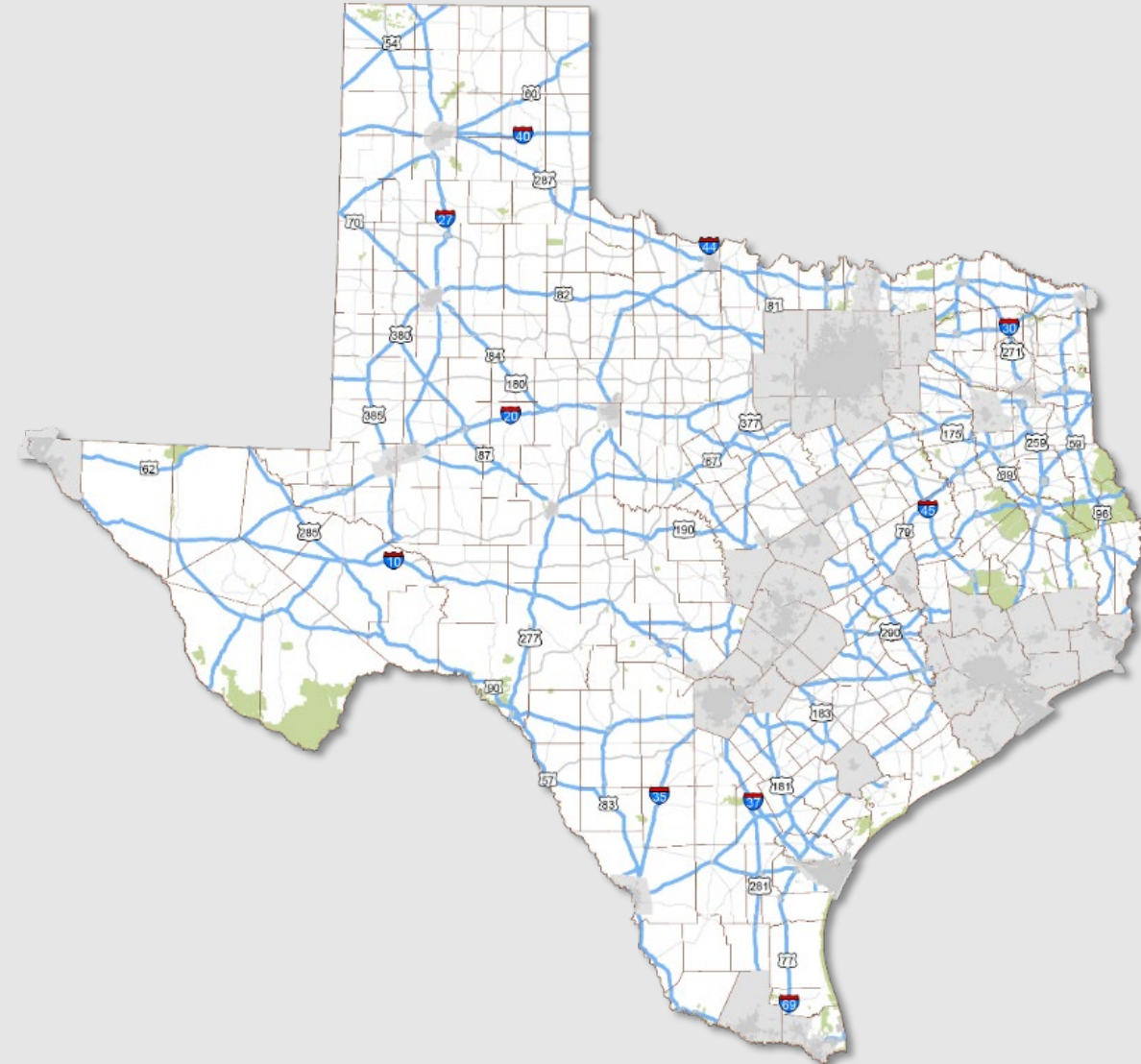
Texas NHS Facts

Over 18,000 centerline miles (6% of all roadway miles)
450 million vehicle-miles traveled (60% of all vehicle travel)
58 million truck-miles traveled (75% of all truck travel)



Current System Designation

Source: Texas HPMS 2017 Year-End Data Submission

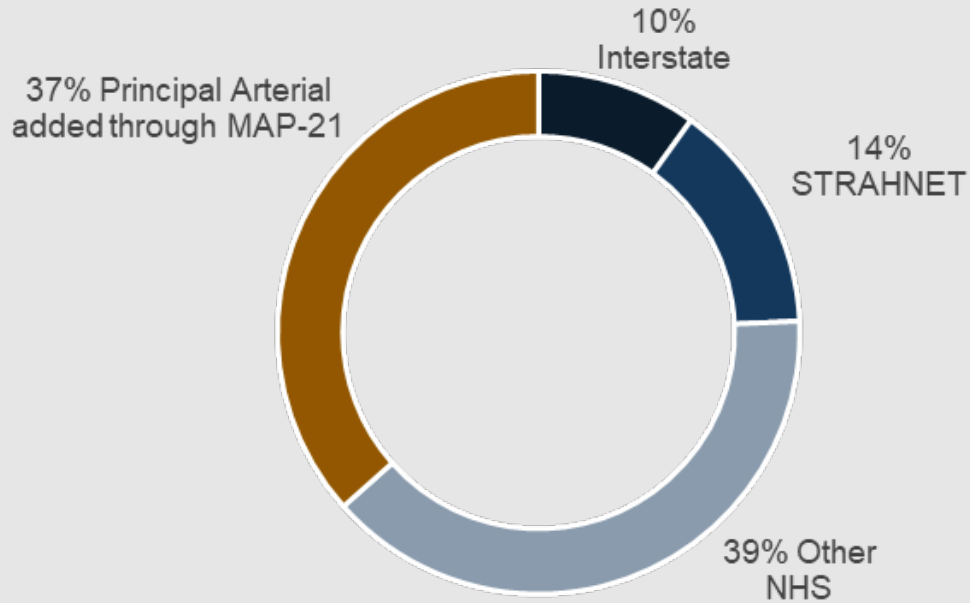


National Highway System in CAMPO

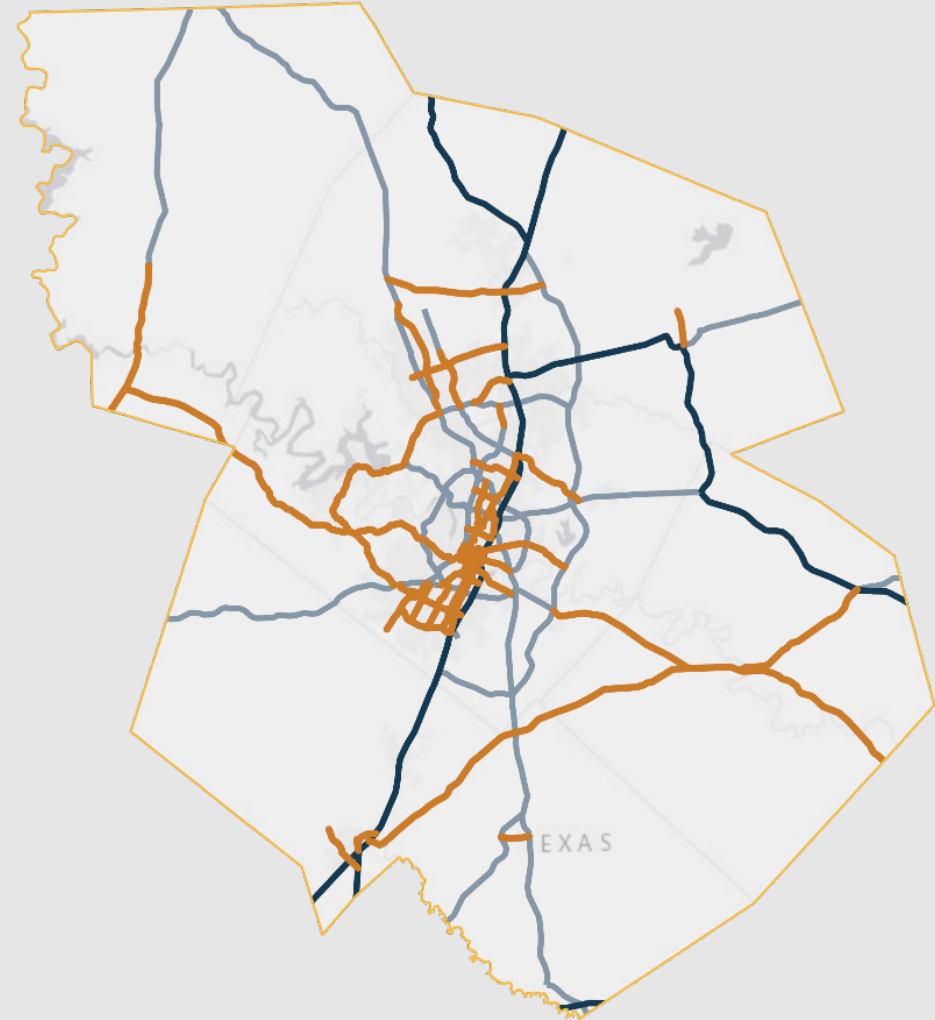


CAMPO NHS Facts

- 860 centerline miles (7% of total roadway miles)
- 32 million daily vehicle-miles traveled (59% of total travel)
- 3 million daily truck-miles traveled (75% of all truck travel)



Current System Designation



Source: Texas HPMS 2017 Year-End Data Submission



Review components of the National Highway System against Federal Criteria & Guidelines

- Evaluate Texas portions of the National Highway System in a data-driven manner
- Align process with Federal requirements for modification

1. Scoring Principal and Minor Arterials

Identify likely Principal Arterials based on facility characteristics

2. Urban Contextual Review

Further review of facilities to evaluate their mobility function within the transportation system

3. System Architecture Review

Refine results based on spacing and system continuity

Step 1 of NHS Review Process



Step 1: Use FHWA guidelines to identify potential Urban Principal Arterials

| | | | | |
|-----------------------|---------------|-----------------|------------------------|---------------------|
| AADT | Typical of MA | MA or PA | | Typical of PA |
| | 3,000 | 7,000 | 14,000 | 27,000 or more |
| | 0 points | 0.5 points | 1 point | |
| Divided/ Undivided | Typical of MA | MA or PA | | Typical of PA |
| | None | Unprotected/CTL | Raised Median (Curbed) | Positive Barrier |
| | 0 points | 0.5 points | 1 point | |
| Access Control | MA or PA | | Typical of PA | |
| | None | | Partial Access Control | Full Access Control |
| | 0 points | | 1 point | |
| Right-of-Way (ft.)* | Typical of MA | MA or PA | | Typical of PA |
| | 50 | 90 | 250 | 300 or more |
| | 0 points | 0.5 points | 1 point | |

Translate “Typical Characteristics” into **Scores (0 – 4)** to identify likely Principal Arterials

Criteria based on FHWA Highway Functional Classification Concepts, Criteria and Procedures, 2013

*Estimates developed by Jacobs based on 20th/80th percentile



Review corridors to ensure they function as Principal Arterials that:

- Serve major activity centers
- Serve long-distance travel needs and connect large regions
- Provide mobility across a region, especially between outlying areas and the urban core
- Avoid residential areas and provide limited access to surrounding land uses
- Directly link Interstate Highways, Freeways, or Expressways

Inconsistencies between actual function and

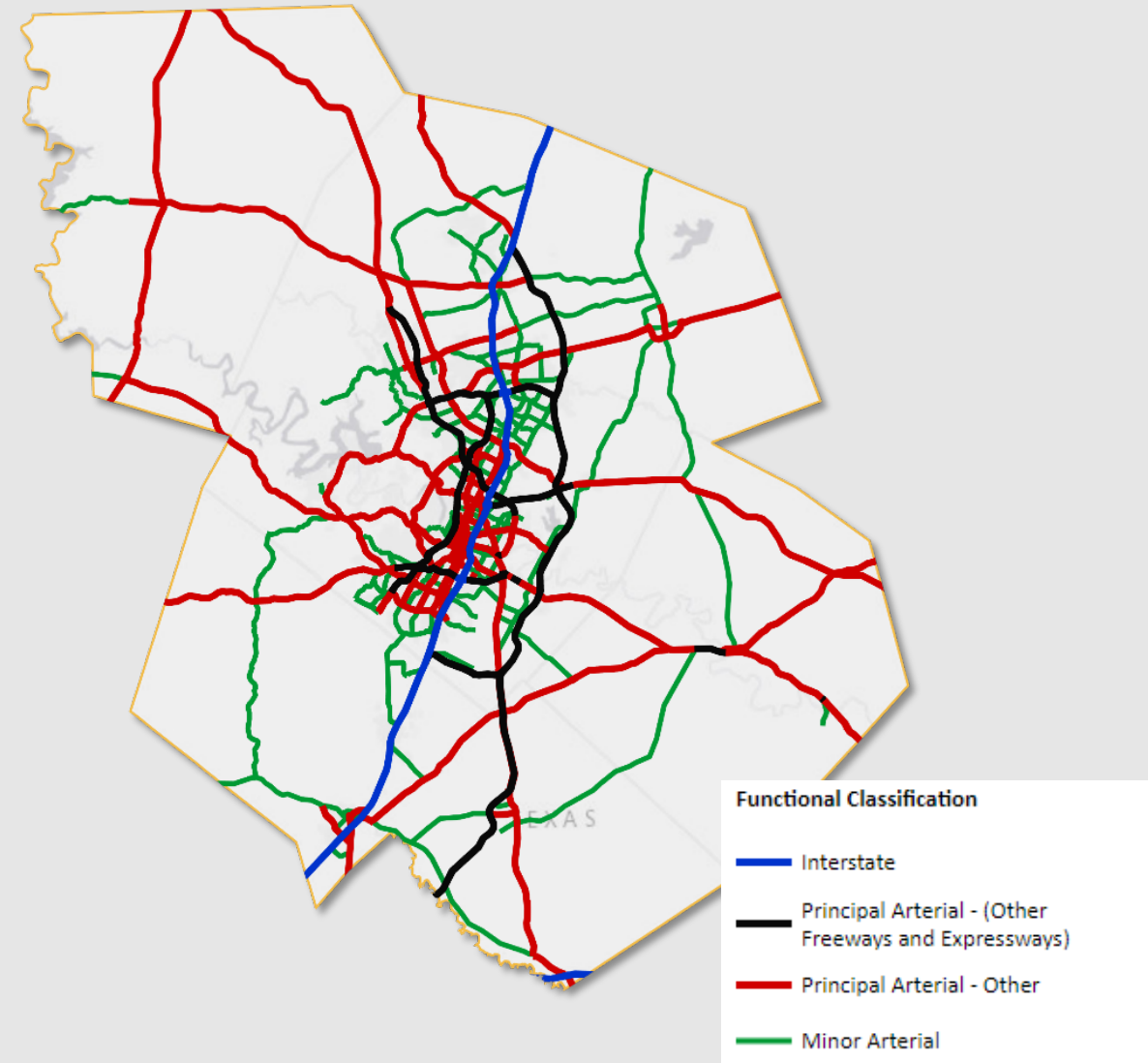
Criteria based on FHWA Highway Functional Classification
Concepts, Criteria and Procedures, 2013



Step 3: Review Suggested Modifications against System Architecture Needs

- Look at overall allocation of Principal Arterials, following **density and spacing** guidelines
- Revise any **stub connections**
- Use **rules of thumb** to resolve dense arterial areas

| Area Type | Arterial Spacing |
|---------------------------------|------------------|
| Central business district | 1/8-1/2 mile |
| Urban (central city except CBD) | 1/2-1 mile |
| Suburban | 1-2 miles |
| Lowest density development | 2-3 miles |



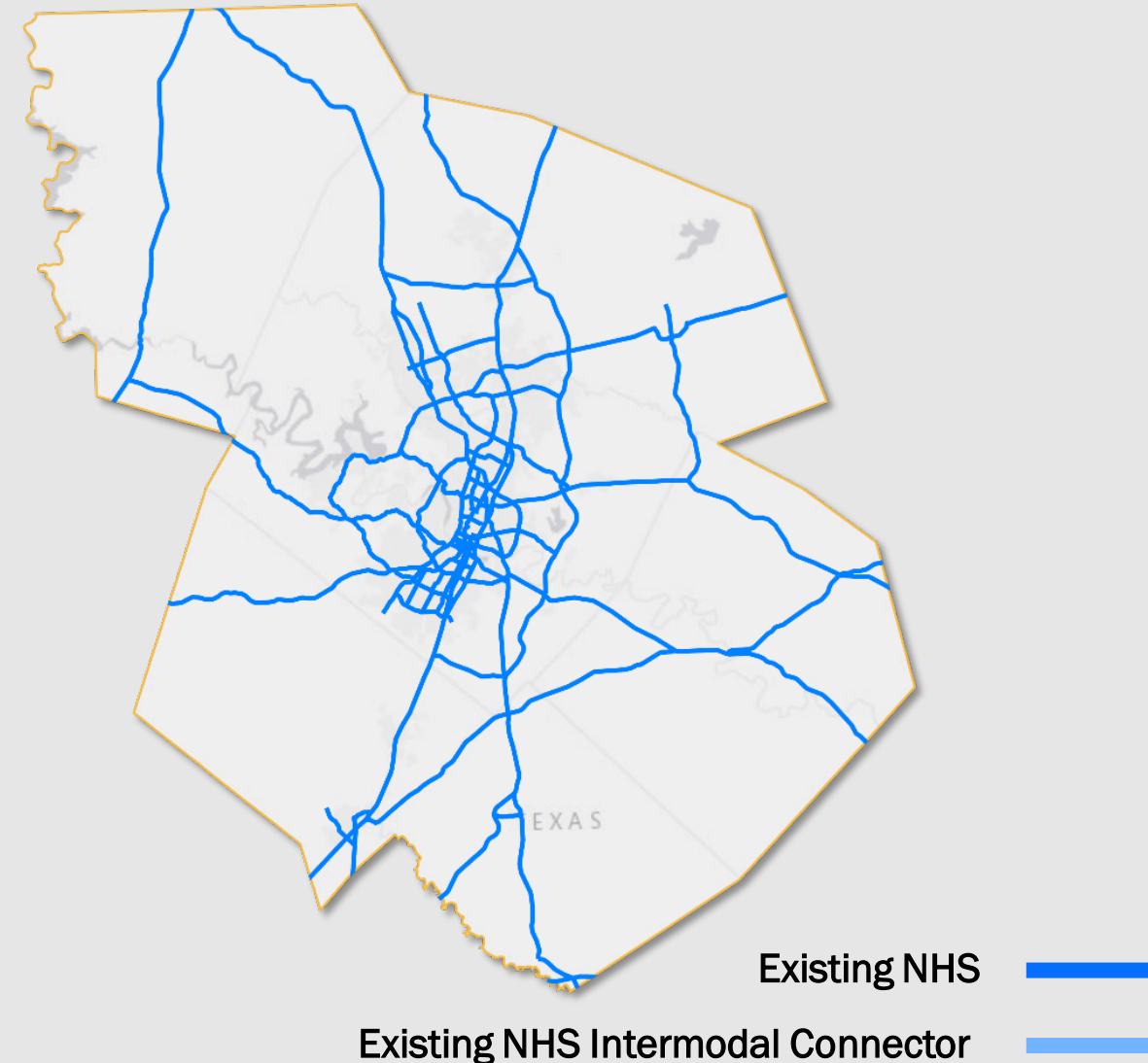


Connectors provide last-mile access to the main NHS from major intermodal facilities

- FHWA criteria specifies the volume of traffic a facility must generate to qualify for an NHS intermodal connector
- The connector must be the “principal connecting route” between the facility and the main NHS

Review Steps

- Validate existing connectors (facility traffic generation and connector route) where information is available
- Review connectivity to current NHS
- Identify large facilities not connected to the NHS



Intermodal Connector Criteria



| Facility Type | Criteria 1 | Criteria 2 | Criteria 3 |
|-----------------------------------------|-----------------------------------------------------------|---------------------------------------------------------------------------------|--------------------------------------------------|
| Commercial Aviation Airports | 250,000 annual passengers | 100 trucks/day/direction | 100,000 tons/year arriving or departing by truck |
| Ports - Terminals | 50,000 TEUs/year | 100 trucks/day/direction | |
| Ports - Bulk Commodity Terminals | 500,000 tons/year by highway/direction | 100 trucks/day/direction | |
| Ports - Passengers | 250,000 passengers/year | 1,000 passengers/day for at least 90 days during the year | |
| Truck/Rail | 50,000 TEUs/year | 100 trucks/day/direction | |
| Pipelines | 100 trucks/day/direction | | |
| Amtrak | 100,000 passengers/year | | |
| Intercity Bus | 100,000 passengers/year | | |
| Public Transit | 500 parking spaces at park & ride lots | Stations with 5000 daily bus or rail passengers with significant highway access | |
| Ferries | 1,000 passengers/day for at least 90 days during the year | 500 parking spaces at park & ride lots | |



Recommendation



Staff recommends adoption of resolution 2020-8-9.



**ITEM 10: DISCUSSION AND ACTION ON
AMENDMENTS TO THE 2019-2022 TIP AND
2045 RTP**





Out-of-Cycle Amendments – CAMPO received 3 requests for out-of-cycle amendments to be processed through the Quick Action Option outlined in the Public Participation Plan.

| Amendment List | | | | | | | |
|--------------------|---------------|-------------------------------------------------------------------|------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|----------------------------|
| Sponsor | Project Name | Description | FY | Project Cost | Amendment Request | Program/Plan Affected | Previous Public Outreach |
| City of San Marcos | N/A | Paratransit Bus Purchase | 2020 | \$72,277 | Add project to the 2019-2022 TIP Grouped Listing to facilitate the transfer of FTA 5339 Funding from CARTS to San Marcos prior to lapse. | 2019-2022 TIP (Currently Active) | 2017-2020 TIP |
| City of Leander | S. West Drive | Construct .23 mile sidewalk on South West Drive | 2020 | \$244,610 | Roll project over from 2019-2022 TIP to the 2021-2024 TIP to ensure listing at the time of Construction letting currently scheduled for September. | 2021-2024 TIP (Awaiting Federal Approval) | 2019-2022 TIP/Project Call |
| TxDOT/Hays County | FM 2001 | Widen to 4-lane divided roadway by adding two lanes and shoulders | 2025 | \$48,410,280 | Add to RTP Roadway Listing to allow completion of NEPA-FONSI. | 2045 RTP (Currently Active) | 2035 RTP/2040 RTP/NEPA |





Recommendation



Staff requests approval of resolution 2020-8-10.



INFORMATION



**ITEM 11: PRESENTATION ON POTENTIAL
OPEN ROADS POLICY FOR CAMPO
REGION**

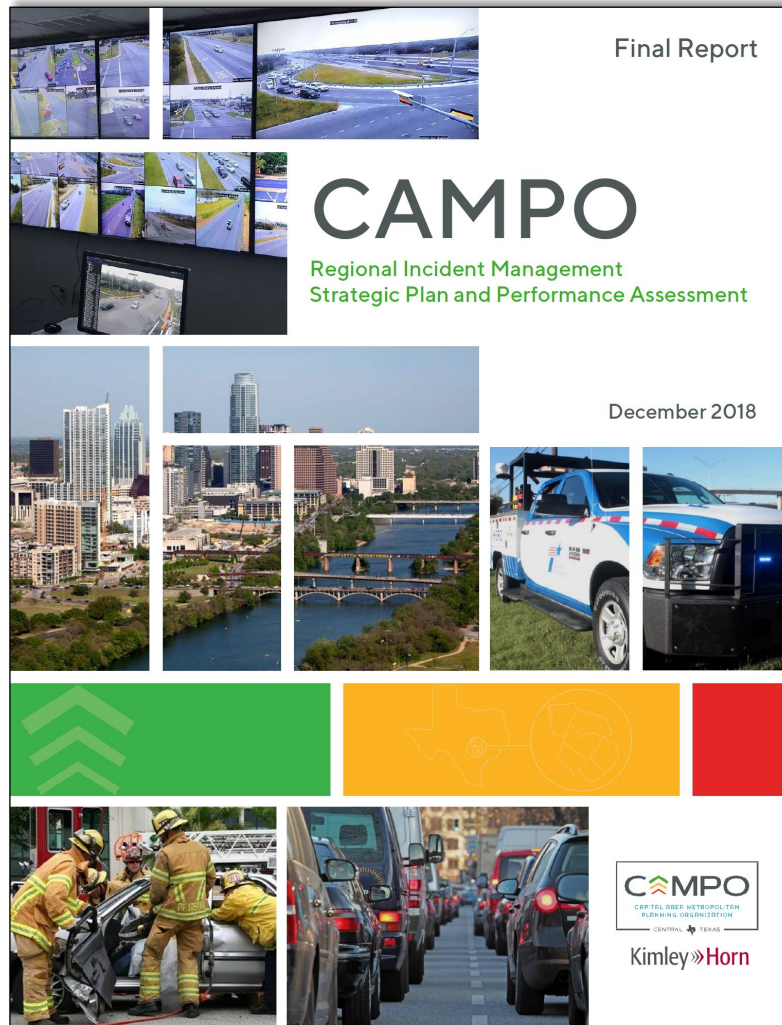




Concept for Open Roads Policy



Need identified in the December 2018 CAMPO Regional Incident Management Strategic Plan and Performance Assessment



Recommendations

- » **Develop an Open Roads Policy**
- » **Develop a Standardized HAZMAT and Non-HAMAT Clean Up Policy for the Region**
- » **Develop a Framework for a Regional Rapid Clear Towing Program**
- » **Develop a Framework for a Regional Heavy Tow Program**
- » **Develop a Standardized Data Collection and Performance Measures Framework for the Region**
- » **Develop a Regional State of Traffic Incident Management Report**





Overview of the Draft Policy



Formalizes Quick Clearance

Establishes Targets

Details Agency Roles



Whenever a roadway or travel lane is closed, partially blocked, or otherwise negatively impacted due to a traffic incident, responders **shall re-open the roadway as soon as possible in an URGENT MANNER.** Safety of the public and incident responders will remain the highest priority and must be preserved.





Overview of the Draft Policy



Formalizes Quick Clearance

Establishes Targets

Details Agency Roles



Includes target of clearing all traffic incidents from the roadway within **90 minutes**, consistent with the National Unified Goal

- » On **freeways** the goal is to respond to incidents with **30 minutes** and clear roadway within **60 minutes**

Includes expectation for agencies to regularly track and assess their traffic incident management **performance**





Overview of the Draft Policy



Formalizes Quick Clearance

Establishes Targets

Identifies Agency Roles



Identifies specific roles and responsibilities for agencies in the CAMPO Region

- » Law Enforcement
- » Fire and Emergency Medical Services
- » Road Maintaining Agencies
- » CAMPO
- » AIM High (Austin Regional TIM Group)
- » Others





The Need for an Open Roads Policy

Support Regional Growth

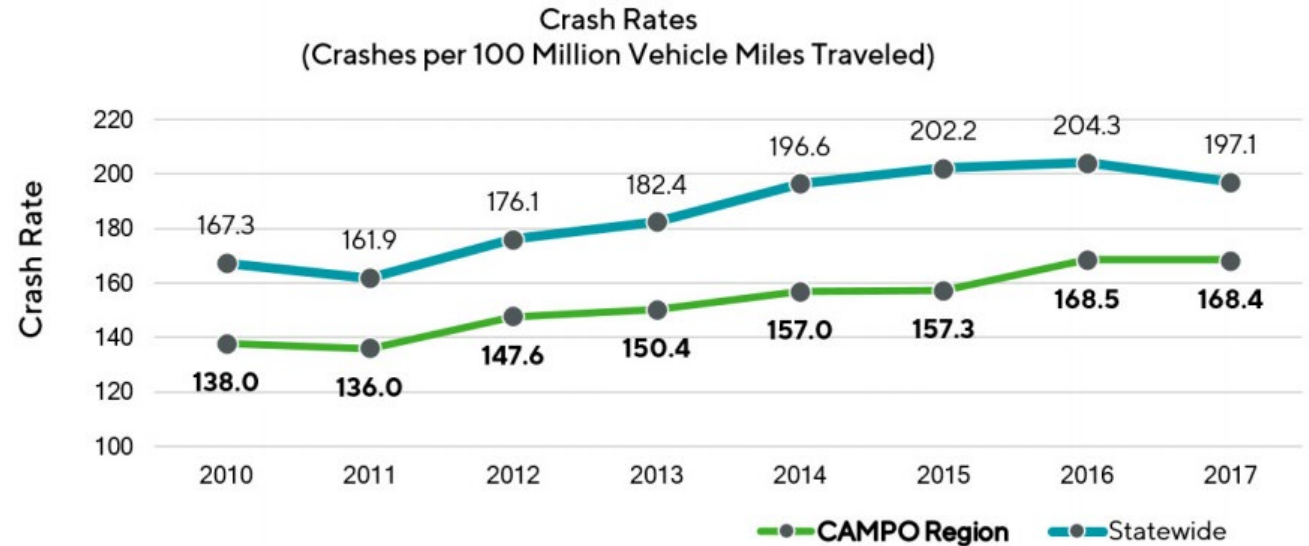
Improve Safety

Manage Congestion

Prepare for Major System Construction



| COUNTY | 2015 | 2045 | % CHANGE |
|-------------------------|------------------|------------------|-------------|
| BASTROP | 75,423 | 266,000 | 253% |
| BURNET | 43,726 | 94,000 | 115% |
| CALDWELL | 35,636 | 104,000 | 192% |
| HAYS | 172,419 | 633,000 | 267% |
| TRAVIS | 1,098,745 | 2,197,000 | 100% |
| WILLIAMSON | 471,403 | 1,377,000 | 192% |
| TOTAL POPULATION | 1,897,352 | 4,671,000 | 146% |



Source: CAMPO 2045 Regional Transportation Plan





Source: FHWA Sources of Urban Congestion

The Need for an Open Roads Policy

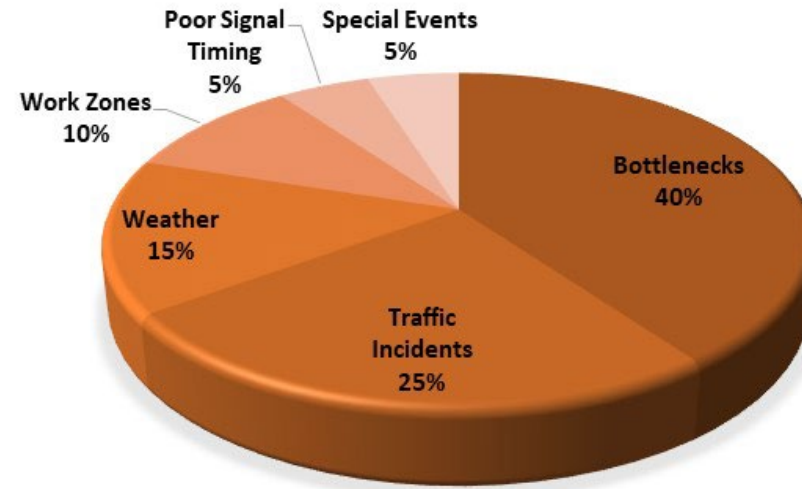


Support Regional Growth

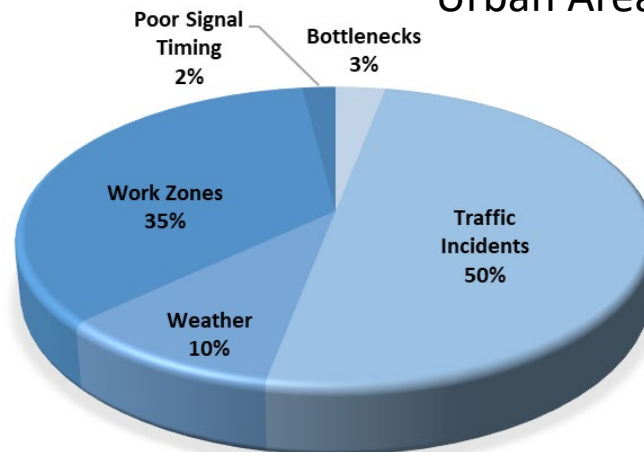
Improve Safety

Manage Congestion

Prepare for Major System Construction



Urban Areas



Rural Areas





Supports Existing and Planned Programs



CTECC

HERO

Mobility35

CAMPO Regional Incident Management Strategic Plan Programs



TxDOT and CAMPO IH 35 OPERATIONS INITIATIVES TO IMPROVE SAFETY

CURRENT INITIATIVES

Combined Transportation, Emergency and Communications Center *Regional Partnership that includes TxDOT, Travis County, and City of Austin*

This combined center acts as the Travis County Emergency Operations Center as well as the 911, police and fire dispatching center for City of Austin. Co-located with these agencies is the TxDOT Austin District Traffic Management Center (TMC). This 24-hour operation by TxDOT monitors all of the CAMPO regional freeways for incidents and other potential safety issues and controls the dynamic messages signs to provide advanced warning to travelers of lane closures.

24 Hour Monitoring of Traffic Incidents

Incident Management Training *Joint TxDOT and Public Safety Training Statewide*

TxDOT's statewide incident management coordinator has partnered with local traffic incident management working groups to offer training to public safety staff, first responders, and towing and safety service patrol personnel across the state, including in the CAMPO Region. This traffic incident management training increases use of strategies that reduce the likelihood of secondary crashes that occur after initial crashes contribute to traffic on the road. As of Spring 2020, 57.4 percent of Texas public safety personnel had received incident management training.

Highway Emergency Response Operator (HERO) Roadside Assistance Program *Funding through CAMPO - Operated by TxDOT*

TxDOT, in partnership with the CAMPO, operates a free Highway Emergency Response Operator (HERO) patrol service program to clear minor crashes from area roadways and assist motorists in need. Operating seven days a week on freeways in the CAMPO region, HERO improves safety by managing traffic during major incidents and assisting disabled vehicles so that roads and shoulders are cleared more quickly.

34 to 1
Benefit Cost of Deploying HERO on Urban Freeways



Reduction in Vehicles Traveling Through Mobility35 Work Zones

Mobility35 Construction Communications Assistance Team (CCAT) *TxDOT Led in Coordination with All Cities and Counties on the I-35 Corridor*

The purpose of CCAT is to minimize the impacts of I-35 construction to the traveling public. CCAT fulfills this purpose through engaging regional partners to coordinate freeway closures, improve traffic operation and safety within the construction work zones, and provide information to the public about upcoming and existing closures. The CCAT efforts have resulted in more than a 20% reduction in the number of vehicles passing through construction work zones during major I-35 freeway closures and have saved the traveling public thousands of hours of delay.

UPCOMING INITIATIVES

CAMPO Regional Incident Management Strategic Plan *CAMPO Led with Participation from Transportation and Public Safety Agencies in the Region*

This regional study identified next steps to improve safety and reduce incident clearance time on IH 35 and other regionally significant routes. CAMPO and TxDOT are now working together to implement these next steps starting in the year 2020. Safety initiatives identified in the CAMPO Regional Incident Management Strategic Plan that may be implemented are shown on the right.

Austin Regional Open Roads Policy *CAMPO Led with Buy-In from Regional Public Safety Agencies*

This regional policy affirms the commitment of public safety and emergency response personnel to clear traffic incidents from the roadway as quickly as possible while maintaining safety on the scene. The policy creates a standard expectation to preserve roadway capacity while ensuring the safety of both responders and the traveling public.

Design considerations to make an \$8 billion transportation investment safer



Mobility35 Capital Express Incident Management Plan *TxDOT Led Initiative to Improve Safety on a Critical Regional Investment*

This effort analyzes the proposed design of the Capital Express section of Interstate 35 through the CAMPO Region, identifying opportunities to improve the ability of public safety agencies to respond to and manage incidents during and after reconstruction of I-35. Design recommendations will highlight solutions that allow for responders to access the incident scenes more quickly when crashes occur along depressed, tunneled, or otherwise constrained stretches of the freeway.

Moving Forward with Six Initiatives to Improve Safety and Reduce Incident Clearance on Freeways

1

Open Roads Policy
Regional policy supporting opening roads as quickly and safely as possible. More information is included on the left.

2

Regional Heavy Tow Program
Possible regionwide contract to expedite removal and towing of heavy vehicles involved in crashes.

3

Regional HAZMAT and Non-HAZMAT Clean Up Program
Possible regionwide contract to expedite clean up and HAZMAT and non-HAZMAT spills on freeways.

4

Framework for a Regional Rapid Clear Towing Program
Possible program to provide quick no-cost towing to remove disabled vehicles off the freeway and take them to the nearest safe parking area.

5

Standardized Data Collection and Performance Measures Framework
The development of an approach to standardize and begin the collection of traffic incident management data from agencies throughout the region.

6

Regional State of Safety Report
An annual executive-level report that tracks safety performance within the region.





Intended Outcomes



Open Roads Support Safer
and More Reliable
Roadways



- Establish regional commitment to keeping roads open
- Increase safety at traffic incident scenes and reduce secondary crashes
- Reduce congestion due to traffic incidents
- Set clear and reasonable expectations for responding agencies





Precedents



Existing Texas Law
Other States' Policies



- **Supports existing Texas Law**
 - » Authority Removal Law (TTC 545.3051)
 - » Driver Removal Law (TTC 550.022)
 - » Move Over/Slow Down Law (TTC 545.157)
- **Follows precedent set in other states**
 - » Established in states around the US
 - » Texas is developing their own statewide Open Roads Policy
- **CAMPO can lead the way**
 - » Would be first such MPO-developed policy



**ITEM 12: UPDATE ON FY 2019 AUDIT
FINDING RESULTS**



**ITEM 13: EXECUTIVE DIRECTOR'S REPORT
ON TRANSPORTATION PLANNING
ACTIVITIES**





Transportation Planning Activities

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- **Federal Transportation Bill**
 - » FAST Act expires this year
 - » Continuing resolution likely
 - » Possible transportation stimulus bill in 2021
- **TxDOT Unified Transportation Program (UTP)**
- **Fall Planning Activities**
 - » Deferred project prioritization process
 - » Section 5310 project call
 - » Regular TIP and RTP Fall amendment cycle



ITEM 14: ANNOUNCEMENTS



Adjournment



C**MPO**

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION